



Ministry of Infrastructure
and Water Management



Workshop “**Opt-in Shipping for Netherlands Obligation REDII**”

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18 June 2020



Set up presentation on GHG policy

- > Global policy (IMO)
 - Initial strategy for GHG reduction
- > European policy
 - European Green Deal
- > National policy
 - Green Deal on Maritime and Inland Shipping and Ports



Global policy - IMO

Initial IMO strategy on reduction of GHG emissions from ships (2018)

Levels of ambition:

- > review **EEDI** with the aim to strengthen requirements
- > reduce the average carbon intensity (CO₂ emissions per transport work) by **40% in 2030 and 70% in 2050** compared to 2008
- > reduce total GHG emissions from shipping by at least **50% in 2050** compared to 2008



INITIAL IMO STRATEGY ON REDUCTION OF GHG EMISSIONS FROM SHIPS (2018)

- > **Short-term measures 2018 and 2023.**
 - Tighter EEDI & SEEMP, Energy efficiency indicators, Speed reduction, National Action Plans and goal-based operational measures (like alternative fuels)
- > **Mid-term 2023 - 2030**
 - Energy efficiency measures for new and existing ships, using new indicators, Carbon pricing / MBM, plan low carbon fuels.
- > **Long-term 2030 – beyond**
- > Development of carbon neutral/zero carbon fuels, New/innovative emission, reduction mechanisms.



Development in MEPC (Env. committee IMO)

- › MEPC 74 (most recent) identified three packages of work streams for further work as a matter of priority:
 1. Measures improving **operational energy efficiency** of ships (by technical and operational means)
 - **Goal-based:** Operators decide how to achieve target (shaft/engine power limit, fuel change, energy saving device, retrofitting and/or any other options)
 2. Measures reducing **methane slip and emissions of Volatile Organic Compounds (VOCs)**
 3. Measures encouraging the uptake of **alternative low-carbon and zero-carbon fuels.**



Two short-term measures proposed to MEPC:

- › The two most developed proposals are:
 - **Technical: EEDI for Existing Ships (EEXI)** – retroactive requirements applied to existing ships
 - Each ship to improve its energy efficiency performance to a **required, EEXI level** (equivalent to EEDI requirements January 2022 – Phase 2/3).
 - **Operational: Enhanced SEEMP** - mandatory reduction targets for operational emissions
 - Measuring a **Carbon Intensity Indicator (CII)** (e.g. EEOI, AER)
 - – Setting a **mandatory CII target** in line with IMO ambitions. The IMO determines the target (proposal in table 1)
 - – Each ship will be required to meet the CII target: **audited or surveyed every year / three years**



EU policy – The European Green Deal

- › The European Green Deal is a new growth strategy that aims to transform the EU into a fair and prosperous society, with a modern, resource-efficient and competitive economy where there are **no net emissions of greenhouse gases in 2050** and where economic growth is decoupled from resource use.
- › The **price of transport must reflect the impact** it has on the environment and on health.
- › Climate neutral Europe by 2050, **incl. shipping**



EU policy – The European Green Deal

- **CO2 tax for maritime.** Fossil-fuel subsidies should end and, in the context of the revision of the **Energy Taxation Directive**, the Commission will look closely at the current tax exemptions including for aviation and maritime fuels and at how best to close any loopholes.
- the Commission will propose to extend **European emissions trading** to the maritime sector
- It will take action in relation to maritime transport, including to regulate access of the most polluting ships to EU ports and to oblige docked ships to **use shore-side** electricity.



EU policies – The European Green Deal

- **FuelEU Maritime.** This initiative is meant to be part of a broader “basket of measures” to decarbonise maritime transport (but not specifically mentioned in the Green Deal)
 - The initiative aims at reducing emissions from maritime transport by accelerating the uptake of sustainable alternative fuels and power in operation and at berth. Ensuring a much more diverse fuel mix and a higher penetration of sustainable alternative fuels is critical to bring maritime transport in line with the European ambition of climate-neutrality by 2050.

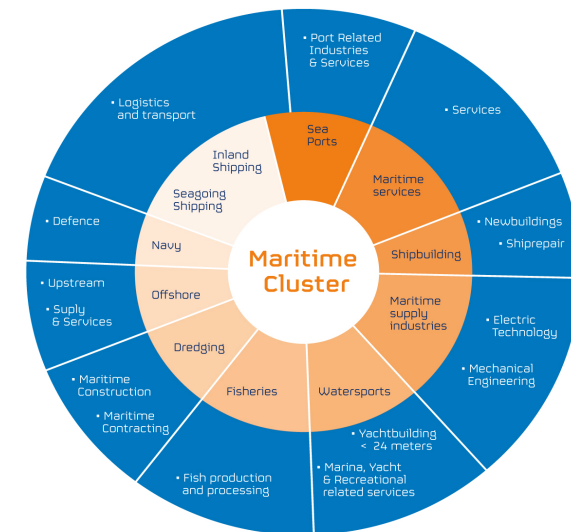
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Green Deal on Maritime and Inland Shipping and Ports

- > A public - private cooperation, signed in June 2019
- > intended to:
 - reduce both harmful emissions to air (nitrogen oxides (NOx), sulphur oxides (SOx) and particulate matter (PM)) and emissions of greenhouse gases.

Weblink: <https://www.greendeals.nl/green-deals/green-deal-zeevaart-binnenvaart-en-havens>





National Green Deal

- › Ambitions and goals(sea shipping) on GHG reduction
- › 2024: 20% reduction CO2 emission
- › 2030: one zero-emission seagoing vessel
- › 2050: minimum reduction 70% CO2 emission



Actions

- › Assessment and validation of the effects of sustainable maritime solutions
- › Abolish the energy tax on shore power used by shipping
- › Intensifying launching customer ship defence and Government shipping company
- › Design a zero-emission maritime vessel
- › Promote the creation of adequate infrastructure – both nationally and internationally – for alternative sustainable fuels for inland shipping
- › Encourage collaboration between freight companies, shippers and expeditors/logistics companies
- › Draft an innovation roadmap with offshore installation companies
- › pursue the introduction of a global carbon emissions tax fuel levy within framework of IMO



Thanks for your attention!

