

SOMMET CLIMATE CHANCE EUROPE

07-08 mars 2022

#SCCE2022



Maritime transport at the European level: What changes should be put in place?

Description:

Reducing greenhouse gas emissions from shipping is one of the twelve main lines of action of the European Commission's "Fit-for-55" package. There is indeed an urgent need for action: representing 77% of European external trade and 35% of all trade by value between EU members, it is an essential part of the international supply chain. There are many challenges to reducing emissions from the sector, the first being the global nature of this traffic, which is regulated through the IMO. The IMO has recently made commitments to reduce its emissions, but these must now be implemented, between direct reduction and compensation mechanisms. Then there is the question of taking action on the entire sector, from port logistics to shipbuilding, a process that requires significant investments. What is the strategy for the maritime world, and what are the priorities towards achieving the "Fit-for-55" objective?

Chair: Christophe Clergeau, Secretary of the Regional Council of Pays de la Loire (France), member of the European Committee of the Regions

Moderator: Antoine Gillod, Coordinator of the Observatory non non-state climate action, Climate Chance

Speakers:

- **Stéphanie Lesage**, General Counsel & Corporate Secretary d'Airseas
- **Tommaso Spanevello**, Head of European Affairs, HAROPA Port
- **Lise Detrimont**, General delegate of Wind Ship France
- **Alberto Cappato**, Secretary of the International Association of Port Cities (AIVP)
- **Ludmila Osipova**, Researcher at International Council on Clean Transportation

Summary of discussions :

- Once the major developments in greenhouse gas emissions, economic dynamics and the international regulatory framework for maritime transport had been presented, the discussion was organized around three proposals formulated by the speakers.
- The first proposal, aimed at shifting the proposed FuelEU Maritime regulation from a fuel-centered approach to one that is open to all alternative energies, was an opportunity for Ludmila Osipova to point out that there are not enough low-carbon energies available to initiate large-scale electrification of the maritime sector. Lise Detrimont, recalling that GHG emissions from the maritime sector are expected to increase until 2050, argued for the development of wind propulsion as a replacement or hybridisation of alternative fuels.

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Stéphanie Lesage presented AirSeas, a young company that designs and manufactures ship propulsion systems using kites.

- The second proposal aims to reduce emissions at the quayside by transforming the practices of ships in the last mile. Ludimila Osipova highlighted the problem posed by scrubbers, equipment for washing sulfur exhaust from ships, for the pollution of territorial waters. Alberto Cappato presented the experience of the port of Genoa, which has installed solar panels to reduce emissions, but has also come up against obstacles linked to the city's architectural heritage. Tommaso Spanevello underlined the multiple benefits of the electrification of ships on the quayside to reduce the various sources of pollution in ports, but also the financial, technical and operational obstacles to these installations.
- Finally, the third proposal aims to encourage port intermodality with the interconnection of land-based decarbonisation issues. Alberto Cappato insisted on the substitution of rail freight for road freight to transport goods from ports, with the need to adapt to the urban context which does not always allow the use of rail and requires other intermediate solutions to cover the intermediate kilometers. Tommaso Spanevello insisted on the need to strengthen the role of ports in the 92/106/EEC directive on combined transport of goods. Ludimila Osipova concluded by citing the example of The Northwest Seaport Alliance, an alliance between 3 major ports in North America (Seattle, Vancouver and Tacoma) which are coordinating their efforts to reduce their emissions (electrification of ports, banning scrubbers, clean trucks...).

THEMATIC DRAFT PROPOSALS FOR THE IMPLEMENTATION OF THE EUROPEAN GREEN DEAL

N°	Topic	European policy	Proposal
1	Moving from a fuel-centered approach to one that supports alternative energies	'FuelEU Maritime' regulation on the use of renewable and low-carbon fuels in maritime transport and amending Directive 2009/16/EC	<p>The conclusions of the "Maritime Transport Workshop" recommend that the principles of the text be changed in order to :</p> <ul style="list-style-type: none"> • Move from a logic centered on "fuels" to one that is open to all technologies based on alternative "energies", in particular wind propulsion in a hybrid solution with alternative fuels. • Make the avoid-reduce-compensate (ERC) sequence prevail and promote the reduction of fuel consumption in the first place, whatever the type of fuel • Adopt a global, multi-criteria approach throughout the entire life cycle: choice of fuel, but also of propulsion systems, construction or not of new ships, construction of new infrastructures (e.g. LNG). <p>In particular:</p> <ul style="list-style-type: none"> • Integrate a formula for taking into account the contribution of wind (without a priori limitation) in the formula for the overall calculation of carbon intensity • Formulate a carbon intensity reduction target for the intermediate milestone 2035 that is higher than the 13% target for the baseline year (2020) in order to accelerate the adoption of alternative technologies in the short term. • Extend the scope of the regulation to ships below 5000 gross tonnage.

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2	Decarbonising and reducing pollution from ships at berth in ports	<p>‘FuelEU Maritime’ regulation on the use of renewable and low-carbon fuels in maritime transport and amending Directive 2009/16/EC</p> <p>‘AFIR’ regulation on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU of the European Parliament and of the Council</p>	<p>The conclusions of the "Maritime Transport Workshop" recommend encouraging the electrification of maritime traffic in ports and close links in order to reduce GHG emissions and air pollution:</p> <ul style="list-style-type: none"> • Encourage the electrification of docking stations through a compatibility benchmark for ports of call and a price signal on the energies used during these docking stations. • Require ships entering ports to use the most efficient and least polluting equipment. • Formulate a financial support plan for the renewal / decarbonisation of passenger ship fleets (ferries), service vessels and the fishing fleet. <p>In particular, provide ports with an energy strategy to support their zero-emission strategy through:</p> <ul style="list-style-type: none"> • A plan for the local sourcing of the green energy needed to cover the needs linked to the electrification of port uses • A green hydrogen (H2) production component in the ports, by favoring the connection with offshore wind farms • The electrification of all mobility within the port perimeter.
3	Promoting low carbon intermodality from ports for the transport of goods	Revision of Directive 92/106/EEC on the combined transport of goods between Member States	<p>Strengthen the decarbonisation of ports' intermodal interfaces:</p> <ul style="list-style-type: none"> • Integrate ports more into European transport corridors and networks • Invest massively in interconnection platforms with the rail network, which must itself be upgraded • Converting the fleets of heavy goods vehicles serving ports to hydrogen and ensuring the coverage of ports by H2 corridors • Discriminate between flows that should be grouped together on large port platforms and those that should be split up by promoting, for example, coastal freight and motorways of the sea.

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