

Sustainable maritime fuels (FuelEU Maritime Initiative)

2021/0210(COD) - 04/10/2022 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted a report by Jörgen WARBORN (EPP, SE) on the proposal for a regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport and amending Directive 2009/16/EC.

The committee recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

Objective and purpose

This Regulation lays down uniform rules imposing: (a) the limit on the greenhouse gas (GHG) intensity of energy used on-board by a ship arriving at, staying within or departing from ports under the jurisdiction of a Member State and (b) the obligation to use on-shore power supply or zero-emission technology in ports under the jurisdiction of a Member State. Its purpose in doing so is to increase consistent use of renewable and low carbon fuels and substitute sources of energy in maritime transport across the Union, in line with the Unions objective of reaching climate neutrality at the latest by 2050 and the goals of the Paris Agreement, while ensuring the smooth operation of maritime traffic, creating development opportunities for the maritime industry and avoiding distortions in the internal market.

Scope

The proposed Regulation should apply to all ships above a gross tonnage of 5000 and encompasses 100% of their intra-EU voyages and 50% of their voyages between EU ports and ports located in third countries.

Members proposed the inclusion of a new article stipulating that Member States may, in respect of the energy used on voyages performed by passenger ships other than cruise passenger ships between a port of call under the jurisdiction of a Member State and a port of call under the jurisdiction of the same Member State located in an island with fewer than 100 000 permanent residents, and in respect of the energy used during their stay within a port call of the corresponding island, exempt specific routes and ports from the application of the Regulation.

In addition, the report requested that the Commission continuously monitor the impact of this Regulation on cargo diversion, in particular via transshipment ports in neighbouring countries. Where the Commission identifies major negative impacts on Union ports, the Commission shall submit legislative proposals to the European Parliament and to the Council to amend this Regulation.

Greenhouse gas intensity limit of energy used on-board by a ship

Members proposed to reduce greenhouse gas limits by:

- 20% from 1 January 2035;
- 38% from 1 January 2040;
- 64% from 1 January 2045;
- 80% from 1 January 2050.

For ships in ice classes, a correction factor should be applied, resulting in the deduction of the higher fuel consumption linked to ice navigation.

Use of Renewable Fuels of Non-Biological Origin

The report proposed that Member States should take the necessary measures to ensure that renewable fuels of non-biological origin (RFNBOs) are made available in ports within their territory. From 1 January 2030, at least 2% of the average annual energy used on board a ship should be covered by RFNBOs.

On-shore power supply

Regarding the requirement for ships to connect to on-shore power supply in certain situations in order to limit harmful air pollution, a new article proposed that from 1 January 2030, a ship at berth in a port of call covered by the Alternative Fuels Infrastructure Regulation should connect to on-shore power supply and use it for all its electricity needs while at berth. In the event that a non-TEN-T port has voluntarily installed on-shore power supply, ships calling at that port and having compatible on-shore power supply equipment on-board should connect to on-shore power supply when available at the visited berth.

Calculation of emission factors and compliance

The proposed Regulation provides tables with default reference values for the calculation of emission factors for fuels from well-to-tank and from tank-to-wake. These default values should, depending on the fuel mix bunkered by a vessel, constitute the basis for determining a ships compliance or non-compliance. Members suggested that the use of default values laid down in the annexes should be complemented by the possibility for a ship owner or operator to use real values for well-to-tank and tank-to-wake emissions provided that the actual values are certified by means of laboratory testing or direct emissions measurements.

Dedicated Ocean Fund

Members proposed the setting up of a dedicated Ocean Fund channelling revenues generated from the auctioning of maritime allowances within the ETS back to the maritime sector.

The revenue from the financial penalties provided for in the Regulation should be paid into the Oceans Fund and used to support projects and investments related to improving the energy efficiency of ships and ports, to innovative technologies and infrastructure for decarbonising maritime transport, to the production and deployment of sustainable alternative fuels and to the development of zero-emission propulsion

technologies.