

ES|ECSA's high-level political points in relation to the latest IMO developments and the EU legislation on shipping decarbonisation

European shipping is a strategic asset for Europe and a cornerstone of the energy, food and supply chain security of the continent. European shipping represents 35% of the global fleet, making Europe a leader in the global supply chains and contributes to the competitiveness of the European economy, with around 76% of the EU's external trade and 30% of intra-EU transport of goods carried by sea.

Shipping is an international industry, which requires global regulations to decarbonise. European shipping is a major enabler of 'cross-trading', carrying essential cargoes between third countries. Thus, global regulation is essential to ensure a level playing field at international level and to deliver the energy transition of international shipping.

European Shipowners put forward the following points for an efficient EU policy and regulatory approach to deliver on the energy transition for shipping, following the postponement of the adoption of the IMO net-zero framework to October 2026.

1. European Shipowners | ECSA reiterate their full trust and commitment to the IMO process.
2. Shipping requires one regulatory framework at international level. ES|ECSA, therefore, calls for the withdrawal of the EU legislation, when an IMO agreement is adopted, to avoid double regulation and double payment for the same greenhouse gas emissions.
3. ES|ECSA urges the Commission to make a clear statement that EU measures are transitional and that they will be withdrawn when a global agreement is adopted at the IMO.
4. As long as the shipping sector continues to pay for its emissions under the EU ETS, the EU ETS revenues generated at the EU and national level should be used to foster the uptake of maritime clean technologies and fuels, in particular to bridge the significant price gap between conventional and low- and zero-carbon shipping fuels.
5. In line with the polluter pays principle, the cost recovery mechanism provided by the EU ETS should be maintained and included in FuelEU Maritime, as long as the EU ETS and FuelEU Maritime remain in force.
6. ES|ECSA is concerned by the modal shift from sea to road, especially for short sea shipping. Strict legislation, such as ETS2 and CO2 standards, should apply for the decarbonisation of road transport to ensure a level playing field among transport modes.
7. The competitiveness of EU trade, in particular with the islands and EU outermost regions, should be safeguarded, so that any regulations do not result in a cost disadvantage for EU imports and exports.

For further information

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