



EUROPEAN COMMISSION

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Dear President,

The Commission would like to thank the Vouli ton Antiprosopon for its Opinion concerning the Commission's Communication "Integrating maritime transport emissions in the EU's greenhouse gas reduction policies" {COM(2013) 479 final}.

The Commission would like to recall that the Communication examines how the maritime sector would start addressing and reducing the greenhouse gas (GHG) emissions associated with its activities. The fight against climate change was and remains a strategic priority for the EU. As a result, a robust legislative framework was adopted in 2009 with a view to reduce GHG emissions by at least 20 % by 2020 compared to 1990 levels. In October 2014, the European Council agreed to pursue this further with a reduction of 40 % by 2030, including through promotion on emission restriction and energy efficiency in the transport sector. All relevant sectors, including maritime, should adequately contribute if the global temperature increase is to be kept below 2°C above pre-industrial levels, sector.

As regards the observation from the Vouli ton Antiprosopon that measures to reduce GHG emissions from maritime transport should be taken at the international level, the Commission would like to recall that, as pointed out in the Communication, the first preference for the Commission is indeed to seek agreement at the international level, essentially through measures prepared and adopted under the International Maritime Organisation (IMO). The EU has consistently been active in that forum and continues to be so. However, despite some positive measures (e.g the Energy Efficiency Design Index), action taken so far in IMO has not been commensurate with the challenge and opportunities at stake.

As a result, the Commission has developed a gradual approach, starting with "monitoring, reporting and verification" as a first step towards reducing maritime emissions. In that regard the Commission adopted a proposal for a Regulation on the monitoring, reporting

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and verification of carbon dioxide emissions from maritime transport, {COM (2013) 480 final}, which was recently adopted by the co-legislators. . The Commission strongly believes that the resulting transparency about ship emission performance would facilitate the up-take of cost-effective mitigation measures and technologies, and thereby help reduce emissions as well as fuel consumption. It would also help generating the necessary momentum in IMO where similar discussions are taking place.

To avoid any distortion of competition, the proposed Regulation would be applied in a non-discriminatory manner by covering all ships going to and coming from EU ports, regardless of their flag of registration. The proposed Regulation – developed following extensive consultations with industry stakeholders – would apply a lean approach for MRV based on documents and information already legally required to be held on board of ships today. According to the Commission's analysis, the predicted fuel costs savings outweigh the cost for monitoring and reporting. Overall, costs for the shipping sector are expected to be reduced by around 1 billion € per year. Emission reductions expected from the proposed Regulation are in the order of 2%, compared with a business as usual scenario.

This means that the proposed Regulation would be economically profitable for the sector and give a clear signal to the public on the sectors' commitment to transparency on emissions and their contribution to the fight against climate change. Ships performing international transport would therefore not be at risk of being put at a competitive disadvantage.

The Commission has also taken note of the views expressed by the Vouli ton Antiprosopon in relation to market based measures and their environmental effectiveness. In that regard, the Commission wishes to underline that the EU has managed to successfully decouple its economic activity from GHG emissions. As highlighted in the Commission's Report to the European Parliament and the Council on the progress towards achieving the Kyoto and EU 2020 objectives {COM (2014) 689 final}, during the period 1990-2012, the combined GDP of the EU grew by 45 %, while the total amount of GHG emissions (excluding land use, land-use change and forestry and international aviation), have been reduced by 19 % so far. As a result, the GHG emissions' intensity of the EU was reduced by almost half between 1990 and 2012. This was achieved in great part by the EU Emission Trading Scheme which roughly covers half of all EU emissions.

The Commission hopes that these clarifications address the issues raised by the Vouli ton Antiprosopon and looks forward to continuing our political dialogue in the future.

Yours faithfully,

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First Vice-President*

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Member of the Commission*