

Press Release

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Industry calls for earmarking of shipping ETS revenues in final negotiating round

As negotiations on the inclusion of shipping in the EU ETS enter into their final stretch, European shipowners, ports and port operators, the cruise and ferry sector, shipyards and equipment manufacturers, fuel suppliers, shippers and forwarders, ship managers and the European maritime clusters reiterate their call to EU regulators to earmark EU ETS revenues from shipping back to the maritime sector.

The maritime industry urges EU regulators to introduce mandatory calls dedicated to the maritime sector in the Innovation Fund and to finance these calls through the revenues generated from ETS shipping allowances.

To contribute effectively to the decarbonisation of the sector, such calls should be based on specific criteria designed for shipping projects, fit to address the characteristics of the shipping industry. The earmarking of revenues through a framework that is fit for purpose is essential to reach the ambitious targets set by the European Green Deal and Fit-for-55 package.

The maritime community, from shipowners, ports, fuel suppliers, to users, ship managers, engine manufacturers and yards has joined forces to call upon the European Parliament and the Council to support the energy transition of the sector by earmarking the ETS revenues from shipping under dedicated calls in the Innovation Fund.

“Europe’s maritime technology industry develops the most advanced vessels and technologies in the market. The earmarking of EU ETS revenues will be of pivotal importance and help to accelerating innovation and scaling up the application of more sustainable fuels and technologies, as well as to enhancing Europe’s leading role in the decarbonization of the maritime sector. Europe’s maritime technology industry is ready to play its part.” says Christophe Tytgat, Secretary General of SEA Europe.

Today’s announcement follows the maritime industry’s statement of 29 September.

Background Note:

SEA Europe represents close to 100% of the European shipbuilding industry in 15 nations, encompassing the production, maintenance, repair and conversion of all types of ships and floating structures, commercial as well as naval, including the full supply chain with the various producers of maritime systems, equipment material, and services.

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