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News

# EU to draw up plan B for reducing ships' CO2

ENDS Europe

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Europe has begun to devise a plan B for cutting shipping emissions if a global deal is not reached by the end of 2011. An EU consultancy report confirms Europe's preference to bring the sector into the EU's carbon trading scheme (ETS).



The report, published by the European Commission's environment department on Tuesday, shows ships arriving at or departing from EU ports in 2006 emitted 310 million tonnes of CO<sub>2</sub>, representing 31% of global shipping emissions.

These journeys accounted for 6.1% of total EU 27 greenhouse gas emissions. This figure, which includes non-cargo ships, is higher than [previous estimates](#) based only on trade data. The report concludes that by 2030, emissions can be reduced by 27-47% relative to a baseline scenario.

The 2009 ETS directive requires that the European Commission propose an alternative plan to reduce shipping emissions if no agreement is reached by December 2011 under the International Maritime Organisation (IMO). Last year, the [IMO](#) said it does not envisage a decision for at least several years.

The report, written by a group of European consultancies led by CE Delft, analyses four options for EU policy: emissions trading, carbon taxation, efficiency standards and a baseline credit system. A tax would be hard to implement because it requires unanimity from member states, the authors say.

The consultants also reject mandatory efficiency standards and baseline credits, saying that current methods of measurement are not accurate. Earlier this month the [liner shipping industry](#) called for the IMO to adopt efficiency standards for new and existing ships instead of a cap-and-trade

scheme, unless it covers other transport modes.

An official told ENDS on Wednesday that the commission preferred an IMO solution, but that it is undertaking a consultation to have a plan B ready. Earlier this month, incoming climate change commissioner [Connie Hedegaard](#) told MEPs she would continue to put pressure on the IMO.

Follow-up:

[Delft report](http://ec.europa.eu/environment/air/transport/pdf/ghg_ships_%20report.pdf)([http://ec.europa.eu/environment/air/transport/pdf/ghg\\_ships\\_%20report.pdf](http://ec.europa.eu/environment/air/transport/pdf/ghg_ships_%20report.pdf)) and [International Maritime Organisation](http://www.imo.org/)(<http://www.imo.org/>)



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