

Brief
On
Summary of developments
In the EU and the EU Fit for 55 policy package

October –December 2024

EU COMMISSION ELECTIONS

New EU Commissioners and Their Priorities

A summary of the main points raised in the written answers of those Commissioner designates relevant to shipping.

Apostolos Tzitzicostas, Commissioner for Sustainable Transport and Tourism

- Develop a **European Maritime Industrial Strategy** to support the maritime and shipbuilding industries in the green and digital transition.
- Develop a new **Sustainable Transport Investment Plan**, building on the Clean Industrial Deal, to support the energy transition in transport and to boost investment in the production and supply of sustainable transport fuels in Europe, in particular for aviation and maritime transport.
- Commits to **carefully monitor and assess the progress in the uptake of sustainable maritime fuels** and to come up with possible adjustments to existing regulations to better deliver on their objectives. **Ramping-up the production and distribution of renewable and low-carbon transport fuels**, in particular for hard-to-abate sectors such as shipping, will be a priority.
- Engage with the **IMO** to work on an ambitious global agenda and to secure a **level playing field**.
- Support businesses by strengthening the **single market** for transport and by speeding up the transition to paperless transport, including through a full implementation of the European Maritime Single Window Environment.
- Coordinate the preparation of a comprehensive **EU Port Strategy** to improve the security, sustainability and competitiveness of the EU's ports.

Wopke Hoekstra, Commissioner for Climate, Net-Zero, Clean Growth

- Work on a legislative proposal **enshrining the 90% climate target for 2040** in the European Climate Law.
- This will be complemented by the **Clean Industrial Deal** which will address the enabling conditions, ensuring that climate ambition and industrial competitiveness can go hand in hand.
- Overall **review of the EU ETS** in 2026
- Ensure implementation of the **Net Zero Industry Act**
- Build on the success of the **Innovation Fund**. Specifically for maritime, he highlights that 20 million ETS allowances are available to support investments in the sector until 2030.
- Support the adoption of a **Sustainable Transport Investment Plan** in particular for hard-to-abate sectors shipping.
- Develop guidelines for **maritime transport of CO2**.

Taxation

- Continue the negotiations on the **Energy Taxation Directive (ETD)**. In general, Hoekstra stresses the importance of involving all sectors (including maritime) in reaching the EU's global emission reduction targets.

2040 CLIMATE TARGETS

Background

Wopke Hoekstra, Commissioner for Climate, Net-Zero and Clean Growth affirmed that he will propose a targeted amendment to enshrine **a net 90% net GHG emissions reduction target in 2040 in the European climate law**. This confirms the targets proposed for all the sectors of the EU economy by the Commission in its communication on Europe's 2040 climate target of last February. The text is available [here](#).

Summary of developments

For shipping, this communication refers to the implementation of the "Fit for 55" measures. The accompanying impact assessment indicates that the "**higher end of the IMO target range** (-80% in 2040 vs 2008)" and the FuelEU Maritime regulation will be the building blocks for the decarbonisation of the sector (see table 4 on page 33). The communication hence does not propose new targets for shipping and is a **clear message of support to the IMO process**.

Next Steps

- This new climate targets will have an **influence on the revision of the EU ETS planned for 2026 and of FuelEU Maritime planned for 2027**.
- It is at this stage difficult to evaluate the influence that the outcome of the IMO MEPC will have on EU legislation.

MARITIME SAFETY PACKAGE

Background

The Commission presented on 1 June 2023 the maritime safety package that seeks to align the Agency's activities with the sustainable and smart mobility strategy adopted in December 2020 and with the "Fit for 55" package

Summary of Developments

Following the final adoption by the Council the following directives were published in the Official Journal earlier this week:

- [Maritime accident investigation](#) : It will enter into force on 26 December 2024. Member states will have until 27 June 2027 to transpose the provisions of this directive into national legislation.
- [Ship-Source Pollution](#): It will enter into force on 5 January 2025. Member states will have until 6 July 2027 to transpose the provisions of this directive into national legislation.
- [Compliance with flag State requirements](#) :It will enter into force on 5 January 2025. Member states will have until 6 July 2027 to transpose the provisions of this directive into national legislation.
- [Port State Control](#): It will enter into force on 5 January 2025. Member states will have until 6 July 2027 to transpose the provisions of this directive into national legislation.

Next Steps

Member states will have 30 months after the entry into force of the revised directives to transpose their provisions in their national legislation

More information

More information in our circular *ref : 0810- F>Summary of developments in EU and the EU Fit for 55 policy package- June/ July 2023*

Background

On 1 January 2024, the EU extended the coverage of its ETS to incorporate the maritime sector, as part of the broader EU ETS reform that came into force in June 2023.

Summary of developments

6th Webinar by the EU Commission and EMSA

The European Commission's Directorate General for Climate Action (CLIMA) and the European Maritime Safety Agency (EMSA) will be hosting a webinar on EU ETS that will take place on 16 January 2025.

More information

More information in our circular *ref: 1216 -F/TC >(EU REGULATION) EU ETS- 6th Webinar by the EU Commission and EMSA*

INNOVATION FUND

Background

The European Commission, through the Innovation Fund established last year, has already invited several rounds of applications for financing out of revenues from the European Emissions Trading System (EU ETS).

Summary of developments

Innovation Fund outcome of the 2023 general call

Seven projects will be granted funding under the "Net-zero mobility and buildings" theme. Five maritime projects were selected and will receive a total of €211 million.

More information

More information in our circular *ref: 1107-F/TC >(EU REGULATION) EU ETS - Innovation Fund projects*

2024 Innovation Fund General call & Hydrogen Auction

On 3 December, the Commission published the 2024 Innovation Fund call and the 2024 Hydrogen Auction, which includes a maritime envelope. Projects can apply for "large scale projects" (budget of €1.2 billion), "medium scale projects" (budget of €200 million), "small scale projects" (budget of €100 million), "clean-tech manufacturing" (budget of €700 million) or "pilot" (budget of €200 million).

The main elements of this call are the following:

- There is no dedicated call for the maritime sector under this General call. However, the maritime projects will once again receive a bonus point. As a reminder, it is the only sector covered by the EU ETS to have this bonus point.
- Projects must be located in EU Member States or EEA countries (i.e. Norway, Iceland or Liechtenstein).
- For maritime sector projects, the Commission has revised the criteria related to the number of port calls. When the projects concern investments on ships, those ships must:
 - carry a flag of an EU Member States or an EEA country and call ports under the jurisdiction of an EU Member State or EEA country on a regular basis (at least 15% of their calls on ports over two years); or
 - call ports under the jurisdiction of an EU Member State or EEA country on a regular basis (at least 30% of their calls on ports over two years); or

- perform service or support activities in ports under the jurisdiction of an EU Member State or EEA country.
- In the maritime sector, support can be provided to, for example, breakthrough innovative technologies and infrastructure, including energy efficiency, sustainable alternative fuels, electrification, and zero-emission propulsion technologies such as wind technologies, including innovative infrastructure in the maritime sector, particularly for EU container transshipment ports. The same examples were provided last year.
- Similar to last year, ship building or refurbishment outside of the EU/EEA is not eligible. This year however, the Commission clarified that production and installation of new or retrofitted innovative technology (e.g. energy system, engine or equipment) into a ship is eligible for funding provided that the manufacturing and/or installation is done in EU/EEA.
- Projects should contribute to building industrial capacity, technology leadership, supply chain resilience and strategic autonomy within the EU/EEA. For maritime sector, the European added value and resilience is defined as “the project’s ability to strengthen the EU’s maritime transport value chain, including port activities (e.g. delivery of renewable alternative fuels in container transshipment ports) and leading to positive impacts on competitiveness and job creation in the European sector, *including demonstrated cooperation on the development of Green Corridors for shipping with participating EEA ports*”. The last element in italic is new.
- The same GHG emission avoidance criterion than last year is used: at least 50% emission avoidance need to be demonstrated for all topics except Pilot projects, which will have to demonstrate a reduction of 75%. The reference scenario for maritime is based on the maritime reference fuel oil, composed by a mix of sulphur fuel oil, marine diesel oil (MDO)/marine gas oil (MGO) and Liquefied Natural Gas (LNG) (see enclosed document for further information).

The relevant documents can be found at [Calls for proposals | EU Funding & Tenders Portal](#)

2024 Hydrogen Auction

This auction will allocate €1.2 billion to support the production of green hydrogen in the European Economic Area (EEA). €200 million is allocated to the maritime envelope. Bidders have until 30 February 2025 to apply on [Calls for proposals | EU Funding & Tenders Portal](#).

Next steps

For the 2024 Innovation Fund call:

- Deadline for submission: 24 April 2025 – 17:00:00 CET (Brussels),
- Evaluation: April-September 2025,
- Information on evaluation results: September-October 2025,
- Grant agreement signature: October 2025 – March 2026

FUEL EU MARITIME

Background

FuelEU Maritime Regulation will apply from 1 January 2025 and promotes the use of renewable and low-carbon fuels in maritime transport for ships above 5000 GT, intra-EU traffic + 50% international, EU ports (same as for ETS).

Summary of Developments

Timeline of adoption of Delegated and Implementing Acts

To implement FuelEU Maritime, the Commission must prepare several delegated and implementing acts. The Commission updated the timeline of adoption of these acts.

Delegated act on accreditation of verifiers	Under scrutiny period at the Parliament and the Council until 09 November Publication in mid-November
Implementing act on communication on Onshore Power Supply (OPS)	Public feedback in December Estimated date for publication: February 2025
Implementing act on the FuelEU Database	Public feedback in November Estimated date for publication: January 2025
Implementing act on the criteria for the acceptance of zero-emission technologies	Public feedback in December Estimated date for publication: February 2025
Implementing act on neighbouring transshipment ports	Public feedback in December Estimated date for publication: February 2025

More information

More information available in our circular *ref: 1031-F/TC >(EU REGULATION) FuelEU Maritime: Timeline of adoption of the Delegated and Implementing Acts*

3rd Webinar by the EU Commission and EMSA

The European Commission's Directorate General for Mobility and Transport (MOVE) and the European Maritime Safety Agency (EMSA) hosted a webinar on FuelEU Maritime reporting and compliance that will take place on 28th November.

More information

More information in our circular *ref: 1112 -F/TC >(EU REGULATION) FuelEU -3rd Webinar by the EU Commission and EMSA*

Delayed implementation in Norway

The Norwegian Maritime Directorate confirmed last week that Norway will not complete the implementation of FuelEU Maritime by 1 January 2025 due to delays in incorporating the regulations into the EEA Agreement.

The practical implications are:

- Journeys within Norway or between Norway and non-EU countries will not count towards FuelEU obligations.
- Only 50% of voyages between Norway and EU countries will be considered.

More information

- More information available in our circular *ref: 1218-F/TC >(EU REGULATION) FuelEU Maritime-Delayed implementation in Norway*
- DG MOVE [has published on its website](#) information concerning the delayed implementation of FuelEU in Norway and Iceland:

Next Steps

The timeline for implementation has not been published yet, but the Norwegian authorities think that they can complete the process in Q1 2025.

New workstreams under the ESSF subgroup on Sustainable Alternative Power for Shipping

DG MOVE opened new workstreams under the ESSF subgroup on Sustainable Alternative Power for Shipping:

1. Guidance on FuelEU Calculations,
2. GHG/Sustainability Certification of Marine Bunker Fuels,
3. Onshore Power Supply (OPS),
4. Onboard Carbon Capture and Storage (OCCS),
5. Update and Upkeep of FuelEU Annex-II, and
6. Black Carbon Emissions

INTERCARGO participating in the ECSA Task Force on FuelEU implementation

DG MOVE is working on a number of guidance and documents on the implementation of the FuelEU Maritime regulation with the help of the European Sustainable Shipping Forum. The work is done in several workstreams, where ECSA is a member. This work is highly technical and will look into operational aspects of the regulation.

ECSA Secretariat has created a Task Force on FuelEU Maritime implementation to help the ECSA Secretariat in its work in the ESSF. This Task Force will be an informal group chaired by the ECSA Secretariat.

The topics currently discussed are a guidance document on FuelEU Calculations, GHG/Sustainability Certification of Marine Bunker Fuels, and Onshore Power Supply.

SUBSTITUTION OF CHEMICAL SUBSTANCE USED IN ANTI-FOULING PAINTS

Background

Selektope, also known as the active substance Medetomidine, has been a game-changer in the fight against marine biofouling. Since its initial approval by ECHA in 2016, Selektope has been widely adopted by the global shipping industry for its effectiveness in preventing the growth of barnacles on ship hulls, thereby reducing fuel consumption and greenhouse gas emissions. Selektope is currently included in more than 30 antifouling products from 6 of the largest marine paint makers.

Summary of Developments

INTERCARGO formed an Informal/Quick Action Group and following consultation submitted a letter to the EU/ECHA through the public consultation portal.

More information

More information available in our circulars :

- *Ref 1102-F/TC > Technical Update October 2024*
- *Ref 1025-TC > EU RENEWAL/BAN ON SELEKTOPE/MEDETOMIDINE - DRAFT LETTER*
- *Ref 1016-TC > COATINGS - EU RENEWAL/BAN ON SELEKTOPE/MEDETOMIDINE*

Next steps

More information is expected in June 2025

EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT

Background

The EMSWe Data Set takes into account existing provisions for mandatory reporting of formalities from ships related to EU legislation, international legal instruments as well as national legislations and requirements. It also includes the complete list of data elements stemming from reporting obligations

addressing the current non-harmonised data reporting requirements for ships when calling in an EU port.

Summary of Developments

The European Commission has opened a public consultation to receive feedback on the [Draft Delegated Act](#) amending the 'European Maritime Single Window environment dataset'.

The amendments to the EMSWe dataset aim to:

- align the mapping between its data elements and the corresponding data elements
- update the mapping between its data elements and the corresponding data elements as these were approved by the new versions of the IMO Compendium
- update the list of names, formats and definitions of data elements, their mapping with the corresponding reporting obligations, the lists of codes that are to be applied in data elements, as well as the business rules.

Next Steps

Entry into application of the European Maritime Single Window environment ([EMSWe](#)) regulation is expected by August 2025.

OTHER

Consultation on draft guidance for safe bunkering of biofuels

DNV, on behalf of EMSA, has prepared a draft guidance document aimed at supporting ship operators, bunker suppliers, and regulators in adopting safe operational procedures for bunkering selected biofuels.

More information available in our circular *ref 1031- TC > (BIOFUELS) EMSA draft guidance for safe bunkering of biofuels*

New Finish Legislation on ban of discharges

In early December 2024, the Finnish Parliament approved a law prohibiting cargo ships from discharging wastewater into Finland's territorial waters in the Baltic Sea. This legislation, set to take effect in July 2025, positions Finland as the first nation globally to enforce such comprehensive wastewater regulations on cargo vessels.

The national sewage and sewage effluent discharge ban in Finnish territorial waters (up to 12 nm) that enters into force on 1 July 2025 applies to:

- **sewage** (meaning raw and untreated sewage) **and**
- **sewage effluent** (meaning treated sewage, i.e. e.g. effluent that comes out from an IMO approved Sewage Treatment Plant).

It is important to acknowledge that the **Finnish national discharge ban on sewage and sewage effluent, surpasses the requirements of MARPOL Annex IV.**

According to MARPOL Annex IV:

- 0-3 NM sewage and sewage effluent discharges are **PROHIBITED**
- 3-12NM sewage effluent discharges are **ALLOWED** if treated in IMO approved Sewage Treatment Plant (**but not in Finnish territorial waters after 1 July 2025**) and only when ship speed > 4kts

>12NM sewage discharges are **ALLOWED** (however not from passenger ships in the Baltic Sea (PSSA) and only when ship speed > 4kts etc

More information available in our circular *Ref:1219-F/TC >(EU REGULATION) - New Finish Legislation on ban of discharges*

EES Regulation: Entry-Exit System

The Entry/Exit System (EES) is a crucial component of the border management of the Schengen area, laid down in Regulation 2017/22261 ('EES Regulation'). As a centralised database, the EES registers entries, exits and refusals of entry of third-country nationals crossing the external borders of 29 Schengen Member States for a short stay.

Commission publishes new Regulation on phase-in approach

The EU Commission recently published, its draft Regulation on a temporary derogation from certain provisions of the EES Regulation. The primary aim of this new Regulation is to introduce a progressive start of operations for EES, which was not permitted under the original Regulation. The new draft Regulation provides Member States with a total of six months (180 days) to implement the EES. The draft text of the regulation is available [here](#).

EU adopted 15th sanctions package

The Council approved on 16th of December the 15th package of sanctions against Russia. Notably, the package extends the list of vessels in Annex XLII which are subject to restrictive measures under article 3s of Regulation 833/2014 (latest version [here](#)). The latest package adds 52 vessels to the 27 ships already on the list since June 2024. The updated list can be found [here](#), under Annex (2). The package also adds new persons and entities to the [list](#) subject to asset freezes and travel bans. This includes entities located in 3rd countries (notably China) which have been involved in sanction circumvention. In addition, the package introduces measures seeking to extend – on a case-by-case basis – of the deadlines imposed by previous packages for divestments from Russia.