

MARITIME TRANSPORT DECARBONIZATION WHAT TO EXPECT FROM THE NEW REGULATORY FRAMEWORKS?

14 FEBRUARY 2024 @ 2:00 PM - 3:15 PM CET

This FSR Policy debate will focus on maritime transport decarbonization

Maritime transport accounts for ~3% of global anthropogenic greenhouse gases (GHGs), yet is not covered by the Paris Agreement. In 2023, the sector's main regulator, the International Maritime Organisation (IMO), adopted a revised GHG strategy, setting an enhanced common ambition to reach net-zero GHG emissions from international shipping close to 2050. As of 2024, maritime transport emissions will be incorporated under the European Union's cap-and-trade program – the Emissions Trading System (EU ETS). As a result, shipping companies using European ports will have to monitor and report their emissions and purchase and surrender EU allowances (EUAs) for each tonne of reported carbon dioxide (CO₂) emissions. From 1 January 2026, this obligation will be extended to two short-lived GHGs – methane (CH₄) and nitrous oxide (N₂O).

This webinar, based on the recent OIES Insight, will address the following questions:

- 1) Are the IMO and EU regulatory frameworks for decarbonisation complementary or contradictory?
- 2) What does the EU ETS extension mean for the methane mitigation in Europe, in the light of the upcoming EU methane regulation?
- 3) What does it mean for the future of LNG, given that additional LNG supplies are projected to come online after 2025?

Draft Programme

14.00-14.05 Welcome by Andris Piebalgs, FSR and the moderator from OIES

14.05 – 14.20 Presentation of the OIES paper by Maria Olczak, OIES

14.20 – 14.35 Panelists

speaker TBD, International Maritime Organisation

speaker TBD, DG Clima

Fiji George, Cheniere

14.35 – 15.05 Q&A with the audience

15.05 – 15.15 Wrap-up by Christopher Jones, FSR