

An aerial photograph of a coastal city and bay. The city is built on a peninsula with green hills. The bay is filled with water, and several ships are visible. The sky is blue with some clouds and a flock of birds flying in the upper right corner. A green vertical bar is on the left side of the text.

Novedades legislativas.
Internacionales y Europeas
para el Transporte Marítimo

Green Deal

Addresses the climate and environmental challenges facing Europe and the world.

Provides an initial roadmap for developing the necessary policies and measures.

Goals:

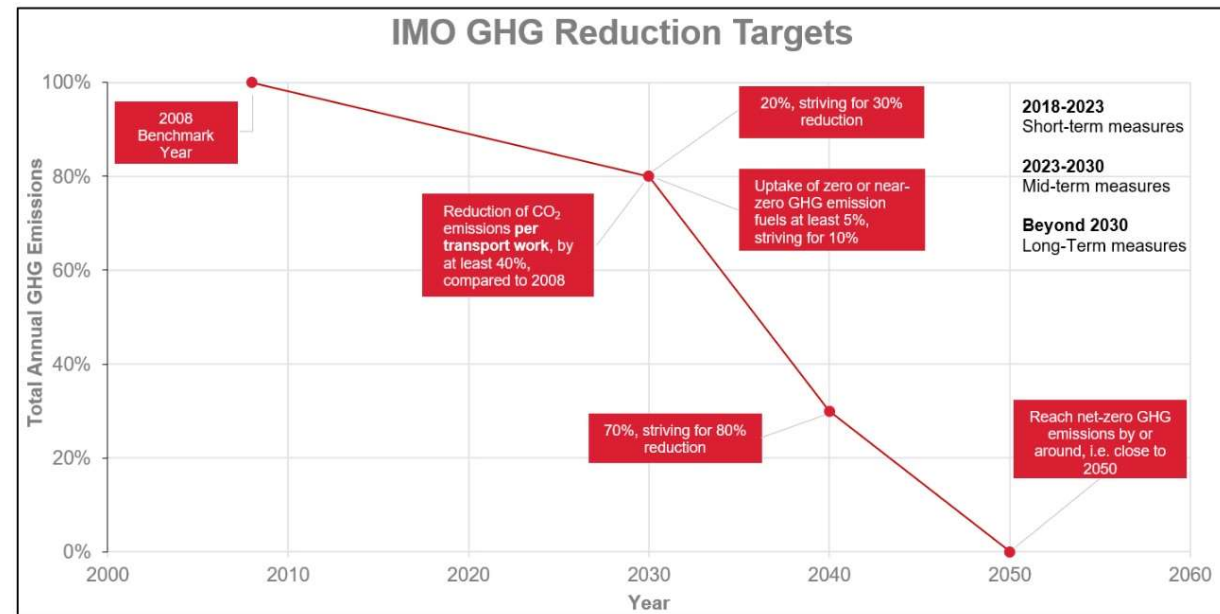
- Reduce GHG emissions by 2050 with a goal of climate neutrality by 2050
- Requires an 80-82% reduction in emissions from the EU international shipping sector by 2050 relative to 1990 (i.e. equivalent to an 88-89% emissions reduction relative to 2008).

Not aligned with Paris Agreement 2015

No pathway indicated

vs

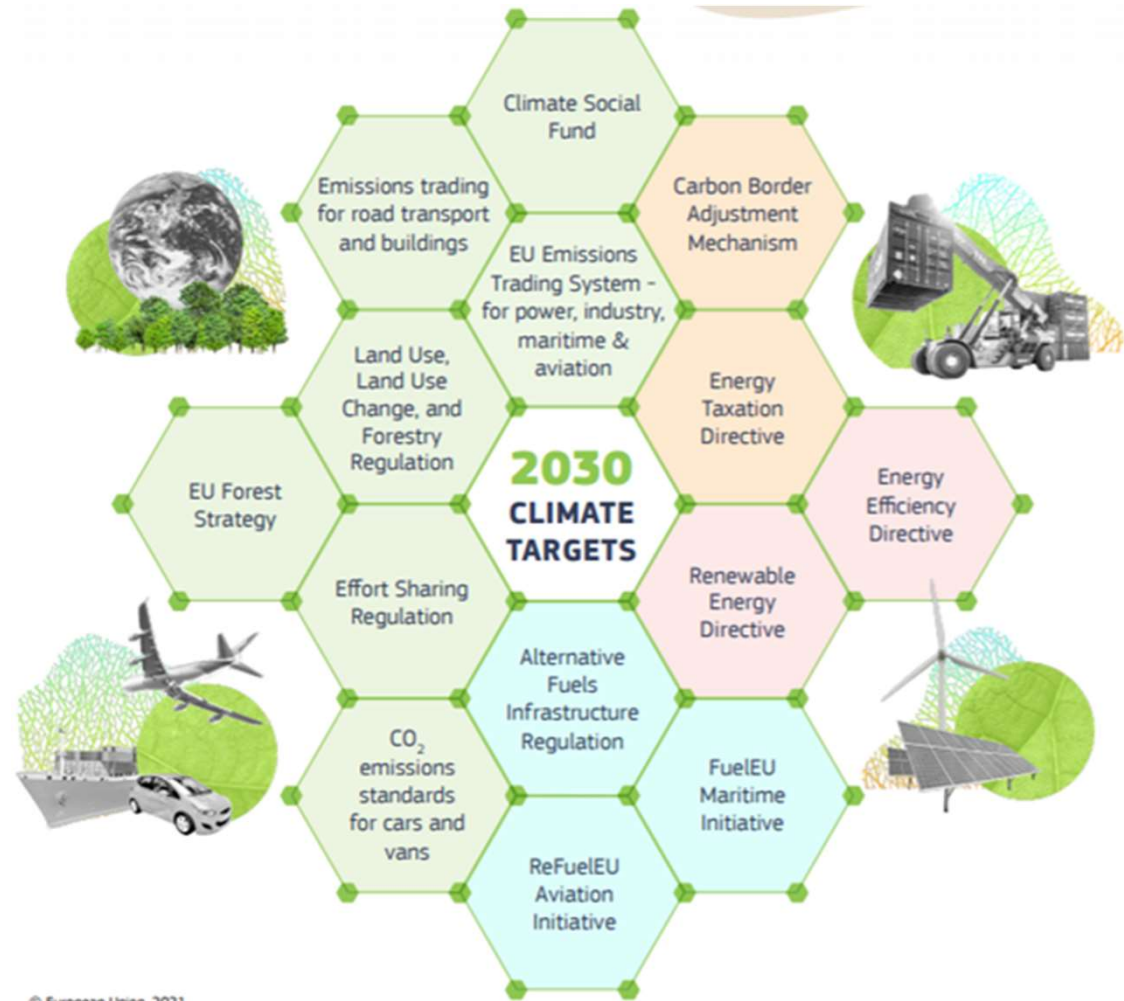
IMO Strategy 2023



IMO not 100% on track for Paris 2015 (less than p=0.5)

Fit for 55

Wide package affecting all sectors..... catalyzing IMO developments



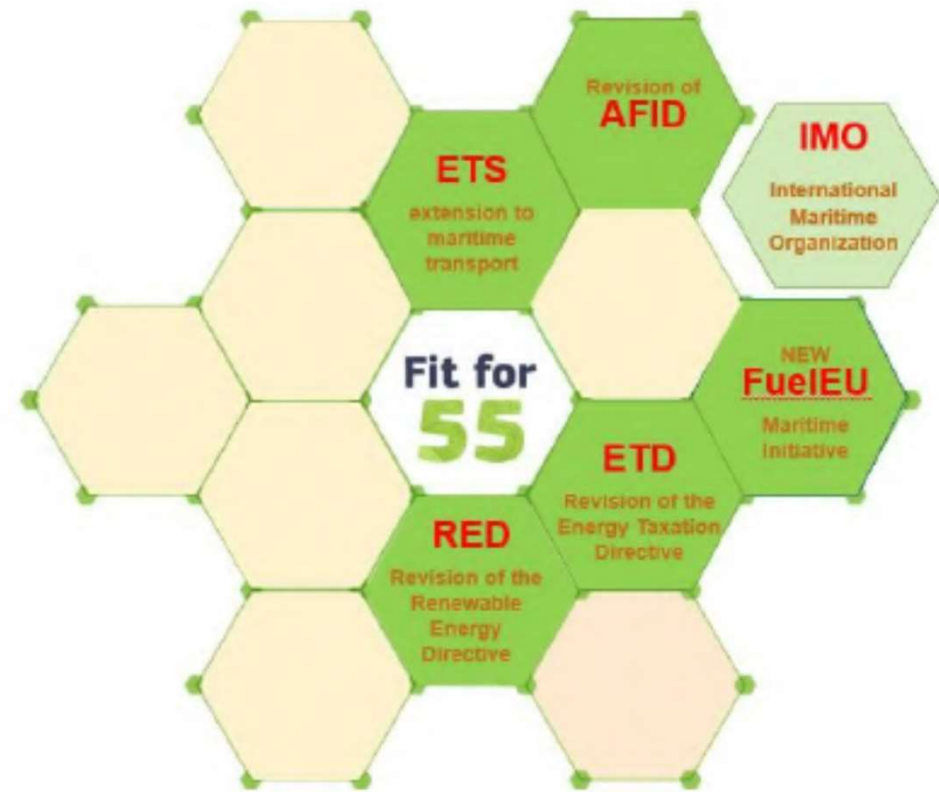
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Fit for 55

Measures for the Maritime Sector

1. Fuel EU Maritime Regulation (Fuel EU)
2. Emission Trading Scheme Directive(ETS)
3. Alternative Fuels Infrastructure Regulation (AFIR)
4. Energy Taxation Directive
5. Renewable Energy Directive RED III

Most in implementing phase
except for ETD....AWAITING FOR
IMO to adopt measures



Fuel EU Maritime Regulation (Fuel EU)

Objective

- Deployment of zero or near zero emission fuels
- Clean air at Ports (electrification or use of zero emission technologies)



FUEL EU

- **Aplicable to ships from 5000 GT.**
- **Greenhouse gas intensity measured “well to wake” (well to tank+tank to wake) on the energy used [GHGEI, (gramos CO2equiv/ MJ)]: 100% voyages in the EEA space and 50% international voyages in or out the EEA.**

GHGEI	WtT
$\left[\frac{gCO_{2eq}}{MJ} \right]$	$\frac{\sum_i^{n fuel} M_i \times CO_{2eq WtT,i} \times LCV_i + \sum_k^c E_k \times CO_{2eq electricity,k}}{\sum_i^{n fuel} M_i \times R_w \times LCV_i + \sum_k^c E_k} +$

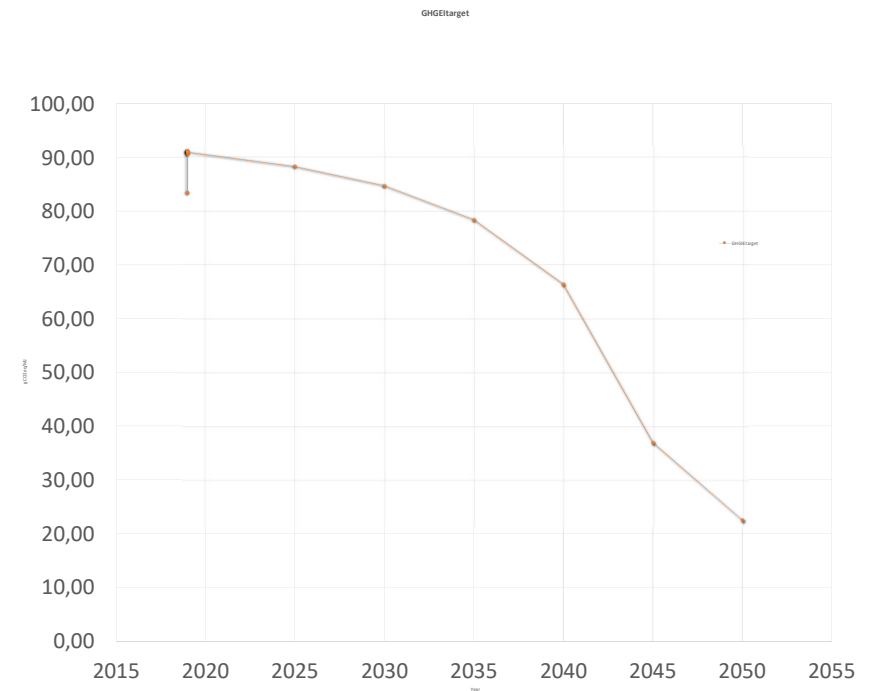
GHGEI	TtW
$\left[\frac{gCO_{2eq}}{MJ} \right]$	$+ \frac{\sum_i^{n fuel} \sum_j^{m engine} M_{i,j} \times \left[\left(1 - \frac{1}{100} C_{slip j} \right) \times (CO_{2eq,TtW,j}) + \left(\frac{1}{100} C_{slip j} \times CO_{2eq TtW,slip j} \right) \right]}{\sum_i^{n fuel} M_i \times R_w \times LCV_i + \sum_k^l E_k}$

- **Electrification of Ports. Use of OPS in pax and containerships**
- **Multipliers for RFNBOs from 2025 to 2035**

There will be a similar measure at IMO called GFS with a GFI (index)...so it is quite useful to learn how it Works...

FUEL EU

- Improvement of GHGIE from 2025 starting with a base value of **91.6 gCO₂eq/MJ** and a descending trayectory with incremental steps every 5 years.
- gCO₂eq considers CH₄, CO₂ and N₂O.
- Based on RED II (2018/2001) but combined with OMI default values or technical studies. Values can be certified in some cases
- **IMO GFS trayectory needs to be more steep to align with Paris agreement so curves will not be the same**



FUEL EU

Status

- “Possible” RFNBOs subquotas from 2035
- Working on 11 implementing acts.

Possible exemptions in IMO's GFS too depending on the formula (f factors).
IMO GFS will be more neutral but ZNZ are not yet defined....

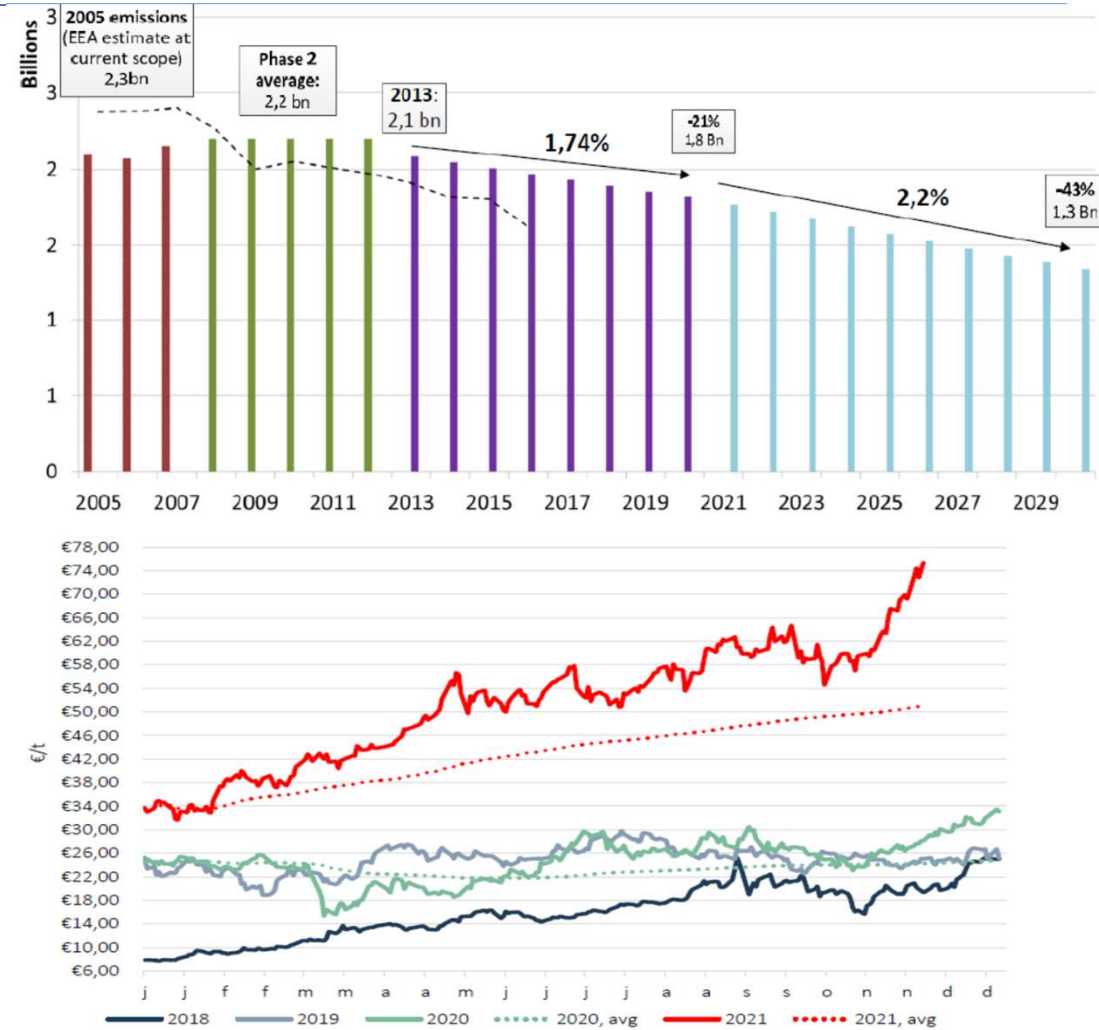


ETS

Emission Trading Scheme

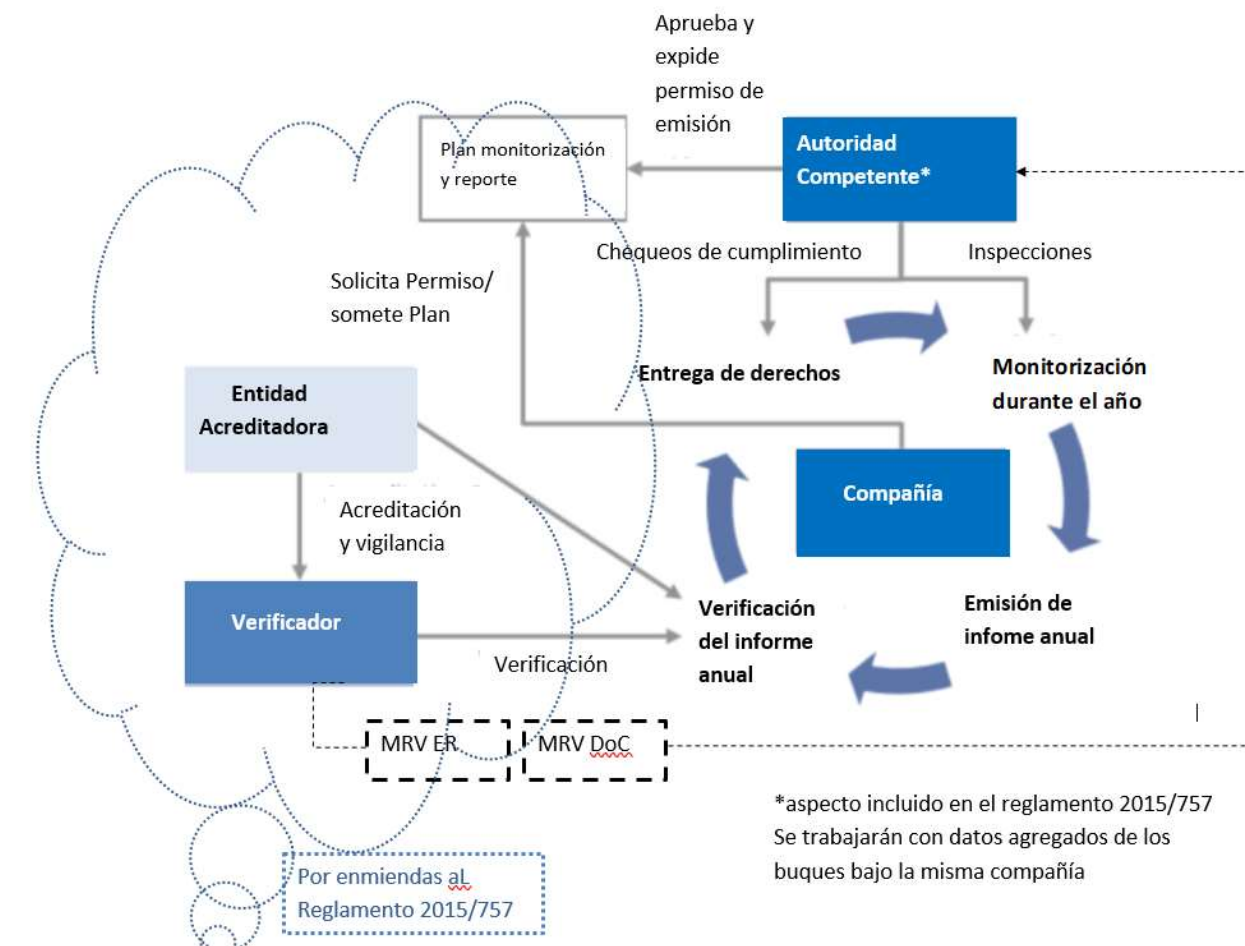
1. Mid term measure
2. Carbon Price with a descending trajectory (cap and trade)
3. Coordinated in Spain by OECC and in Brussels by DGClimate

This measure will not have a replica at IMO...awaiting for an economic measure/GHG pricing mechanism18-30-100 US\$/t?



ETS

- Allowances need to be bought each ship for 40% of its emissions in 2024, 70% in 2025 y 100% en 2026.
- Amendments to MRV are introduced too (EU/2015/757)
- There are no free allocation of allowances for the maritime sector.
- Introduces external verifiers (base MRV) to report the contributing tons of CO₂.



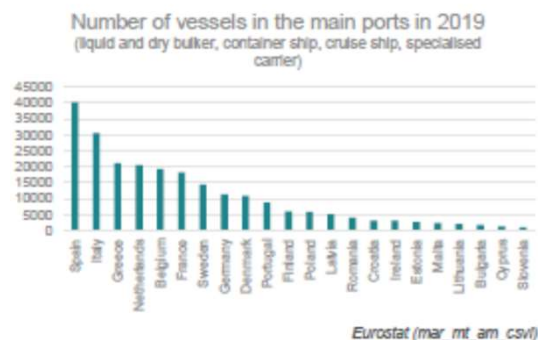
ETS

- Published as Directive together with amendments to MRV regulation...MRV and FUELEU databases differ

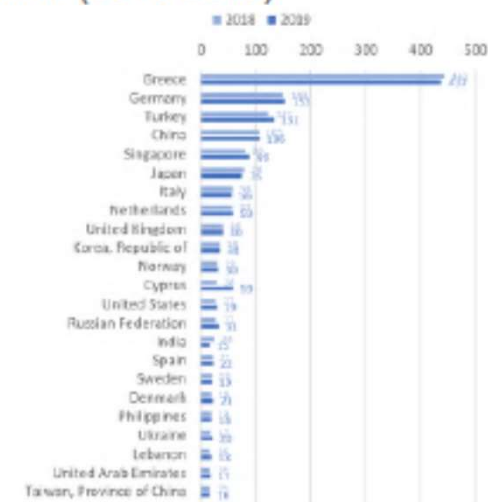
- Implementing acts still in the process of being drafted.
- MITERD at EU Council with the support of DGMM and PPEE included:

- Definition of port of call (transparent port)
- ~~Oceanic routes~~
- Exclusion of islands up to 200,000 h until 2030
- Exclusion of Canary Islands until 2030

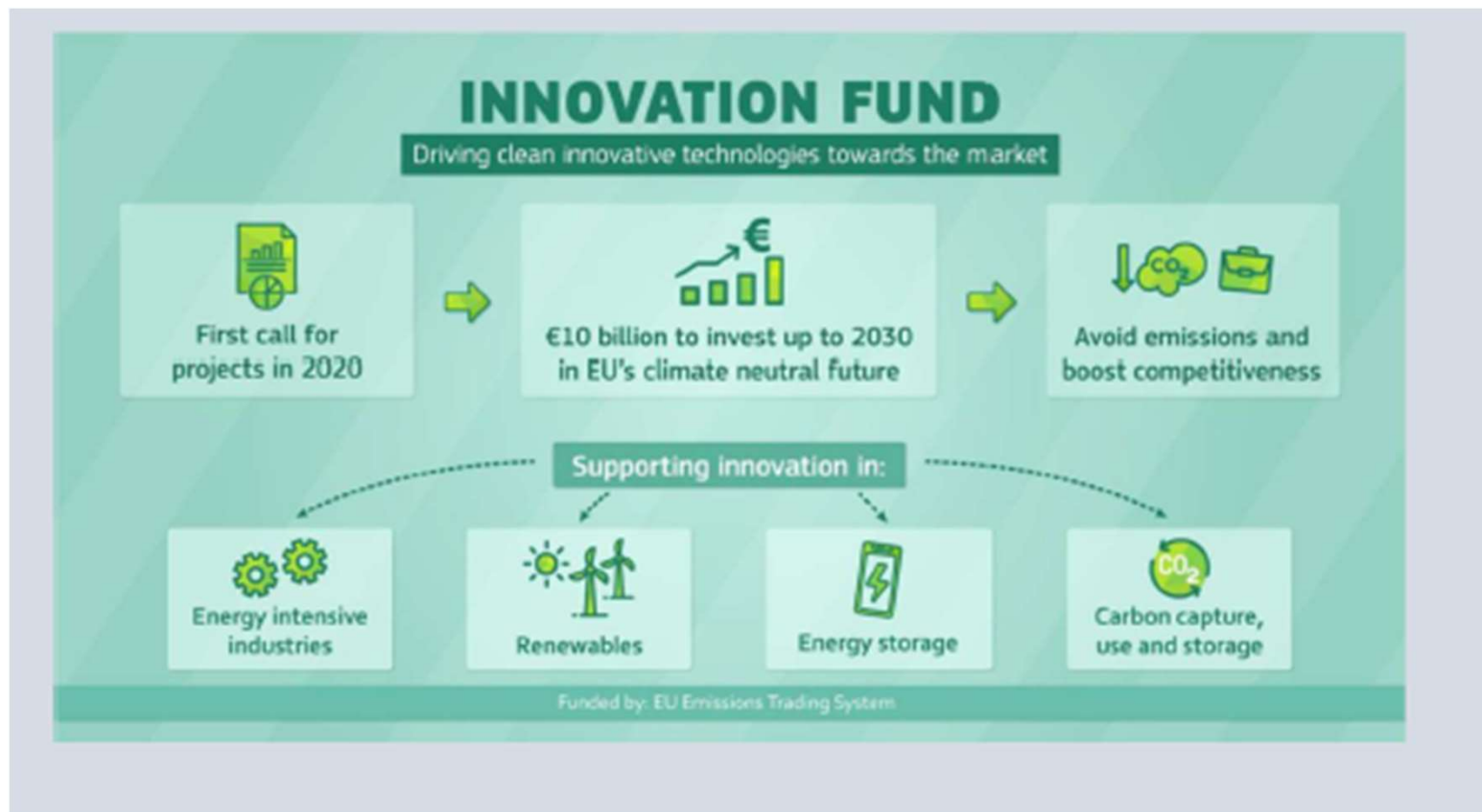
• Port statistics (2019)



Origin of companies in the EU MRV (2018-2019)



ETS



ETS

ETS to be revisited in 2026 to:

- -include all CO₂eq.
- -expand ETS to ships below 5000 GT
- To make it WtW? (how does it fit with NDCs?)
- To consider it in view of IMO measures



Alternative fuels infrastructure regulation (AFIR)



- **Electrification TEN-T Core. OPS standards**
- **Deployment of methane until 2025**
- **Deployment of alternative fuels . Supply of renewable and alternative fuel from 2030 (NH3 and H2).**
- **National Action Plans need to include an overview of renewable and alternative fuels (methanol, NH3, H2 and electricity) from 2025.**

No such measure in IMO since ports are out of scope of the Organization

RED III and other topics

- RED III Directive **vs IMO LCA**
- **GAS Package –low carbon gases/fuels-**
- **Carbon Capture**
- **Fit for 90 (90% in 2040)**
- RED III Art 25, **Aiming at 1.2% subquota for Maritime Fuels in 2030**

| Novedades legislativas.
Internacionales y Europeas para el
Transporte Marítimo

Muchas Gracias

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