

Gdańsk, 1 March 2025

## „Gdansk Climate Initiative 2025”

This idea prepared by the **Association of Polish Maritime Industries FORUM OKRĘTOWE** contains a proposal for changes to the Fit for 55 climate package in the scope of the EU ETS system in maritime transport.

- The inspiration for this proposal is the assumptions of the "Clean Industrial Deal" package aimed at combining climate goals with strengthening the competitiveness of the EU economy, including Poland,
- This proposal assumes that the European Union wants to increase its strategic autonomy by creating conditions for the return of industrial production to Europe, including Poland, and the solutions proposed below go in this direction,
- The means to reindustrialize the EU and Poland is to modify the EU ETS system to make it more effective, which instead of penalizing shipowners for CO<sub>2</sub> emissions will stimulate direct investments in fleet decarbonization carried out in European shipyards, using ship equipment manufactured in Europe, with the help of financial resources from the EU ETS,
- Funds from EU ETS fees will be redirected to fleet decarbonization, instead of being in the budgets of individual EU member states
- The European shipbuilding industry will become a greater beneficiary of climate regulations implemented in the Fit for 55 climate package

**Note:** This proposal concerns maritime transport, but the solution proposed below may be applicable to other sectors of the economy

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### 1. Background

The regulations included in the FF55 climate package extended the scope of the EU ETS emissions trading system to maritime transport, covering all emissions from voyages between EU ports, half of emissions from voyages outside the EU, and emissions from ships at berth in EU ports. The obligation to pay an emission fee in the maritime transport sector will be gradually introduced in 2024-2026, and from 2027 onwards the sector will be fully covered by it

According to expert estimates, EU ETS fees will cost shipowners over EUR 10 billion per year. This money will only contribute to the decarbonization of shipping to a small extent. It will be directed to the budgets of EU member states and - to a small extent - to EU funds, including the Innovation Fund, part of which will be the projects aiming to decarbonize the maritime sector.

The EU ETS was supposed to be a key tool for reducing CO2 emissions, according to its creators. It is an additional cost imposed on shipowners to encourage them to reduce CO2 emissions from their ships, so that they do not incur these costs.

However, at present there are not and will not be in the coming years widely commercially available zero-emission drives or radically reducing ship emissions, that could be immediately used on vessels. At the moment, there are technologies available on the market, that reduce CO2 emissions only to a certain extent. Therefore, in the near future there will be a continued need to pay fees for CO2 emissions, and the financial resources generated from this source will disappear from the budgets of individual EU Member States.

*This proposal aims to allocate the full amount of EU ETS fees for maritime transport to the decarbonization of the fleet in European shipyards using European-made marine equipment.*

## **2. Proposal for changes to the EU ETS fee system in maritime transport**

In order to redirect EU ETS fees from maritime transport towards direct investments aimed at decarbonizing the fleet, shipowners should be given the possibility to deduct the costs related to investments in reducing CO2 emissions of their ships, or those built for them, from the amounts due under the EU ETS, provided that:

- these investments will be carried out in shipyards of EU member states,
- ship machinery, equipment and related ship systems used to reduce CO2 emissions will be manufactured in EU member states.

The deductions would include the costs of purchasing and installing equipment and systems reducing CO2 emissions and other technical solutions aimed at achieving this goal.

### **Example 1**

A shipowner who builds a ship with the technical solutions, that reduce CO2 emissions and incurs certain costs in connection with this, will be allowed to reduce the amounts due for the acquisition of EU ETS emission rights by the costs of ship equipment and systems used to reduce CO2 emissions, as well as their installation. Under condition, that this ship will be built in a shipyard of an EU country, and will use for this purpose elements of equipment and systems manufactured in EU member states.

### **Example 2**

A shipowner who invests in the modification of his existing ship in order to reduce CO2 emissions, and incurs certain costs in this respect, will be allowed to reduce the amounts due for the acquisition of EU ETS emission rights by the costs of this modification. Under condition, that this ship will be modified in a shipyard of an EU country and will use equipment and systems manufactured in EU member states for this purpose.

This way, the funds from EU ETS fees, instead of going somewhere, will be directly involved in the decarbonization of the fleet made in EU shipyards, using ship equipment and systems manufactured in the EU.

In addition, production is returning to Europe, including Poland, and the Far East countries are no longer the only major beneficiaries of decarbonization policies.

## **3. Benefits of the proposed changes**

- a) Shipowners – their money from ETS fees will go directly to the decarbonization of their own fleet instead of going who knows where,
- b) Shipyards of EU countries, including Poland – a long-term order perspective will be created for them, supporting stable development,
- c) Manufacturers of ship machinery and equipment from EU countries, including Poland – the process of transferring production to the Far East will be stopped, and the European, including Polish, "local content" in the supply chain for the shipbuilding industry will increase,
- d) Climate goals – redirecting money from EU ETS emission fees to fleet decarbonization investments will accelerate reaching the climate goals
- e) The EU ETS system, a key tool for reducing CO2 emissions, will be used in a more effective and practical way,
- f) Strategic autonomy of the European Union – the return of production to Europe helps to strengthen its strategic autonomy,
- g) Highly qualified jobs are being retained in Europe and in Poland,
- h) Scientific research centers involved in creating emission-free technologies will receive a strong development impulse from industry,
- i) European know-how, which is the foundation of competitive advantages, will be preserved and strengthened

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