ECSA
European Community Shipowners' Associations

EUROPEAN SHIPOWNERS

MEMBERS

Royal Belgian Shipowners' Association

Finnish Shipowners' Association

Conferaztione Italiana Armatori

Norwegian Shipowners' Association

Swedish Shipowners' Association

Croatian Shipowners' Association

Armateurs de France

Lithuanian Shipowners

Polish Shipowners' Association

Joint Cyprus Shipowners' Association

Verband Deutcher Reeder

Fedilshipping

Associacao de Armadores da Marinha de Comercio

Danish Shipping

Union of Greek Shipowners

Malta International Shipowners' Association

Slovenian Association of Shipowners

Estonian Shipowners' Association

Irish Chamber of Shipping

Koninklijke Vereniging van Nederlandse Reders

Asociacion de Navieros Espanoles

ECSA
European Community Shipowners' Associations

BOARD

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President

Mikki Koskinen
Vice-President

The ECSA Board brings together the Directors of its 21 national member associations.

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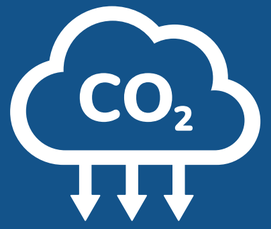
European Green Deal

INCLUSION OF SHIPPING IN THE EU ETS



Shipping is included in the European Emission Trading System (EU ETS) and **will pay for its emissions from 2025**

2024: CO2 emissions **reported and paid** for in 2025

2024: CO2, methane & nitrous oxides **monitored**

2026: **payment** for CO2, methane & nitrous oxides

Geographical scope:

- 100% of intra-EU voyages
- 50% of voyages to and from the EU

as calculated via the EU Monitoring, Reporting and Verification system (MRV)

EARMARKING OF EU ETS REVENUES FOR SHIPPING DECARBONISATION

Mandatory dedicated calls for maritime under the Innovation Fund

Projects with clear EU added value will be eligible

20 million allowances
Approx 1.5 billion €:

Improvement of the energy efficiency of ships & ports

Innovative technologies & infrastructure

Deployment of sustainable alternative fuels & zero-emission propulsion technologies

FUELEU MARITIME

Reduction of the Greenhouse gas intensity of the energy used on-board by a ship

Onshore Power Supply mandate for certain ship types

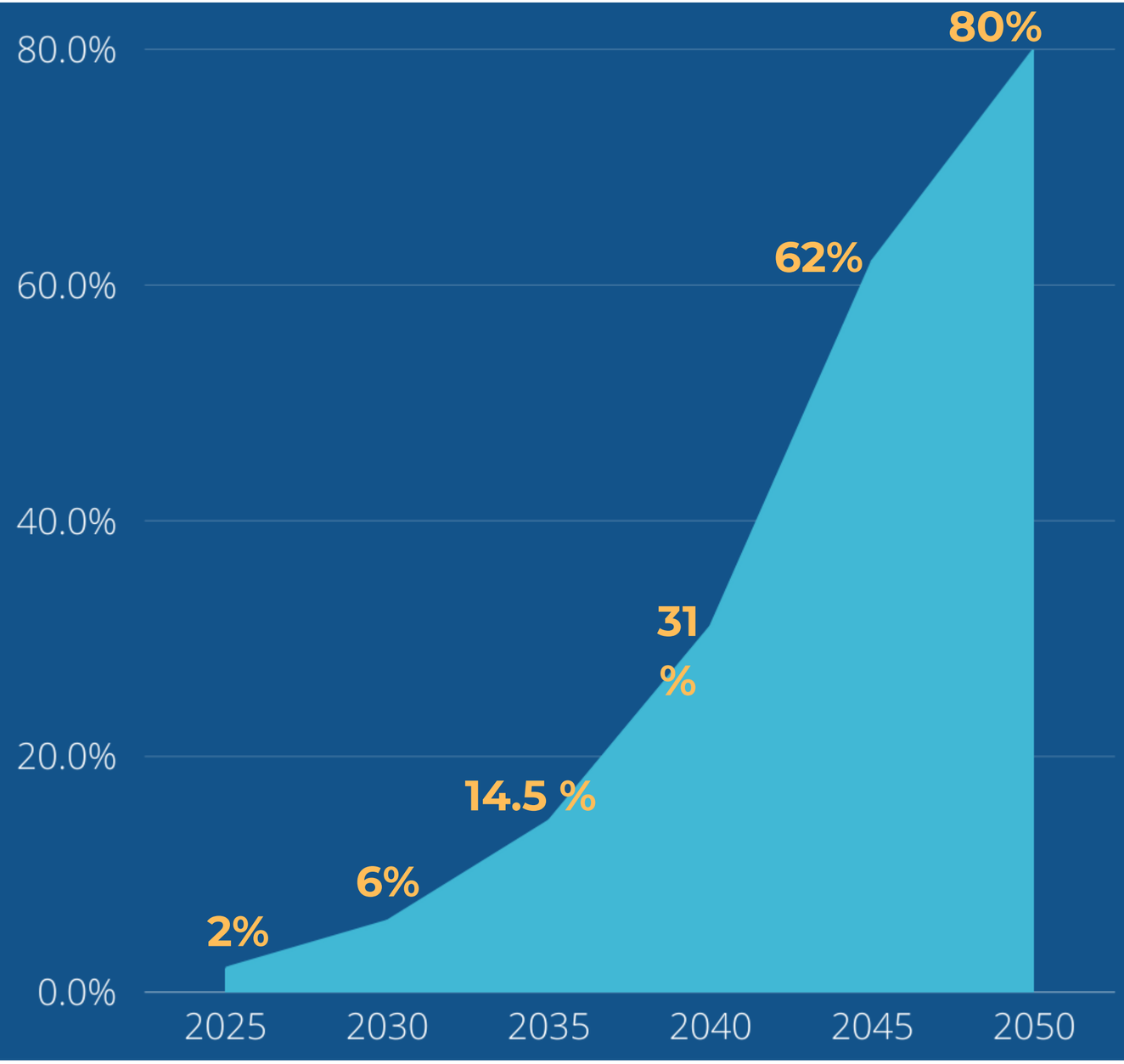
Geographical scope: 100% of intra-EU voyages
50% of voyages to and from the EU
(as calculated via the EU Monitoring, Reporting and Verification system(MRV)

FUELEU MARITIME

Reduction of the yearly average of GHG intensity of the energy used on-board

Obligations on the ships

- Reference value of 91.16 grams of CO2 equivalent per MJ
- By end of 2027 & every 5 years afterwards, report of the Commission on the possibility to review the targets



European Elections 2024

6-9 June

Draghi Report

- Global leadership of European shipping and need to remain internationally competitive
- Fit-for-purpose regulatory and taxation framework ensured shipping has remained globally competitive
- Shipping one of the most difficult sectors to decarbonise
- Investment needs around 40 billion each year from 2031 to 2050
- Scaling up production of clean fuels and clean and innovative technologies in Europe set as a major objective
- Need for adequate access to finance including special calls for shipping under the ETS Innovation Fund

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European Shipowners: Priorities 2024-2029

- Strategic Role of Shipping for European Security
- International Trade and Europe
- European Shipping frontrunner in energy transition

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European Shipowners: Priorities 2024-2029

- European shipping must stay internationally competitive
- Invest in industrial capacity for clean shipping fuels - At least 40% manufactured in Europe
- Invest in industrial capacity and innovation for green and digital technologies – At least 40% manufactured in Europe
- Ensure access to finance for key investments
- People-centred transition