
Update on EU Maritime Policy

INTERTANKO, European Panel

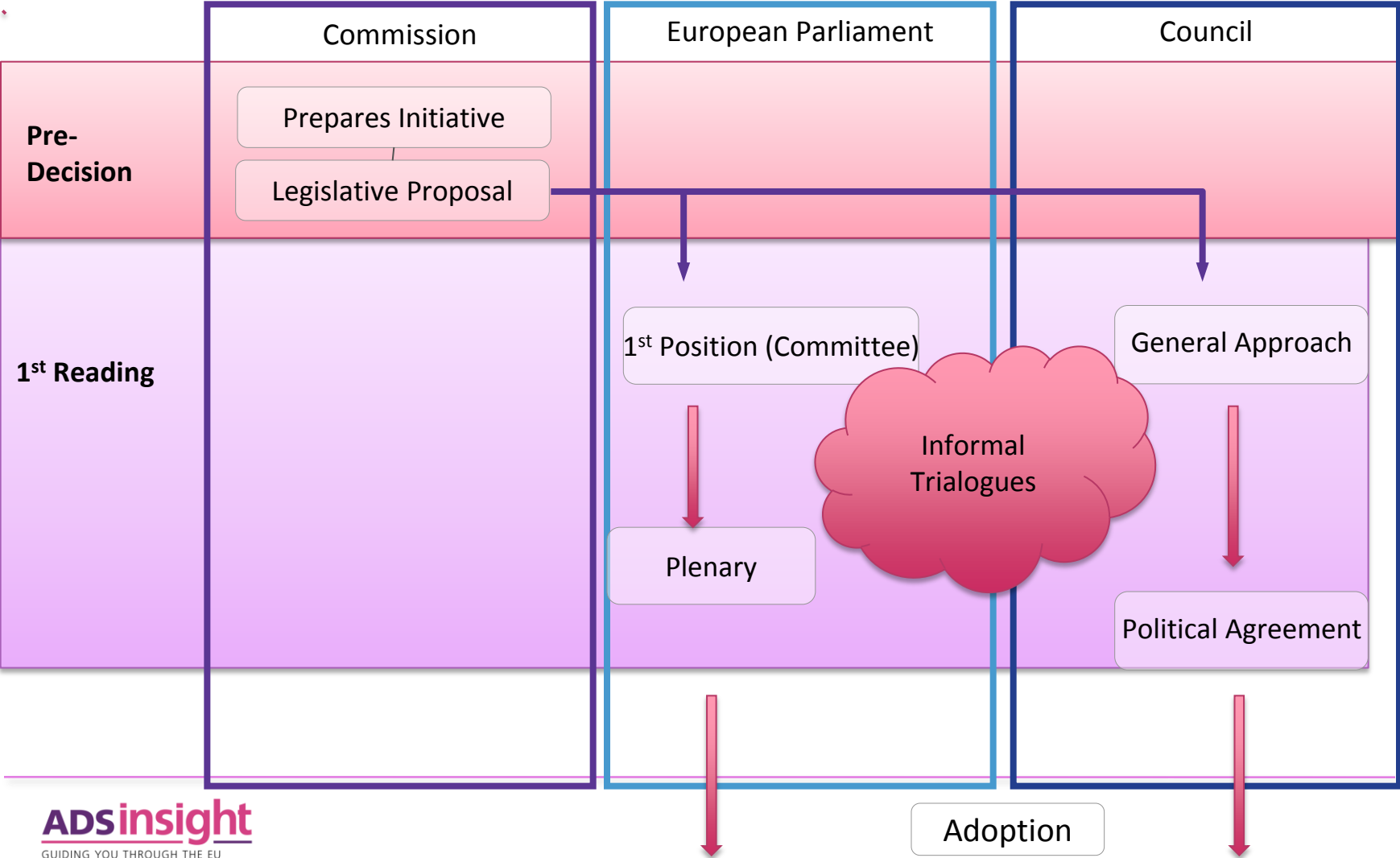
Hamburg, 28/02/17

Presented by Timo Schubert

GHG Emissions: EU-ETS

- ★ Ongoing revision of overall EU-ETS system (Commission proposal of 2015 for period after 2020):
 - ★ Increase pace of emissions cuts (40% by 2030) by reducing number of emission allowances
- ★ Commission does not propose to include shipping / prefers action by IMO
- ★ Dec 16/Feb 17: European Parliament adopts amendments to include shipping as of 2023 if no comparable IMO system operating by 2021, and to create Maritime Climate Fund (20% of proceeds from auctioning certificates)
- ★ Environment Council (Member States) to adopt position today. Likely to oppose inclusion of shipping.

Discussions with EP to follow – Outcome open



GHG Emissions: MRV

- ◆ Regulation on MRV of maritime CO₂ emissions of 2015
 - ◆ Applicable from 1 January 2018, to all ships over 5000 GT calling the EU
 - ◆ Ship owners/operators to monitor and report CO₂ emissions on voyages to, from and between EU ports, as well as distances travelled and cargo carried
 - ◆ Measuring emissions: BDN, fuel tank monitoring, or flow meters
 - ◆ Verification of annual data on CO₂ emissions and cargo
 - ◆ EU willing to assess future IMO system when details agreed
 - ◆ In principle willing to align EU system

Ship Recycling Regulation

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- ✦ Brings IMO Hong Kong Convention into force and is broadly aligned
 - ✦ Vessels > 500 GT flying the flag of an EU Member State
 - ✦ Vessels only to be dismantled at EU-approved facilities
 - ✦ Requirement to carry an IHM (all ships calling at EU ports)
 - ✦ December 2016: First list of EU-based SRF published. Applications for 18 additional facilities in third countries are being assessed (> 2.5 million annual light displacement tonnes recycling capacity – Regulation enters into force 6 month after publication)
 - ✦ Commission to submit a report on financial instrument (e.g. port levy or ship insurance) by 31 December 2016... pending

Port Reception Facilities

- ◆ Directive on PRF was to be implemented by the end of 2002, but many ports are still not in compliance
- ◆ Therefore short and long term approach to fix problems
- ◆ Nov 16: EMSA publishes technical recommendations PRF Directive
- ◆ New legislative proposal expected this spring to address:
 - ◆ Inadequacy or unavailability of facilities in ports
 - ◆ Insufficient delivery of waste from ships
 - ◆ Unnecessary administrative burden, both for public authorities and shipowners
 - ◆ Scrubber waste

Ports Package III

- After two failed attempts in 2003 and 2006, a Regulation on market access to and transparency of ports finally adopted on 23/01/17. Publication in OJ pending.
- Objectives: quality of port services, transparency of port financing and efficiency of the port system
- Pilotage, cargo handling and passengers services finally excluded from market opening requirements
- Bunkering, mooring, waste, towage liberalised
- Transparency requirements for port charges / Users must be consulted

European Border and Coast Guard

- September 2016: Publication in OJ of new Regulation on the European Border and Coast Guard
- EU response to illegal immigration by sea in the Med
- Does not entail a stand alone EU Coast Guard but:
 - Renames FRONTEX into European Border and Coast Guard Agency
 - Together with the national coast guards it forms the European Border and Coast Guard
 - Tasks of the Agency i.a.: monitoring migratory flows, develop common strategy, offer technical and operational support

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t.schubert@ads-insight.com

+49 176 303 42 780

www.ads-insight.com