



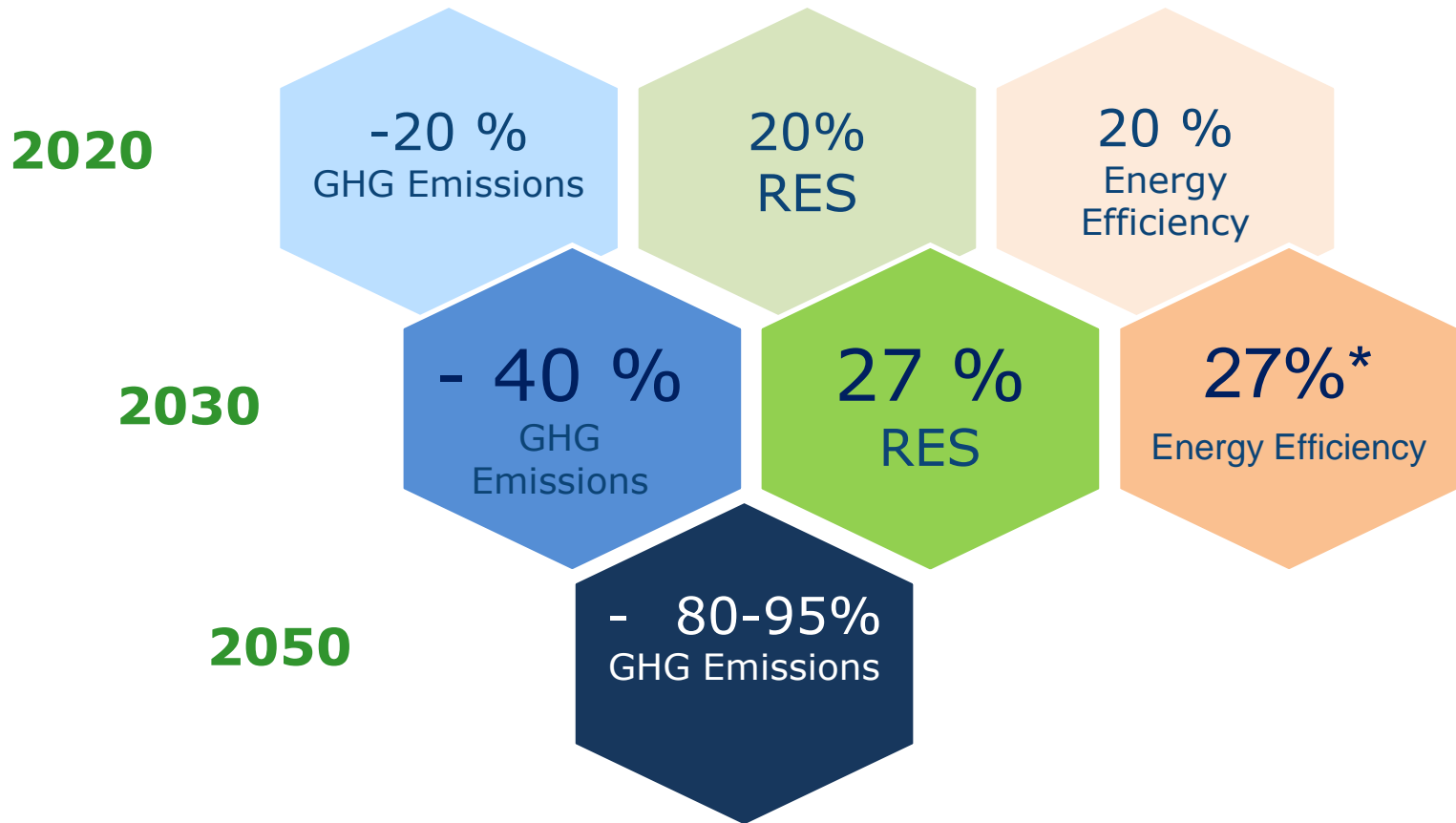
Sustainable & Competitive waterborne transport – EU policy priorities

H2 and Fuel Cells in maritime and port applications workshop, 15-16 June, Valencia

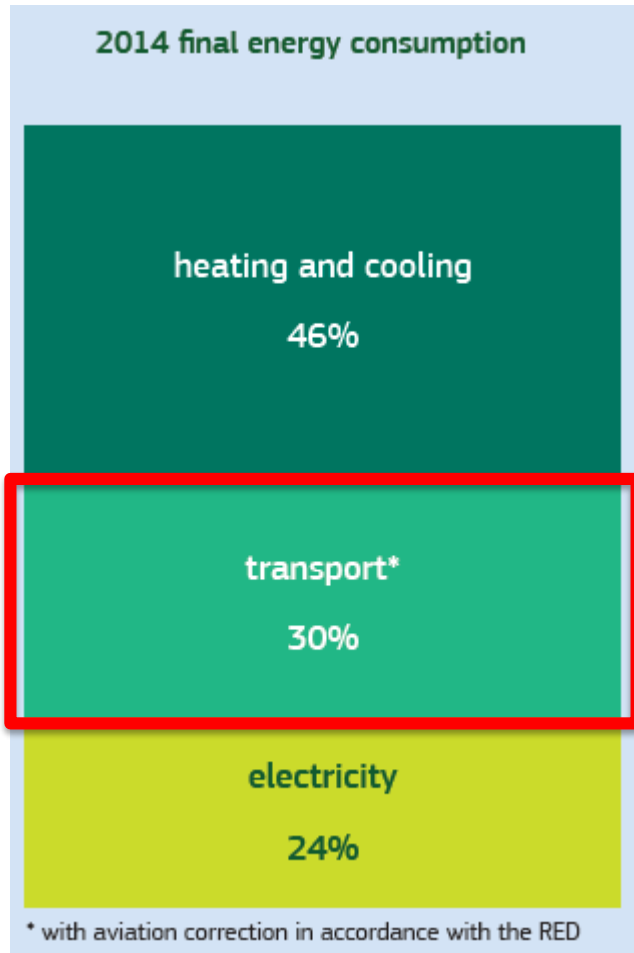
Katarzyna Drabicka
DG Research & Innovation,
European Commission

European climate & energy targets

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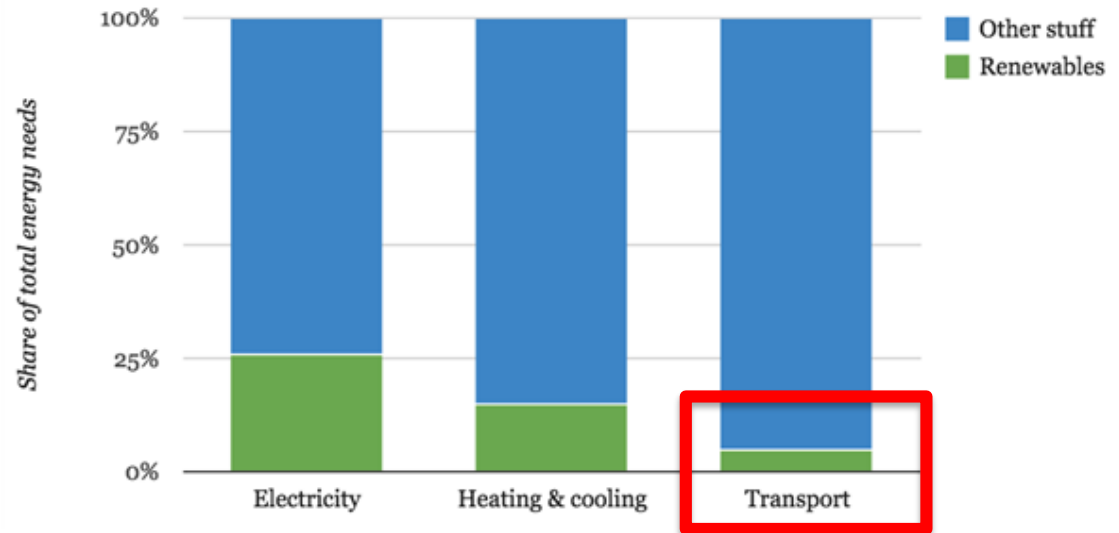


Decarbonising transport – a particular challenge



Source: EC, 2015 renewable energy progress report

Renewable share of the EU energy mix per sector:



Source: [Eurostat](#)

Importance of the EU maritime sector



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- Key enabler of EU global competitiveness: carries 3/4 of EU trade in tonnage
- A crucial component of the EU transport system & internal market:
 - 1/3 of intra-EU freight transport
 - > 400 million passengers at European ports per year
- > 2 400 commercial seaports operate along ~ 70 000 km of EU coasts
- Close ties with shipbuilding & marine equipment, with areas of EU leadership (in 2016, ~ €18bn of new orders for European shipbuilding)
- EU controls 36% of the world fleet (in dwt)
- gross added value of ~ €500 billion a year and some 5.4 million jobs

But...



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- Maritime transport emits around 1000 million tonnes of CO₂ annually & is responsible for ~ 2.5% of global GHG emissions
- Shipping emissions are predicted to increase by 50% - 250% by 2050
- Air quality issues associated with the sector's activities also needs to be urgently addressed

→ future competitiveness goes hand-in-hand with greater environmental sustainability

So what is the EU doing about it?



- EU framework to reduce **sulphur emissions** from shipping (Directive 2012/33/EU) in place
- Legislative framework to support the deployment of **alternative fuels** infrastructure for waterborne transport (Directive 2014/94/EU) in place
- The Commission's ambition is to reduce the EU's CO2 emissions from maritime transport by at least 40% from 2005 levels by 2050, and if feasible by 50%.
- However, international shipping is not covered by the EU's current GHG emissions reduction targets.
- Reducing shipping's environmental impacts is therefore a priority area as highlighted in the European Strategy for Low-Emission Mobility adopted in July 2016.

2017: the Maritime Year!



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- October 2016: Implementation report of the Maritime Transport Strategy of 2009
- March 2017: Valletta Declaration
 - Decarbonisation
 - Digitalisation & automation
 - A world-class, competitive maritime cluster
- Fitness check of EU legislation for maritime transport safety and efficiency has been launched which will allow reviewing the framework in place and ensure that it is fit for purpose

EU financial assistance to the shipping sector



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- European Structural & Investment Funds
- CEF & TEN-T: EUR 600 mln in 2014 and 2015 to support infrastructure development in ports and upgrade of sea based transport services integrated in logistics chain; another EUR 60 mln in 2016
- Green Shipping Guarantee (up to EUR 750 mln) launched in 2016 to provide guarantees for clean technologies
- > EUR 350 mln allocated to maritime transport R&D under FP7 & H2020 (also through FCH JU)



Thank you for your attention!