

European Climate Change Programme

WG Ships

22nd – 23rd June 2011

June 22nd 2011

DG Climate Action

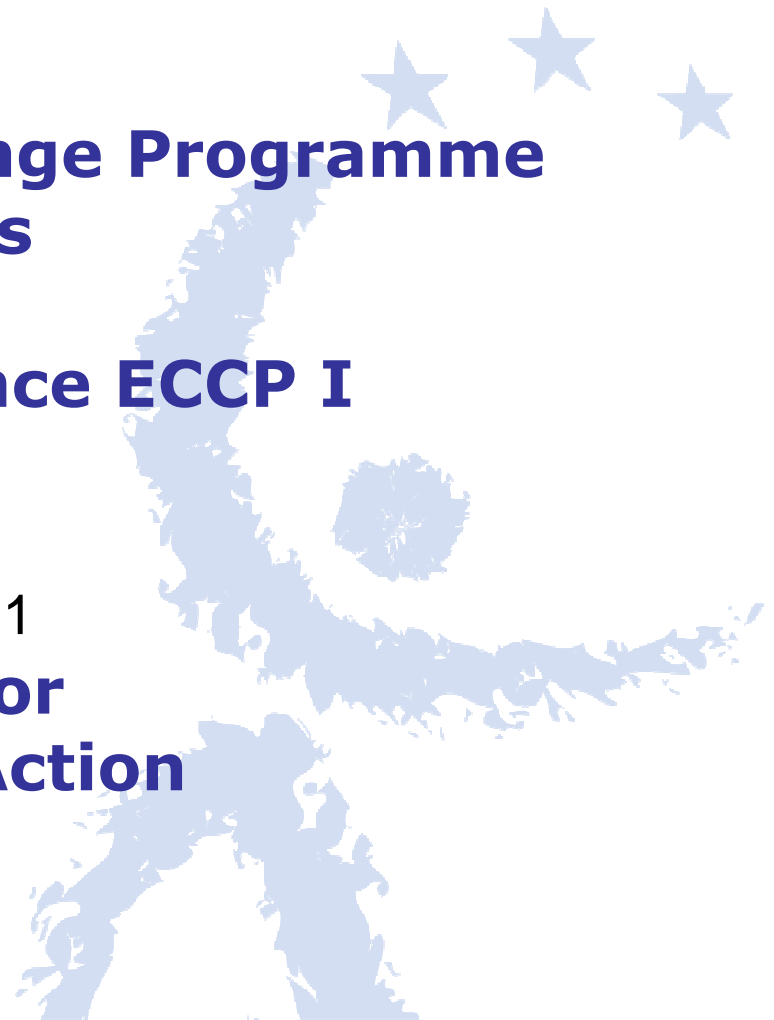


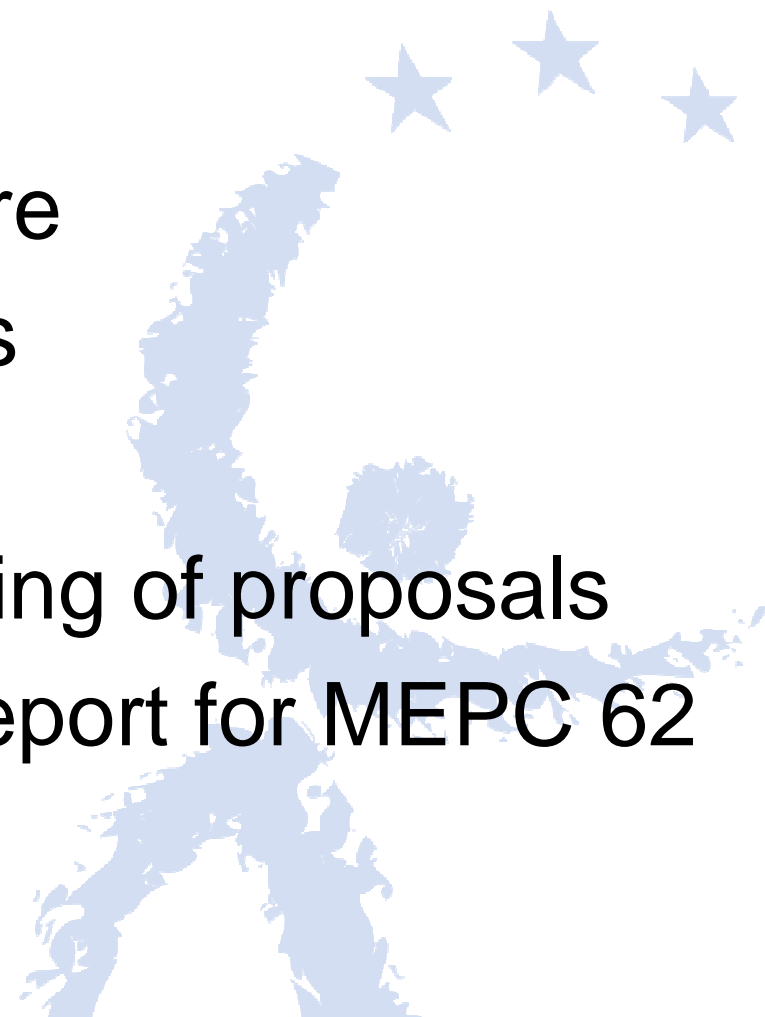
European Climate Change Programme WG Ships

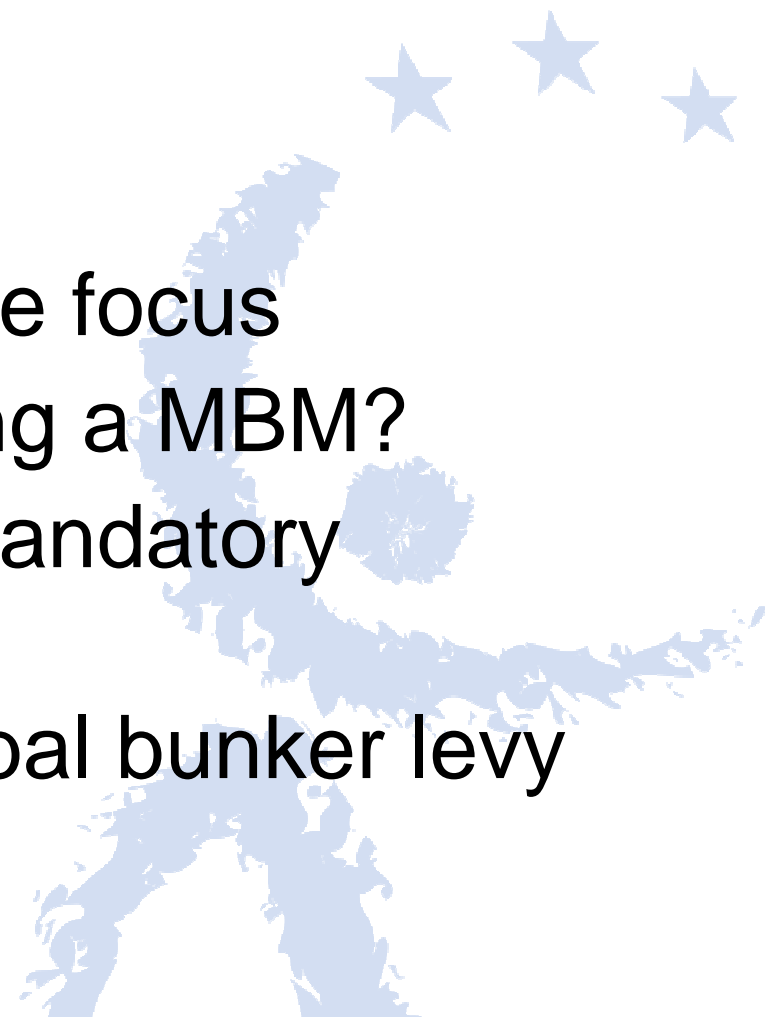
Developments since ECCP I

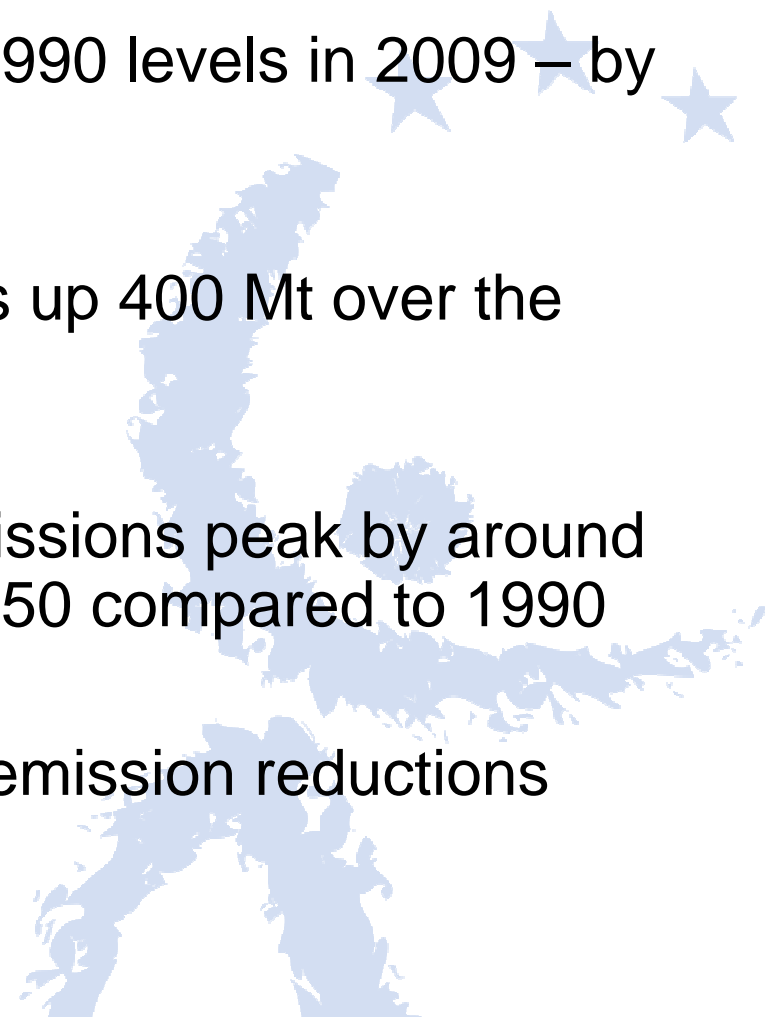
June 22nd 2011

Mark Major
DG Climate Action



- 14 – 18 March 2011
 - Very difficult atmosphere
 - No substantial progress
 - Report very balanced
 - No consolidation / ranking of proposals
 - Not very constructive report for MEPC 62
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- 11 – 15 July 2011
 - Little time for GHG
 - EEDI expected to be the focus
 - Timetable for developing a MBM?
 - Bahamas proposal – mandatory reductions
 - ICS – support for a global bunker levy
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- EU emissions down 16% from 1990 levels in 2009 – by around 900 Mt
 - International maritime emissions up 400 Mt over the same period
 - Science requires that global emissions peak by around 2020 and are cut by -50% by 2050 compared to 1990
 - All sectors should contribute to emission reductions
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How to get there?

- ✓ The EU 2050 roadmap identifies:
 - ✓ cost-effective pathway, with intermediate milestones
 - ✓ key technologies guiding R&D
 - ✓ investments needs and benefits
 - ✓ opportunities and trade-offs
- ✓ It also guides EU, national and regional policies and gives direction to private sector and private households for long term investments



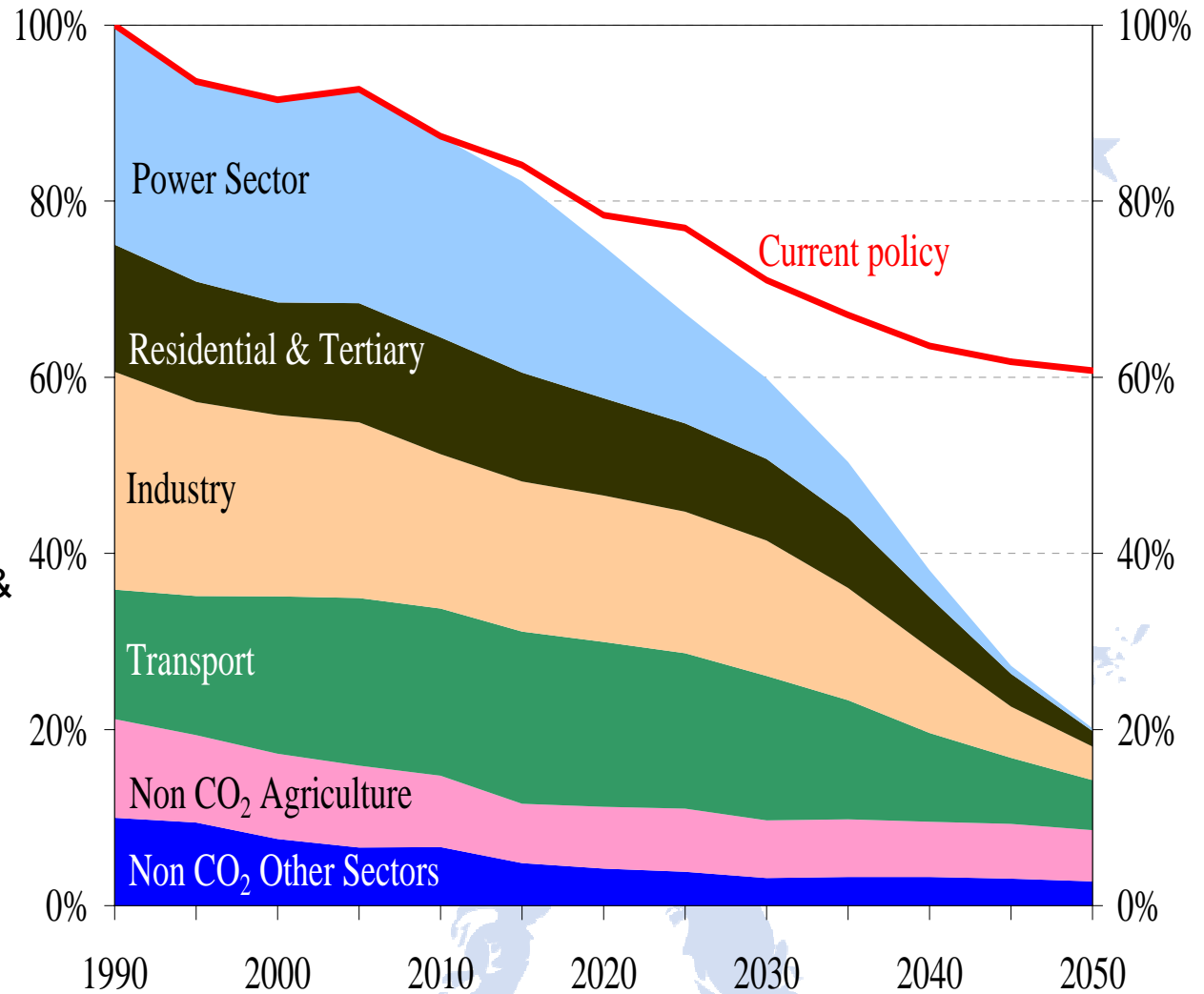
A cost-efficient pathway for the EU to 2050

An EU 80% domestic reduction in 2050 is feasible

- with currently available technologies
- with behavioural change coming through appropriate pricing
- If all economic sectors contribute to a varying degree & pace.

Efficient pathway:

- 25% in 2020
- 40% in 2030
- 60% in 2040



- **Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system**
 - 40 concrete initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment.
 - Reduce Europe's dependence on imported oil
 - Reduce carbon emissions in transport by 60% by 2050.
- By 2050, key goals will include:
 - No more conventionally-fuelled cars in cities.
 - 40% use of sustainable low carbon fuels in aviation
 - **At least 40% cut in EU shipping emissions – 50% if feasible**
 - A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport.

- Tenders:
 - Impact Assessment – call closed, under evaluation
 - Market Barriers - call closed, under evaluation
 - Ships and Ports study – draft report
- Joint VP Kallas, Commissioner Hedegaard High Level Panel Second meeting – 28th June 2011

Available Data



CO2 Emissions % of world Emissions	
Global Shipping Transport	100%
EU 27 flagged ships	22.4%
EU 12 miles zone	4.1%
EU EEZ (200 miles)	13.4%
EU Seaborne emissions 2007	32.1%

Route groups	Mt CO2	% of global CO2 emissions
Voyages arriving at EU 27	208 Mt CO2	21 %
Voyages departing from EU 27	214 Mt CO2	21 %
Voyages between EU 27 (Intra-EU)	112 Mt CO2	11 %
Voyages arriving or departing from EU 27	310 Mt CO2	31 %

Route groups	Mt CO2	% of global CO2 emissions
Voyages arriving at European Ports	277	27%
Voyages departing from European Ports	283	28%
Voyages between European Ports	198	20%
Voyages arriving or departing from European Ports	362	36%

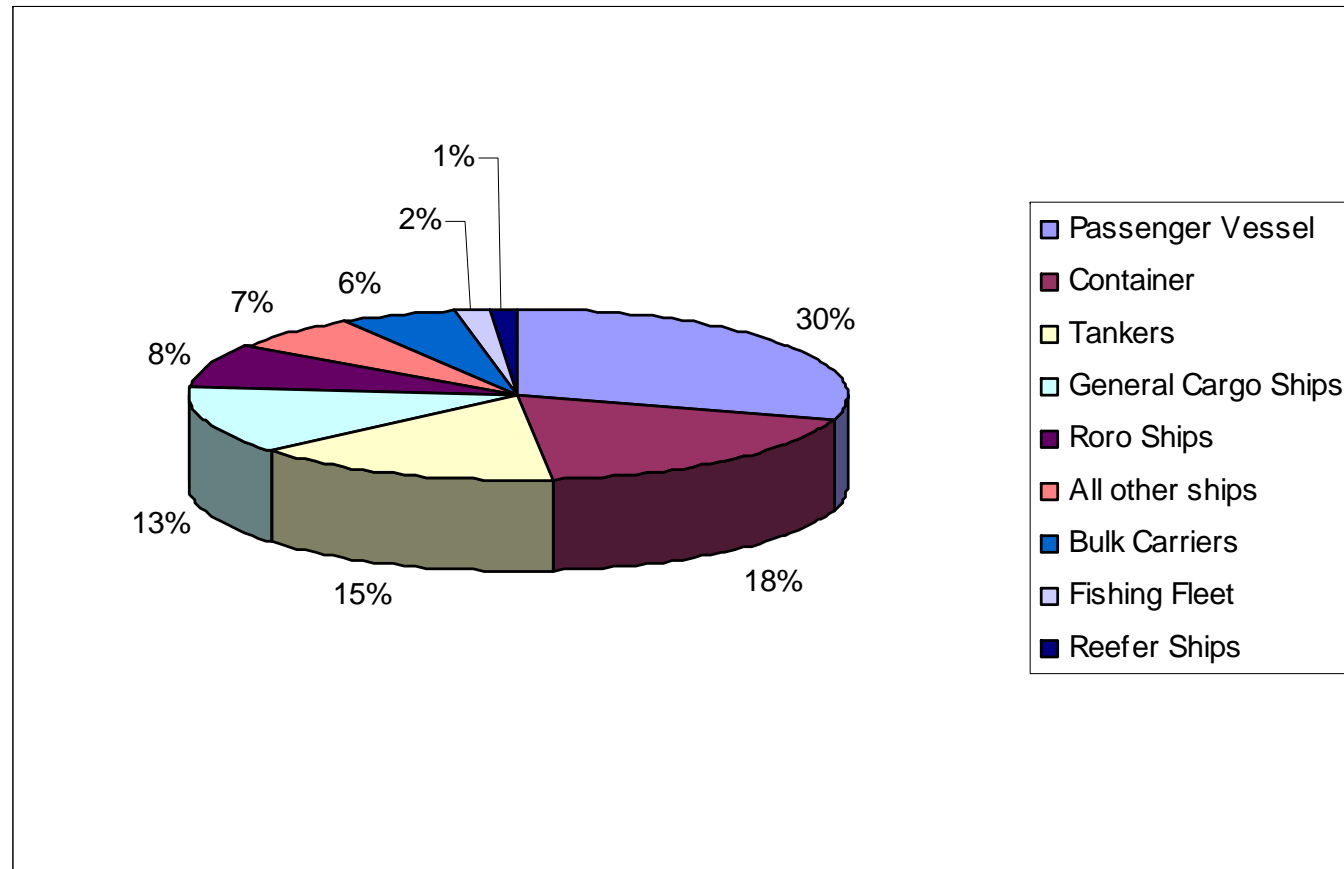
Emission by origin / destination

Total Shipping Emissions from ships arriving and departing in EU 27 Ports	Arriving	Departing
European Ports	54%	52%
Africa	8%	6%
North America	6%	6%
South America	4%	5%
Far East Asia	4%	5%
Middle Eastern Gulf	2%	3%
Central America	2%	2%
Rest of Europe	18%	17%
North East Asia	1%	2%
Oceania	1%	0%

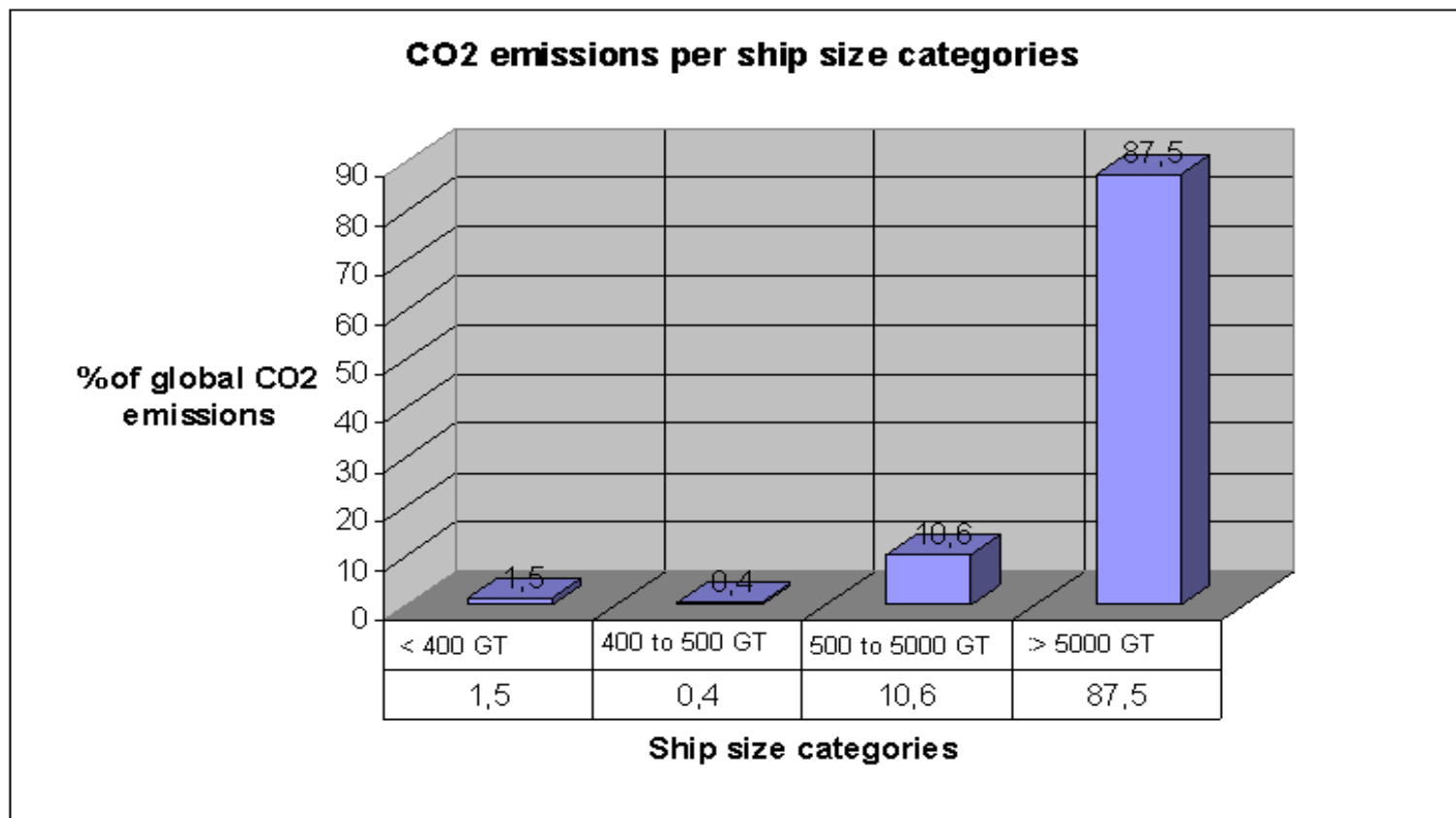
European Emissions

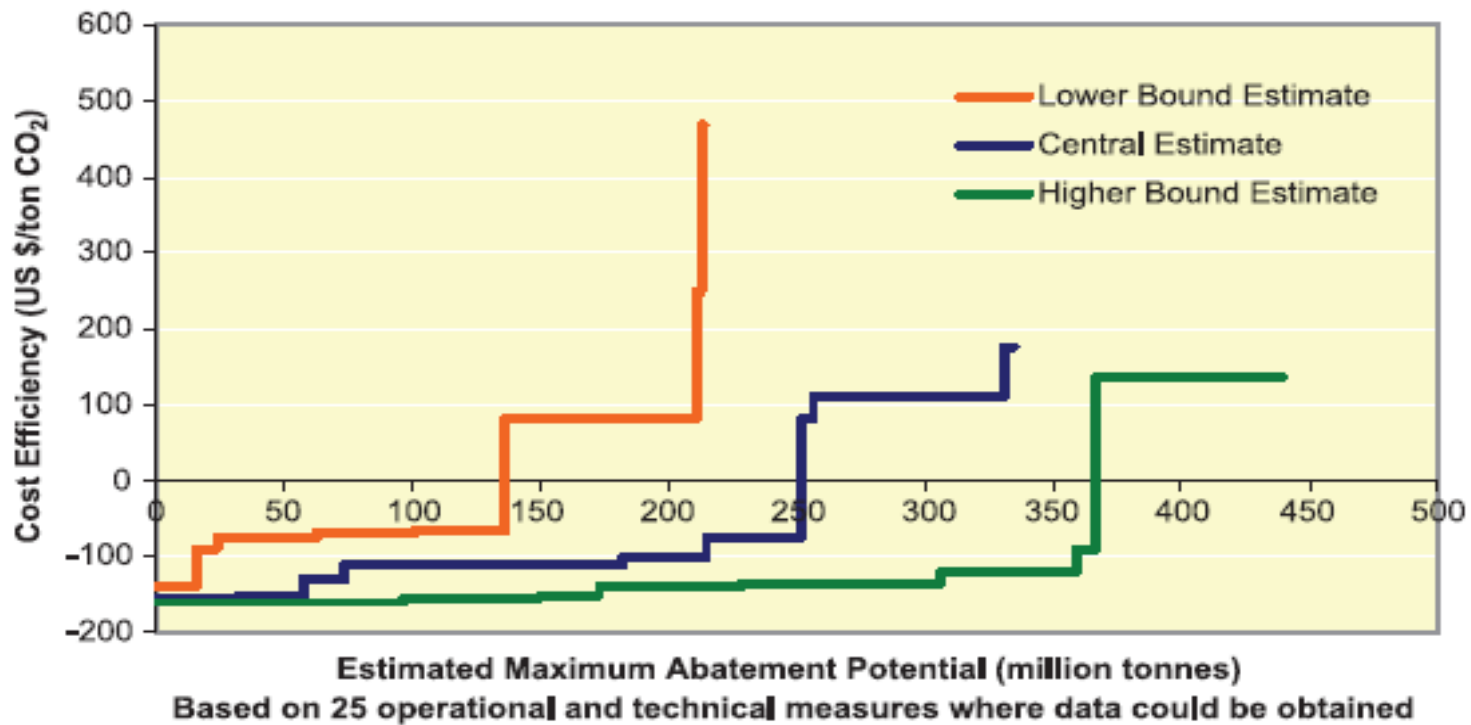
Total Shipping Emissions from ships arriving and departing in European Ports	Arriving	Departing
European Ports	71%	70%
Africa	8%	7%
North America	6%	6%
South America	4%	5%
Far East Asia	4%	5%
Middle Eastern Gulf	2%	3%
Central America	2%	2%
North East Asia	1%	2%
Oceania	1%	0%

Intra European CO2 Emissions ship type

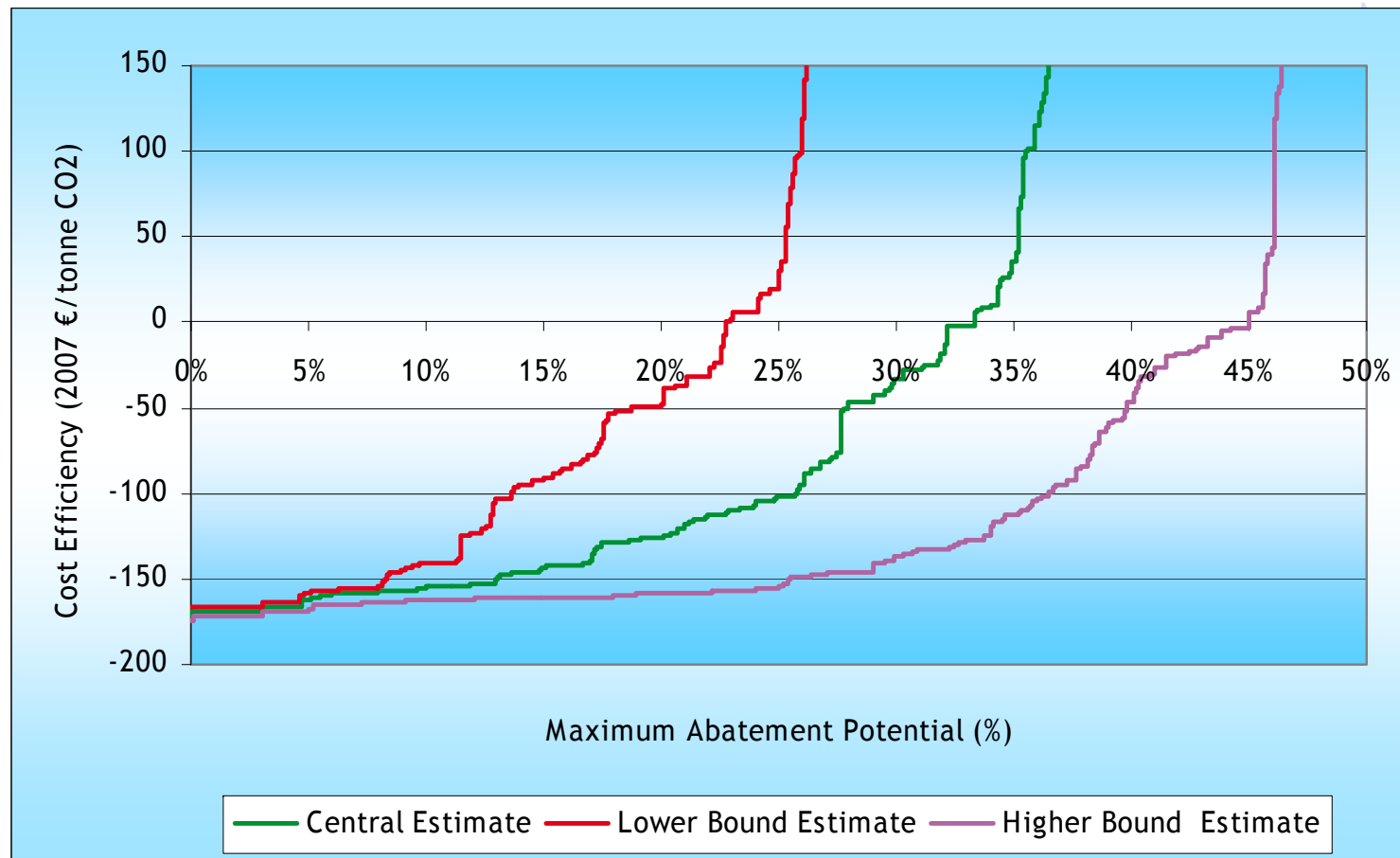


Intra European CO2 Emissions per ship size

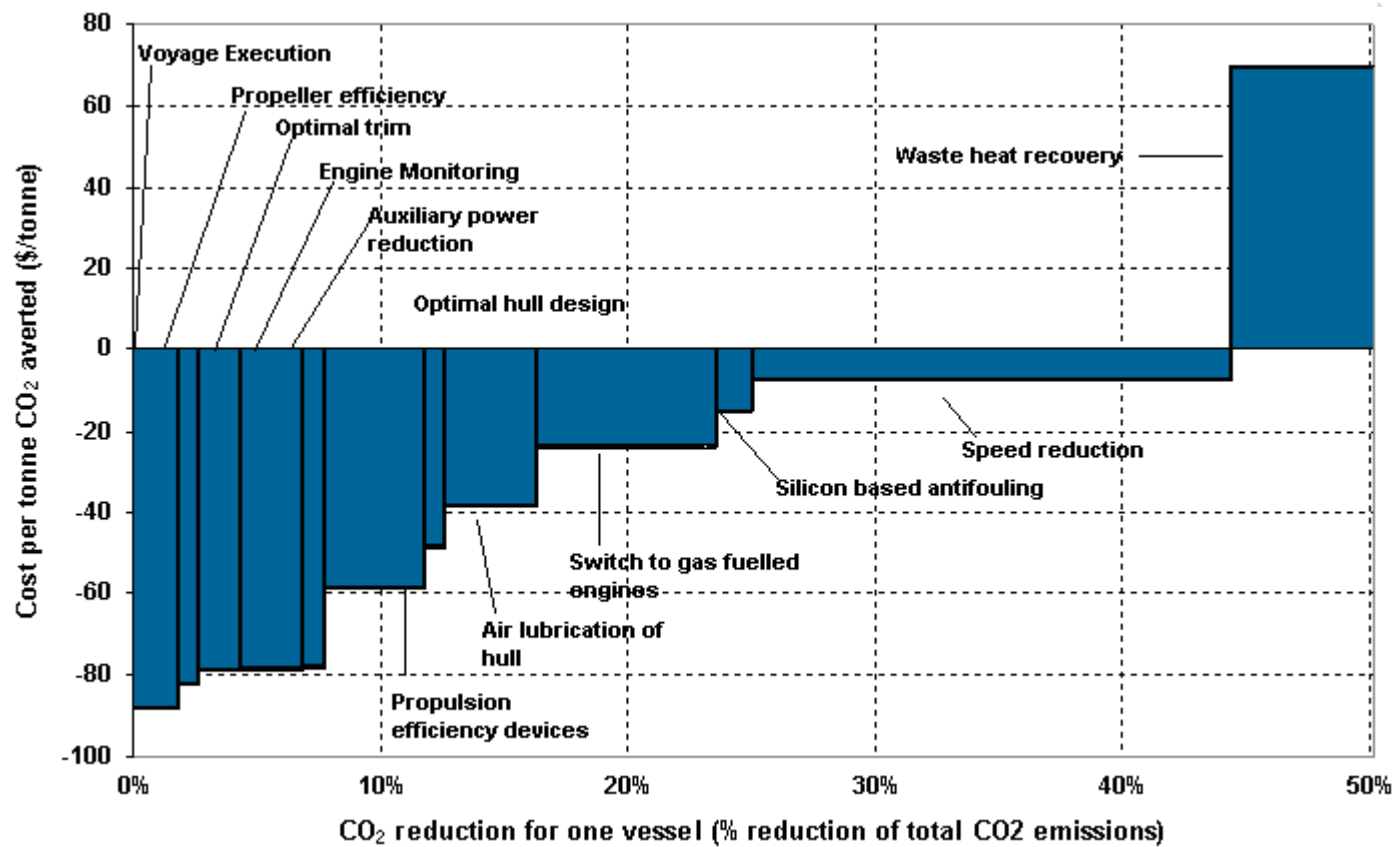




MACC CE DELFT- Maritime Transport in 2030



MACC Marginal CO2 reduction cost per measure



Impact on Third Countries

Cost increase of maritime transport as a % of GDP
(allowance price of USD 15-30 per tonne of CO₂):

Annex I	0.02 – 0.04 %
Non-Annex I	0.08 – 0.15 %
G77	0.07 – 0.14 %
LDC	0.06 – 0.12 %
SIDS	0.45 – 0.89 %

Thank you for your attention!

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