

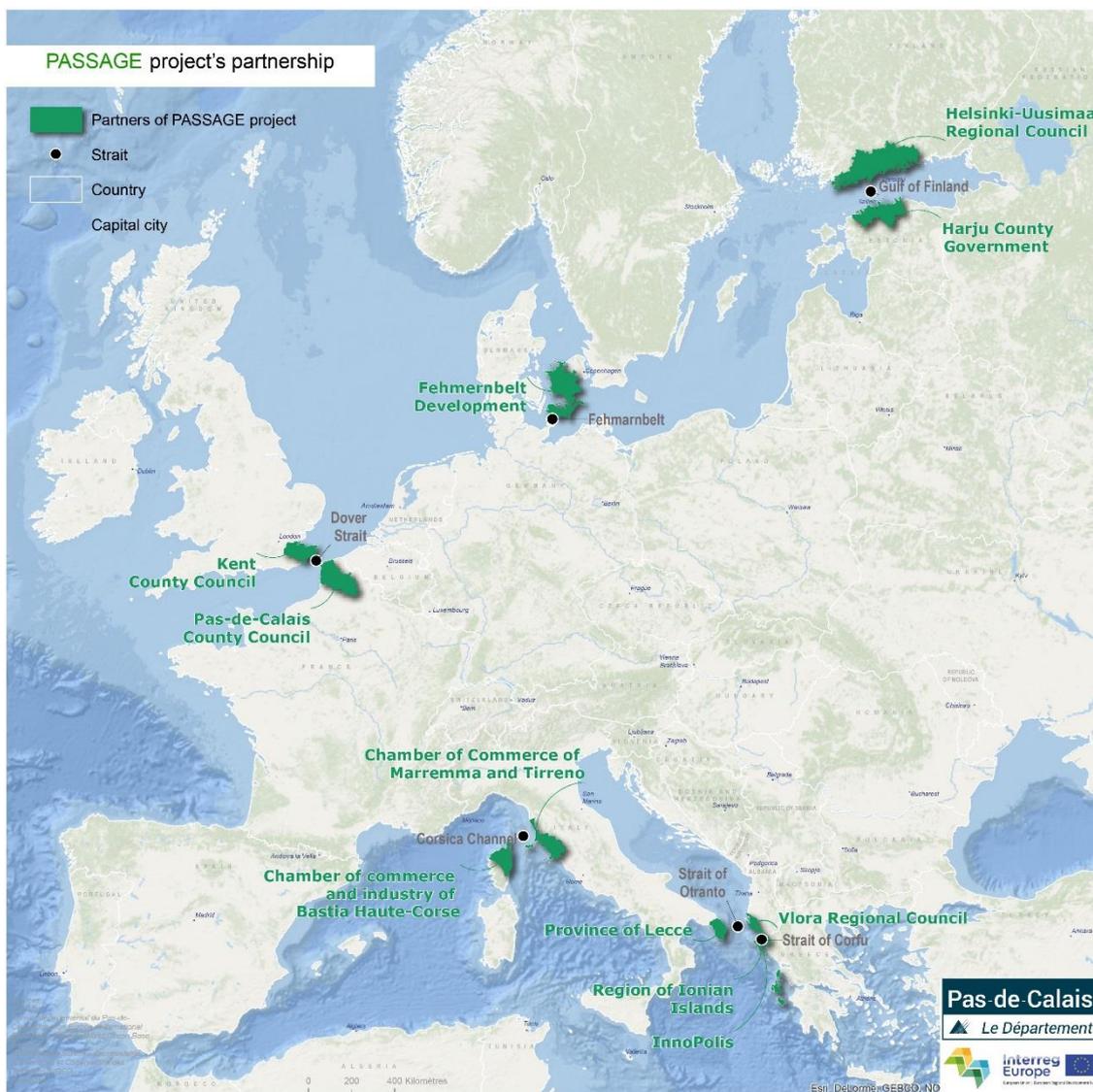
PASSAGE project carbon emissions' study

PASSAGE project

Carbon emissions generated by human activity definitely contribute to climate change. At the heart of maritime border regions, straits concentrate maritime and logistics flows, port operations and related industries that leave a particularly large carbon footprint. The aim of PASSAGE project is to reduce the consequences of such flows and activities on climate change by promoting low-carbon initiatives and cross-border cooperation within maritime borders so as to take full advantage of the opportunities linked to low-carbon development and “blue” growth. The long-term competitiveness of the straits depends on it.

PASSAGE project is co-funded by the European Regional Development Fund (ERDF) within the framework of the Interreg Europe cooperation programme.

Website: www.interregeurope.eu/passage



A carbon emissions' study at the scale of 6 maritime border regions

Local and regional public authorities, ports and other public authorities across Europe are carrying out carbon assessments to support future mitigation measures but, so far, maritime areas have not been included in any carbon assessments. Maritime transport is not considered as belonging to any specific territory and, as such, remains the blind spot of these studies.

For the first time, PASSAGE partners are carrying out a study at cross-border level, considering the maritime border regions as integrated border regions (coastal areas and sea included). Maritime transport is an integrated part of this study, with three types of flows considered:

- International maritime traffic, passing between the two shores without calling at any port in the border region
- Local maritime traffic, calling in one of the port of the border region
- Cross-border maritime traffic, between ports on each side of the maritime border.

The methodology used by the expert consultants carrying out this study is based on a review of the existing literature, data and methodologies for carbon calculation of ports and maritime traffic, such as the scientific paper *A comprehensive inventory of ship traffic exhaust emissions in the European sea areas in 2011*, AIS¹ data and the STEAM² emission model.

The emissions are calculated within the framework of pre-defined boundaries of the straits of the partnership. When the data is available, the emissions generated by the activities of the strait but not directly occurring within the pre-defined boundaries of the strait are also calculated.

The first results show a very important contribution of carbon emissions from maritime transport in the global carbon footprint of the studied maritime border regions, representing in average 16%³ of the emissions (including 9%³ for international maritime traffic).

The final results of the study cannot be communicated yet but should be published in a few weeks.

Difficulties encountered in the collect of data

In order to carry out this study, PASSAGE partners have been in touch with the authorities in possession of the relevant data on each maritime border region and have been able to access part of the data. However, partners have sometimes met great difficulty of access to certain data (types of ships, cargo, origin and destination) related to:

- International transit: data owned by maritime coastguard agencies, often unavailable due to safety/defence classifications.

¹ Automatic Identification System

² Ship Traffic Emission Assessment Model

³ Not definitive figure

- Local traffic: data owned by port authorities, sometimes unavailable due to private management of data with confidentiality clauses. Such data can be made available only at great cost.

PASSAGE territories are directly impacted by the emissions from maritime transport and the free access to data related to maritime transport transiting through/calling in these territories is key for the success of such carbon emissions' studies. PASSAGE partners are public authorities, with an important legitimacy to implement mitigation actions, and as such should not meet any issue in the access to free data.

- ***The access to free data on maritime traffic has been a real obstacle for the success of this carbon emissions' study. PASSAGE partner acknowledge the progress that should be introduced by the implementation of the MRV directive and express their concern about any alignment on the IMO system that would endanger the possibility to access to quality data for free, to inform future public/private actions of mitigation.***