

European Climate Change Programme – WG Ships

8th February 2011

Background document:

Scope of actions to reduce climate impact of maritime transport

Emissions and impacts?

Which emissions should be addressed? Carbon dioxide emissions only? What other emissions or climate impacts could be addressed e.g. Black Carbon, refrigerant gasses? Should they be addresses together – or would a 'step by step' approach be better?

Scope of different measures

Should all measures have the same scope of application? Which emissions could be included in the EU greenhouse gas reduction commitments? Which emissions could be subject to mandatory monitoring? Which emissions could be subject to technical, operational or market based reduction measures?

What ships/vessels should be addressed?

Should European policy address all ship types? Should different measures be used for different ship types? Should any activities be excluded? Would a phased approach work best? Should measures address only the largest ships? What about ships that are effected by IMO GHG regulations e.g. a future EEDI? Should low emitting or small vessels be excluded? What minimum thresholds could be set? Is a 'step by step' approach useful? How could the vessels covered develop over time?

Could any measures apply to EEA beneficial owners? EEA owned vessels? EEA managed vessels? EEA flagged vessels?

Geographic scope of measures

Should measures address all ships visiting covered ports? Or only ships engaged in domestic and/or intra EU trade? What about inland navigation? Should measures focus on emissions from ships in a '12 mile' zone or the Economic Zone. What about addressing emissions from all incoming routes and/or outgoing routes. Some studies have suggested measures should address emissions from ships during a certain time period prior to visiting a covered port. Should there be a minimum size for ports included in any scheme?

Types of measures

The European Union has repeatedly stated that all sectors should contribute to emissions reductions and that operation, technical and market based measures are necessary to address the climate impact of maritime transport.

Which types of measures are most appropriate for EU action? Are there any relevant precedents? How do decision making procedures and dynamics vary in IMO / UNFCCC and EU?

Would voluntary measures be effective? How could their benefits be measured?

How could European measures best compliment IMO measures?

Should different measures be phased in over time? e.g. Is mandatory monitoring or reporting required before policy decision/mandatory measures are applied?

Who should measures address?

Are some measures more suited to certain ship types/sizes?

Should some measures address states/ports? Other actors? Which measures?

What types of measure are other states implementing/planning? e.g. New Zealand are already including ships in their Emissions Trading System.

Disclaimer

The purpose of this background paper is to indicate possible areas for discussion and assist participants with their preparation. This document should not be seen in any way to limit the scope of discussion or to exclude any relevant aspect. ECCP participants are requested to raise and address all relevant aspects. This document is not intended to indicate any preferences or views of the Commission.