

Press release – Parliament says shipping industry must contribute to climate neutrality



On Wednesday, Parliament adopted its position on the Commission's [proposal](#) to revise the EU system for monitoring, reporting and verifying CO2 emissions from maritime transport (the "[EU MRV Regulation](#)") with 520 votes to 94 and 77 abstentions.

MEPs largely agree that reporting obligations by the EU and the International Maritime Organisation (IMO) should be aligned, as proposed by the Commission. They note, however, that the IMO has made insufficient progress in reaching an ambitious global agreement on greenhouse gas (GHG) emissions. They ask the Commission to examine the overall environmental integrity of the measures decided by the IMO, including the targets under the Paris Agreement. A global ambitious agreement on GHG emissions from shipping is urgently needed, they add.

Maritime transport must be included in the EU Emissions Trading System

Parliament wants maritime transport to be more ambitious and believes ships of 5000 gross tonnage and above should be included in the [EU Emissions Trading System \(ETS\)](#).

However, MEPs say that market-based emissions reduction policies are not enough and request that shipping companies reduce their annual average CO₂ emissions per transport unit for all their ships by at least 40% by 2030.

Establish an Ocean Fund

MEPs call for an “Ocean Fund” for the period from 2022 to 2030, financed by revenues from auctioning allowances under the ETS, to make ships more energy-efficient and to support investment in innovative technologies and infrastructure, such as alternative fuel and green ports. 20 % of the revenues under the Fund should be used to contribute to protecting, restoring and efficiently managing marine ecosystems impacted by global warming.

Quote

Rapporteur [Jutta Paulus](#) (Greens/EFA) said: “Today, we are sending a strong signal in line with the European Green Deal and the climate emergency: Monitoring and reporting CO₂ emissions is important, but statistics alone do not save a single gram of greenhouse gas! That’s why we are going further than the Commission proposal and demanding tougher measures to reduce emissions from maritime shipping”.

Next steps

Parliament is now ready to start negotiations with member states on the final shape of the legislation.

Background

Maritime transport remains the only sector with no specific EU commitments to reduce greenhouse gas emissions. Global shipping activity emits significant amounts of GHG emissions, estimated to be around 2-3% of total global GHG emissions. This is more than the emissions of any EU member state. In 2017 in the EU, [13 % of total EU greenhouse gas emissions from transport came from the maritime sector](#)