

PROPOSAL FOR A REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL ON THE MONITORING, REPORTING AND VERIFICATION OF CARBON DIOXIDE EMISSIONS FROM MARITIME TRANSPORT AND AMENDING REGULATION (EU) NO 525/2013 (COM(2013)480)

The Maltese Parliament recognises the need to reduce greenhouse-gas emissions caused by international maritime transport, particularly since the international maritime sector is expected to grow significantly in the future. From the perspective of climate change, initiatives to help limit or reduce greenhouse-gas emissions are welcome. However, given the international and specific nature of the industry, the Maltese Parliament believes that the shipping industry and the emissions it generates can be regulated effectively only by means of a global instrument set up under the auspices of the International Maritime Organisation (IMO).

The Maltese Parliament considers that the advent of a regional MRV instrument at a time when the IMO has already begun discussions on the subject may be counter-productive as regards deliberations and negotiations with other IMO Member States. Unilateral attempts by the EU to address this issue will therefore not only render shipping in the EU more onerous as compared to shipping elsewhere, but may also jeopardise international negotiations.

The Maltese Parliament also wishes to express concern about the difficulties of implementing the proposed Regulation. EU Member States may not oblige a ship not flying their flag to provide data on greenhouse gas emissions when it is sailing outside of their internal waters. Neither may they oblige it to take part in any system to keep a record of emissions. In this context, reference is made to the problems created by the scheme for aviation emissions.

The Maltese Parliament considers that the proposal would have a disproportionate negative impact, considering the potential environmental and climate gains obtained as a result. Implementing the proposed Regulation would lead to cost increases for shipping companies to monitor their journeys. Subsequently, there would also need to be verifications, further increasing the time, effort and financial charges involved. The environmental gain therefore remains to be justified, among other things because the lack of exhaustive data makes the expected reduction in emissions unreliable.

A unilateral regional instrument risks putting EU Member States at a great competitive disadvantage. This would be detrimental to the local economy because of the impact on the supply chain and ever-increasing costs for local consumers, without actually achieving the environmental objectives. More specifically, the Maltese Parliament is concerned about the additional administrative burden on Member States, port State authorities, flag States and companies in the EU.