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Shipping must be covered by ETS or climate fund – MEPs

Keywords: Paris climate agreement, EU's emissions trading system, Shipping, Regulate shipping emissions, International shipping rank



The **Paris climate agreement's** target of limiting global warming well below 2°C will be impossible without measures to curb shipping's greenhouse gas emissions, MEPs told industry representatives last week. Including shipping CO2 in the **EU's emissions trading system (ETS)** or having the sector contribute to a **climate compensation fund were the options on the table, they said.**

MEPs from four political groups – the conservatives (EPP), the socialists (S&D), the liberals (ALDE) and the left-wing GUE – said the revision of the EU ETS, currently underway, needs to

include shipping emissions in the EU 2030 climate target and contribute to meeting the Paris limits. **Shipping is the only sector of the European economy not covered by the EU's existing emissions reduction target.**

'The **IMO** promised numerous times to regulate shipping emissions – and nothing happened,' liberal **MEP José Inácio Faria** (pictured) said at the policy discussion in the European Parliament. 'We wish you, the **IMO**, were with EU on cutting shipping emissions, but you are at the bow and we are at the stern of this ship.'

Shipowners oppose action at EU level, though Patrick Verhoeven of the European Community Shipowners' Associations (ECSA) told MEPs the industry would be willing to contribute to a global climate compensation fund. John Andreopoulos of the Union of Greek Shipowners (UGS) also warned against EU action but said industry could consider contributing to a global compensation fund.

But having shipping contribute to an EU compensation fund would allow money to be re-invested in the shipping sector through research funding for cleaner technology, T&E's clean shipping director, Bill Hemmings, told MEPs. 'It will be up to the shipping companies to decide whether they want to be subject to the EU ETS rules or to contribute to an EU compensation fund,' he added.

'What is not negotiable after Paris is that shipping needs to contribute to the global emissions reduction,' Bill Hemmings continued. 'Without this it will be impossible to achieve the ambitious Paris long-term target. **The EU needs to include shipping in its 2030 reduction commitment now and in the ETS from 2021.** Otherwise, if the **IMO** continues to fail, all that will be left is for MEPs to come back to the issue in 10 years' time to discuss 2040 targets.'

A draft of the Parliament environment committee's proposed reforms is expected by May. A committee vote could take place in September and a plenary decision either at the end of this year or the beginning of 2017.

Emissions from shipping pose a great challenge for EU climate policy. The Commission has called for actions that cover all sectors and sources of emissions, including *international shipping*. But **currently maritime emissions are not included at all in the EU's 2020 climate commitment.**



The IMO, the UN body tasked with tackling emissions from the sector, has failed for decades to agree measures to reduce emissions in their sectors. On the contrary, emissions from international maritime transport have grown by 70% since 1990.

If treated as a country, CO2 emissions from **international shipping rank** between those of Germany and Japan. A recent European Parliament study found that shipping will be responsible for 17% of the total emissions in 2050 if left unregulated.

Source: Hellenic Shipping News

Link: <http://bit.ly/1oofTAU>

EU releases new operational guidelines for ships in need of assistance

Keywords: *New operational guidelines for ships, Need of assistance, European Maritime Safety Agency, Promote safety and security at sea.*



The European Union has released new operational guidelines for ships in need of assistance at the Seas, Rivers, Islands and Coastal Areas (SEARICA) Intergroup meeting in European Parliament.

The guidelines were developed by a committee comprising of Member States' competent authorities with additional support from industry stakeholders.

It aims to promote better integration and coordination among the maritime authorities involved in response to an incident concerning a ship in need of assistance.

The step is deemed as a preventive measure after the MSC Flaminia fiasco incident, which occurred in July 2012 in the Atlantic Ocean.

The German-flagged container vessel was damaged due to an explosion and a fire on board.

As a response to the emergency, the ship was accommodated in a place of refuge in Germany in September 2012 after port access was denied by nearly every possible EU country.

Maritime transport commissioner Bulc said: "It is a good example of proactive implementation of EU legislation, building on best practices and sharing experience, which is fully in line with President Juncker's strategic approach to better regulation."

Supported by the European Maritime Safety Agency, the new guidelines envisage adherence to the regulations to promote safety and security at sea and of the marine and coastal environment.

The guidelines state: "Each state involved in the operation should examine their ability to provide a place of refuge."

"A place of refuge request cannot be refused for commercial or financial reasons, nor should commercial interests become the main driver for the handling of policy, organisation and rules (PoR) requests, or the selection of a potential PoR unless deemed unsafe, there should be no rejection without inspection."

The involved authorities had pledged integrated support to promote an effective operational response on some of the key principles which include using of POR Guidelines in the International Maritime Organisation



(IMO); including the EU Operational Guidelines in regional agreements / plans; promoting the usage of the Union Maritime Information and Exchange System providing integrated maritime services.

The guidelines include offering training, with the support of the European Maritime Safety Agency, on the Operational Guidelines and devising risk assessment methodologies.

Source: Ship Technology

Link: <http://bit.ly/1mpB2cc>

EIB supports with EUR 51m upgrade of strategic transport infrastructure in Armenia

Keywords: EIB, Crucial transport corridor in Armenia, The M6 interstate road, Asian Development Bank.



The European Investment Bank (EIB) is lending EUR 51 million to the Republic of Armenia to finance rehabilitation of the M6 interstate road, the crucial transport corridor in Armenia representing the interconnection of the country with Georgia and thus the EU and being significant particularly for Armenia's exports and imports.

The EIB funds will support the rehabilitation and upgrading along some **90 km of the M6 road** between Vanadzor in central Armenia and Bagratashen at the North eastern border between Armenia and Georgia. The road follows a deep **valley and features several hairpin bends, steep inclines, narrow bridges and three tunnels** which will be upgraded. The M6 rehabilitation will help to improve traffic fluidity, levels of service, time savings and increase overall road safety, expected to result in a reduced number of road accidents, injuries and fatalities.

EIB Vice-President László Baranyak, responsible for EIB operations in Armenia commented: *"The EIB loan will support the upgrade of Armenia's priority M6 road infrastructure representing connection of Yerevan with Tbilisi. This transport infrastructure serves as major link of Armenia with Europe and other countries of the Commonwealth of Independent States through Georgia's Black Sea ports carrying over 60% of Armenia's international traffic"*.

In addition to EIB, the **Asian Development Bank is expected to provide support to the project**. The total costs of the project that will be promoted **by the Ministry of Transport and Communication is EUR 102 million**.

Currently, **the EIB lending commitment in Armenia covers twelve projects**, most of them supported by EU grants, and amounts to some **EUR 270 million**. It supports a well-diversified investment portfolio important for the country's development in the areas of transport, energy, water and solid waste sector infrastructure and indirectly financing the undertakings of small and medium-sized enterprises (SMEs) through EIB partner financing institutions. Both parties have ongoing discussions regarding the future priorities of EIB activities in Armenia and the promising pipeline of new operations for the upcoming years.

Source: European Investment Bank

Link: <http://bit.ly/1R98QHv>

Ferry safety and IMO

Keywords: *IMO, Manila, 41st annual conference Interferry Association, Domestic ferry safety, Mitigation guidelines.*

The new IMO secretary-general is to be the keynote speaker at trade association Interferry's 41st annual conference in Manila this October.

Korea's Kitack Lim, whose term started on January 1, will address the opening conference session on October 17 following an invitation inspired by **ten years of IMO and Interferry cooperation to improve domestic ferry safety in developing nations**. The campaign has recently focused on SE Asia, where an estimated 10,000 have died in domestic ferry incidents since the year 2000.

Last year the joint initiative progressed with a special conference in Manila in April - also **supported by the International Association of Classification Societies** – that presented casualty mitigation guidelines. A well-attended follow-up regional seminar was held in Malaysia in October, when the Philippines maritime administration reported that it had developed the recommendations **in 11 consultation circulars ranging from crew training to damage stability and was now revising domestic rules**.

Interferry says it views this as a potentially crucial step towards enhanced **domestic ferry safety** far beyond the Philippines and has since started discussions with the **IMO technical cooperation division about organising a further regional seminar**. The IMO is considering an option for the seminar to take place in Manila back-to-back with the Interferry conference.

Source: Maritime Journal

Link: <http://bit.ly/20T9awF>

IMO to consider emissions target

Keywords: *Climate change, Shipping sector, Environmental committee (April), Agreement on shipping or aviation, Regulate the environmental impact of shipping.*

The **International Maritime Organisation (IMO)** will consider an emissions target for the **shipping sector in April** according to its secretary-general Kitack Lim.

He told **Climate Home** by email that it was “likely” the topic would be addressed at the IMO environmental committee’s next meeting in April, stating: *“I think that IMO will be able to agree on the appropriate way forward.”*

“Contributing to the fight against climate change is a top priority for IMO alongside **maritime safety** and **security** and the **prevention of pollution into the marine environment from ships,**” he added.

Lim also said that the organisation’s focus would be on transferring *“know-how to those countries that need it”*.

Towards the **end of 2015**, the **COP21 climate talks in Paris** failed to produce an **agreement on shipping or aviation**, leaving many observers to call for the IMO to orchestrate the maritime response.

At the time, **Maersk Group** claimed that the IMO was **“best positioned”** to regulate the environmental impact of shipping.

However, **green NGO Transport & Environment (T&E)**, said in a statement that the IMO had failed over 18 years to regulate its sector.

On February 3, 2016, the **UN’s secretary-general Ban Ki-moon** visited the IMO’s headquarters in London, highlighting the **“major role”** for the maritime sector and IMO in meeting **the UN’s sustainable development goals**.

He stated: *“I also commend the IMO for its efforts to combat climate change, including through legally binding energy efficiency measures for ships, enhancing at least 30% of energy efficiency by 2025.*

Source: CM Container Management

Link: <http://bit.ly/1TaxJUx>

Helsinki Airport receives €230m loan for expansion project

Keywords: *TEN-T, EIB, Finland, International traffic at the airport, Strategic transport infrastructure*

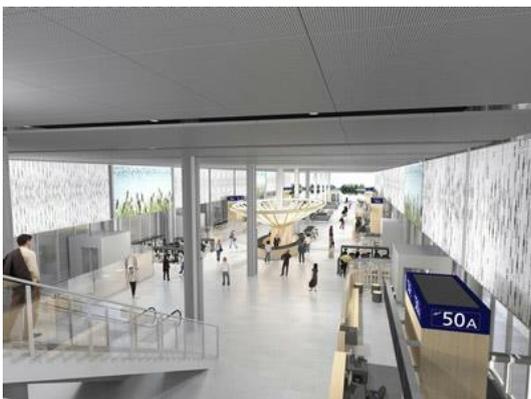


The **European Investment Bank (IEB)** has provided **Finavia Corporation**, the Finnish airport operator, with a **€230 million** loan for the expansion of Helsinki Airport.

With predicted **growth in passenger numbers**, airport expansion is necessary for Helsinki to serve **20 million passengers by 2020**. Today's loan to Finavia will also co-finance the development of Finland's main hub to alleviate peak congestion and improve passenger service standards.



International traffic at the airport is estimated to **grow at an average annual rate of over 4 percent**. In preparation, the investment will fund expansion of the terminal with two additional piers, enlargement of the baggage handling systems (BHS) by 50 percent, the development of various associated landside and airside infrastructure, and an increase in apron capacity and wide-body aircraft bridges.



"Its increased capacity will benefit both passengers and airlines".

EIB Vice-President Jan Vapaavuori said: "The European Investment Bank has made supporting strategic transport infrastructure one of its priorities. Helsinki Airport is **the key international gateway in Northern Europe and an important part of the Trans-European Transport Network (TEN-T)**. We are therefore pleased to support Finavia in developing Helsinki Airport, as its increased capacity will benefit **both passengers and airlines**, so maintaining the strong competitive position of this hub."

" We will be developing and improving the operations and services of Helsinki Airport"



Kari Savolainen, CEO of Finavia, added: "Helsinki Airport's geographical location is an undisputed asset. Flying via Helsinki means choosing the shortest and fastest route between Europe and Asia. It is predicted that air traffic between Asia and Europe will increase strongly in the coming years. In order to keep up with international competition, we will be



developing and improving the operations and services of Helsinki Airport even further. I am pleased that the European Investment Bank has a strong belief in Helsinki Airport's future and is joining us to invest in the airport's growth and its position as one of the leading transfer hubs in Europe."

Source: International Air Port Review

Link: <http://bit.ly/1Q6Xc0Z>