

Background paper ECCP III

Reducing GHG emissions from ships

Regional action as a platform for broader action

1. Preparing the ground for global action

a. Stimulate uptake of low carbon shipping technologies and services

European action would stimulate demand for low carbon shipping services and products. The deployment of existing solutions and development of new technologies and services will reduce the costs and timescale for action by others.

Moreover, companies providing low carbon shipping services because of Europe rules will be well prepared to expand when global measures are agreed by the IMO and/or the UNFCCC.

b. Enhancing the dynamics of emission reductions outside the scope of EU measures

Low carbon solutions implemented on ships that trade regularly within the EU may well continue using these measures while trading outside of the EU contributing to reductions outside the scope of European action.

Ship owners and operator that have ships within the scope of EU measures may also to deploy such measures on vessels whose emissions are outside the scope of EU measures.

c. Learning by doing

There is broad agreement that there are many potentially negative abatement cost measures that can reduce emissions – however they are not being implemented. European action will increase the understanding of different measures and their cost effectiveness – leading to an increased uptake of the most cost effective measures across the world.

2. Setting a standard for a future international regulation

Work in the IMO has been on going for many years now for address greenhouse gas emissions from ships with limited success. While some actors may want no action, the majority, including the shipping industry, want harmonised international rules. A legislative proposal from the Commission would provide a clear reference to agree on common global measures to prevent different regional approaches.

To that extend, it is important to notice that the European Union measures would also be taken up immediately by states in the European Economic Area e.g. Iceland and Norway. Such rules would also be taken up in time by future members of the European Union e.g. Croatia, FYROM, Montenegro, Turkey etc.

Moreover, the Commission is already in discussion with other States who are developing climate actions in order to optimise interaction with existing EU measures. This is of particular importance for operators, e.g. aircraft operators, ship owners that have operations in multiple markets.

Last but not least, European action would be likely to include a specific environmental objective and timeframe. An EU target would give a clear reference for the negotiation of a global post 2012 climate regime. This will increase the likelihood of agreeing in the UNFCCC a global target/timeframe for addressing international maritime emissions.