

Πρόταση κανονισμού του Ευρωπαϊκού Κοινοβουλίου και του Συμβουλίου για τη χρήση ανανεώσιμων καυσίμων και καυσίμων χαμηλών ανθρακούχων εκπομπών στις θαλάσσιες μεταφορές και για την τροποποίηση της οδηγίας 2009/16/ΕΚ FUEL EU MARITIME

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Fit for 55- προκλήσεις για τις επιχειρήσεις**



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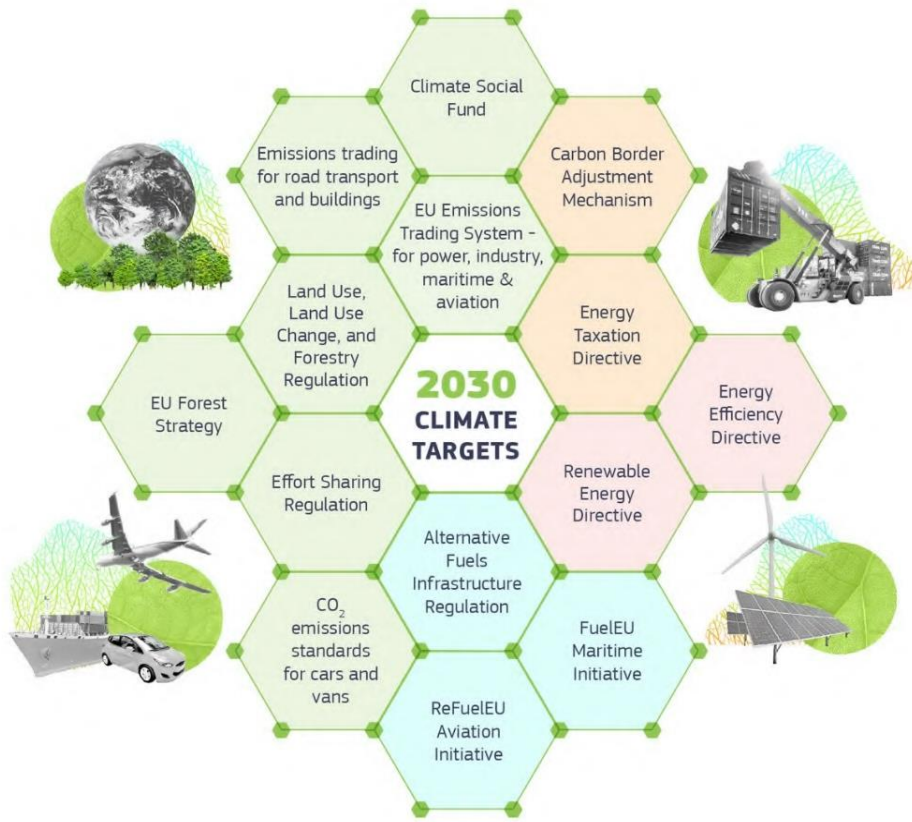
Purpose of the proposal

The proposal is a complementary policy instrument to motivate the use of sustainably produced renewable and low-carbon fuels, included in the maritime transport sector in view of the Union's climate commitment under the Paris Agreement to achieve climate neutrality by 2050.

Η πρωτοβουλία «Fuel EU Maritime» προτείνει ένα κοινό κανονιστικό πλαίσιο της ΕΕ για την αύξηση του μεριδίου των ανανεώσιμων καυσίμων και των καυσίμων χαμηλών ανθρακούχων εκπομπών στο μείγμα καυσίμων των διεθνών θαλάσσιων μεταφορών.

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FUEL EU MARITIME - Directive 2003/87 EC – EU ETS

- ❖ **Basket of measures** and ensuring overall economy-wide reduction commitment under the Paris Agreement.
- ❖ **Fit For 55** – a basket of measures to address shipping emissions



Scope of Application

Applies to all ships above a gross tonnage of 5000, regardless of their flag in respect to:

(a) the energy used during their stay within a port of call under the jurisdiction of a Member State,

(b) the entirety of the energy used on voyages from a port of call under the jurisdiction of a Member State to a port of call under the jurisdiction of a Member State, without prejudice to paragraph 1(bbis),

(bbis) a half of the energy used on voyages departing from or arriving to a port of call located in an **outermost region** under the jurisdiction of a Member State,

Scope of Application

Applies to all ships above a gross tonnage of 5000, regardless of their flag in respect to:

(c) a half of the energy used on voyages departing from or arriving to a port of call under the jurisdiction of a Member State, where the last or the next port of call is under the jurisdiction of a third country.

(c)1quater. By way of derogation, this Regulation shall not apply to passenger ships performing voyages under the scope of a public service obligation between Cyprus and other Member States until 31 December 2029.

The core obligation (Article 4)

1. The yearly average greenhouse gas intensity of the energy used on-board by a ship during a reporting period shall not exceed the limit set out below
2. The limit referred to in paragraph 1 shall be calculated by reducing the **reference value** of [X grams of CO₂ equivalent per MJ]* by the following percentage:
 - 2% from 1 January 2025;
 - 6% from 1 January 2030;
 - 13% from 1 January 2035;
 - 26% from 1 January 2040;
 - 59% from 1 January 2045;
 - 75% from 1 January 2050.

The Reference Value (Article 4)

The reference value corresponds to the fleet average greenhouse gas intensity of the energy used on-board by ships in 2020 determined on the basis data monitored and reported in the framework of Regulation (EU) 2015/757 (ie the MRV Regulation)

Definition of ‘greenhouse gas intensity of the energy used on-board’ means the amount of greenhouse gas emissions, expressed in grams of CO₂ equivalent established on a well-to-wake basis, per MJ of energy used on-board;

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Additional zero emission requirements of energy used at berth (Article 5)

From 1 January 2030, a ship at berth in a port of call under the jurisdiction of a Member State shall connect to on-shore power supply and use it for all energy needs while at berth.

The above provision applies only for

- (a) containerships
- (b) passenger ships

(Certain exceptions apply for a transitional period until the 1st of January 2035)

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FuelEU Certificate of Compliance (Article 19)

1. By 30 June of the reporting year, the verifier shall issue a FuelEU document of compliance for the ship concerned, provided that the ship does not have a compliance deficit, after possible application of Articles 17 and 18, does not have non-compliant port calls and complies with the obligation set out in Article 22.

1bis. Where remedial penalties pursuant to Article 20(1bis) or Article 20(2bis) are due, the competent authority of the administering State shall, by 30 June of the reporting year, issue a FuelEU document of compliance for the ship concerned, provided that an amount equal to the remedial penalties has been paid.

Fuel EU Maritime RECITAL 6 - POLLUTION PAYS PRINCIPLE

Το πρόσωπο ή ο οργανισμός που είναι υπεύθυνος για τη συμμόρφωση με τον παρόντα κανονισμό θα πρέπει να είναι η ναυτιλιακή εταιρεία, η οποία ορίζεται ως ο πλοιοκτήτης ή οποιοσδήποτε άλλος οργανισμός ή πρόσωπο, όπως ο διαχειριστής ή ο ναυλωτής γυμνού πλοίου, στον οποίο ο πλοιοκτήτης έχει αναθέσει την ευθύνη της εκμετάλλευσης του πλοίου και ο οποίος, αναλαμβάνοντας την ευθύνη αυτή, συμφώνησε να αναλάβει όλα τα καθήκοντα και τις ευθύνες που επιβάλλει ο Διεθνής Κώδικας διαχείρισης για την ασφαλή λειτουργία των πλοίων και την πρόληψη της ρύπανσης. Ο ορισμός αυτός βασίζεται στον ορισμό της «εταιρείας» του άρθρου 3 στοιχείο δ) του κανονισμού (ΕΕ) 2015/757 του Ευρωπαϊκού Κοινοβουλίου και του Συμβουλίου²¹ και συνάδει με το παγκόσμιο σύστημα συλλογής δεδομένων που θεσπίστηκε το 2016 από τον Διεθνή Ναυτιλιακό Οργανισμό (ΔΝΟ). Σύμφωνα με την αρχή «ο ρυπαίνων πληρώνει», η ναυτιλιακή εταιρεία θα μπορούσε, μέσω συμβατικής ρύθμισης, να θεωρήσει την οντότητα που είναι άμεσα υπεύθυνη για τις αποφάσεις που αφορούν την ένταση εκπομπών αερίων θερμοκηπίου της ενέργειας που χρησιμοποιείται από το πλοίο ως υπεύθυνη για το κόστος συμμόρφωσης δυνάμει του παρόντος κανονισμού. Υπεύθυνη οντότητα θα είναι συνήθως η οντότητα που είναι υπεύθυνη για την επιλογή του καυσίμου, της διαδρομής και της ταχύτητας του πλοίου.

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Fuel EU Maritime Article 20 - POLLUTION PAYS PRINCIPLE



3bis. The company shall remain responsible for the payment of the remedial penalties, without prejudice to the possibility to conclude contractual agreements with the commercial operators of the ship that foresee the liability of the latter to reimburse the company for the payment of the remedial penalties referred to in this Article, when the responsibility for the purchase of the fuel or the operation of the ship is assumed by the commercial operator. For the purposes of this paragraph, operation of the ship shall mean determining the cargo carried, the route and the speed of the ship.

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Fuel EU Maritime Article 20 (5)



Member States should ensure that the revenues generated from remedial penalties, or the equivalent in financial value of those revenues, are used to support the rapid deployment and use of renewable and low carbon fuels in the maritime sector, by stimulating the production of greater quantities of renewable and low carbon fuels for the maritime sector, facilitating the construction of appropriate bunkering facilities or electric connection ports in ports, and supporting the development, testing and deployment of the most innovative technologies in the fleet to achieve significant emission reductions.

Υφυπουργείο Ναυτιλίας

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Thank you for your attention

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