



LEADING THE TRANSITION TO zero-emission maritime transport

Maritime transport is the backbone of the EU's international trade and supply chains, carrying over 80% of global trade, by volume. But the sector still relies on highly polluting and carbon-intensive liquid hydrocarbons (heavy fuel oils, marine diesel). Our proposals would change this, ensuring maritime transport helps the EU meet its European Green Deal targets of creating a carbon-neutral economy by 2050.



EQUIPPING PORTS WITH ALTERNATIVE FUELS INFRASTRUCTURE

- ▶ The greening of our transport fleets requires adequate recharging and refuelling infrastructure. The [Alternative Fuels Infrastructure Regulation](#) proposal addresses, i.a. electricity supply in major ports for ships and barges.
- ▶ For **vessels at berth**, the proposal requires TEN-T maritime ports to install electricity supply to meet demand from 90%+ of container and passenger ships calling at that port.
- ▶ Shore-side electricity must be provided at every TEN-T inland waterway port.



OFFERING FINANCIAL SUPPORT FOR THE GREEN TRANSITION

- ▶ Connecting Europe Facility
 - €1.5 billion already funding 152 Actions in 119 different TEN-T maritime ports in 22 EU Member States.
 - The [current calls](#) support maritime port projects, especially those promoting alternative fuels provision.
- ▶ Horizon Europe
 - Supports research projects targeting **cleaner oceans by 2030** with a focus on ecosystems and biodiversity, preventing pollution and emissions, and making the blue economy sustainable and circular.
 - Launched in June 2021, the [Zero-Emission Waterborne Transport Partnership](#) brings together European maritime industry stakeholders around a joint R&D vision. The EU is investing €530 million, which is further leveraged by €3.3 billion from private partners.
- ▶ Recovery and Resilience Facility - also supports sustainable waterborne transport and ports.



ACCELERATING DECARBONISATION THROUGH RENEWABLE AND LOW-CARBON FUELS

- ▶ Fuel-EU Maritime [Proposal](#) to introduce a fuel standard limiting the greenhouse gas intensity of energy used on ships.
- ▶ Obligation for container and passenger ships to connect to onshore power supply or use zero-emission technologies at berth at EU ports.
- ▶ Extending the EU Emission Trading System (ETS) to the maritime sector will put emissions from shipping under the general cap and create a price signal to drive decarbonisation.



BETTER MANAGEMENT OF SHIP WASTE

- ▶ To prevent marine pollution from ships, a new directive on [Port Reception Facilities](#) recently came into force. It ensures that waste is returned to land and adequately managed rather than discarded at sea.



REDUCE SHIP SOURCE POLLUTION

- ▶ To better apply the polluter-pays and precautionary principles and to avoid emissions polluting the sea, the Commission will next year propose improved rules in a new Ship Source Pollution Directive. The Directive provides the legal basis for [CleanSeaNet](#), the European Maritime Agency's satellite-based oil spill monitoring and vessel detection service.



20 YEARS OF THE EUROPEAN MARITIME SAFETY AGENCY (EMSA)

- ▶ [EMSA](#) provides technical expertise and operational assistance to improve maritime safety, pollution preparedness and response, and maritime security.
- ▶ The Agency's tasks are mostly preventive: monitoring how certain laws are applied and evaluating their overall effectiveness. Others are reactive: providing EU countries with oil recovery ships in the event of a major spill at sea and detecting marine pollution through satellite surveillance.
- ▶ In 2019, a total of 7 939 possible spills were identified via satellite monitoring in EU waters, with 42% confirmed as discharges.



DEFENDING EU ENVIRONMENTAL TARGETS FOR SHIPPING AT GLOBAL LEVEL

- ▶ The EU is leading negotiations at the International Maritime Organisation (IMO), the international rule-making body for maritime transport, with a view to finding agreement on the target of zero emission shipping by 2050, and concrete and ambitious measures, such as on fuel standards and carbon pricing.



FUTURE-PROOFING EUROPEAN INLAND WATERWAY TRANSPORT - NAIADES III ACTION PLAN

- ▶ A 35-point [action plan](#) to boost the role of inland waterway transport in our mobility and logistics systems.
- ▶ Core objectives: to shift more cargo via Europe's rivers and canals, and facilitate a transition to zero-emission barges by 2050.

© European Union, 2022

Reuse of this document is allowed, provided appropriate credit is given and any changes are indicated (Creative Commons Attribution 4.0 International license). For any use or reproduction of elements that are not owned by the EU, permission may need to be sought directly from the respective right holders. All images © European Union, unless otherwise stated.