



Joint letter of ECSA, the Advanced Biofuels Coalition, CLECAT, CLIA, ESPO, eFuel Alliance, ENMC, ESC, EWABA, FEPORT, SEA Europe calling for the earmarking of the EU ETS revenues to the European maritime sector to foster its decarbonisation

With this joint statement, the signatories would like to reiterate their support for the objectives of the European Green Deal, EU Climate Law and the Paris Agreement. As an important part of the European economy, shipping and the maritime ecosystem at large have a key role to play in achieving those objectives and contributing to ambitious climate action in Europe.

We call on the EU Member States and the Members of the European Parliament to earmark the revenues generated from the inclusion of the shipping sector in the EU ETS for the maritime sector in order to foster its decarbonisation. We strongly support the establishment of a dedicated fund for the maritime sector under the EU ETS, as proposed by the European Parliament.

We believe that all these revenues should, *inter alia*:

- Contribute to lowering the price gap between conventional and low- and zero-carbon fuels, so that they become commercially available;
- Fund R&D and innovation projects for low- and zero-carbon fuels and propulsion technologies considering operational and critical safety issues associated with the supply and use of low- and zero-carbon fuels;
- Fund the scaling up and deployment of low- and zero-carbon fuels and propulsion technologies on board vessels and infrastructure on shore;
- Support the investments in ports in order to deploy the infrastructure for low- and zero-carbon fuels, connections to electricity grids, energy storage as well as stepping up the supply chain for renewables and offshore energy.

Finally, the transition towards decarbonisation not only requires retaining and ensuring the growth of the maritime workforce, but the maritime sector at large will need updated training requirements, upskilling and reskilling to meet the EU climate targets. The earmarking of the EU ETS revenues will be vital to address this need successfully.

[ECSA](#) represents 19 national shipowners' associations based in the EU and Norway. European shipowners control 39.5% of the global commercial fleet, contribute 149 billion euros per year to the EU GDP and provide 2 million Europeans with careers both on board and ashore. ECSA strives for a regulatory environment that fosters the international competitiveness of European shipping, to the benefit of the EU.

The [Advanced Biofuels Coalition](#), LSB, is a coalition of leading advanced biofuels technology developers and producers committed to making a significant contribution to meeting the EU ambitions of decarbonizing the transport sector. Advanced biofuels bring multiple benefits in terms of CO2 reduction, investments, revenues for farmers and forest owners, improved waste management practices, job creation and an increase in energy security. LSB represents 11 companies from 8 countries.

[CLECAT](#) represents 24 national freight forwarder and logistics associations and through them the majority of freight forwarders and logistics service providers in Europe, including large but also many small and medium-sized enterprises (SMEs).

The [Cruise Lines International Association](#) (CLIA) is the world's largest cruise industry trade association, providing a unified voice for the industry as the leading authority of the global cruise community. On behalf of its members, affiliates and partners, the organization supports policies and practices that foster a secure, healthy, and sustainable cruise ship environment, promoting positive travel experiences for the more than 30 million passengers who have cruised annually. The CLIA community includes the world's most prestigious ocean, river, and specialty cruise lines; a highly trained and certified travel agent community; and a widespread network of stakeholders, including ports & destinations, ship development, suppliers, and business services.

The [European Network of Maritime Clusters](#) (ENMC) is a cooperation between European national maritime cluster associations. ENMC's main mission is to establish an efficient framework for maritime sectorial cooperation.

The [eFuel Alliance](#) is a stakeholder initiative committed to promoting the political and social acceptance of eFuels and to securing their regulatory approval. The eFuel Alliance represents more than 180 companies, associations and consumer organizations along the value chain of eFuel production. It is committed to more climate protection and aim to win broader recognition of the significant contribution eFuels can make in the drive for sustainability and climate protection.

The [European Shippers' Council](#) (ESC) represents the interests of more than 75.000 cargo owners in the European Union, both SMEs and large multinational companies. For all of them, transport is an indispensable link to their customers. Efficient and sustainable transport and logistics are critical for the competitiveness of European industry and socio-economic welfare.

The [European Sea Ports Organisation](#) (ESPO) is the principal interface between European seaports and the European institutions and its policy makers. Founded in 1993, ESPO represents the port authorities, port associations and port administrations of the seaports of 22 Member States of the European Union and Norway at EU political level. ESPO also has six observer members: Albania, Iceland, Israel, Montenegro, Ukraine and United Kingdom. Serving as the first port of call for European transport policy makers in Brussels, ESPO is a knowledge network that drives ports to perform better. In the context of environmental management, ESPO coordinates the collaborative efforts of the port sector to develop policies for monitoring, environmental protection, and sustainability.

[EWABA](#) is a Brussels-based association representing the interests of the European waste-based and advanced biofuels industry before EU institutions, national governments, industry, civil society and the media. We promote the inclusion of waste-based and advanced biofuels in the EU fuel mix as a sustainable means of reducing greenhouse gas emissions in EU transport. [Our +35 members](#) active in most EU Member States collect and use waste and advanced feedstocks listed in parts A and B of Annex IX of the Renewable Energy Directive (REDII) to produce sustainable biodiesel with the highest GHG savings (up to +90%) when compared with fossil fuels, thus enabling "near-term decarbonization" of the EU road and maritime transport sectors.

The Federation of European Private Port Companies and Terminals ([FEPORT](#)) represents the interests of 1225 private port companies and terminals performing cargo handling and logistics related activities in European seaports, which employ over 390.000 port workers. The organisation was founded in 1993 to promote the interests of its members, and to maintain constant dialogue with all EU institutional and non-institutional stakeholders. FEPORT is based in Brussels, Belgium.

The Shipyards' & Maritime Equipment Association of Europe is the voice of the maritime civil and naval technology industries in Europe. [SEA Europe](#) represents the European shipbuilding industry in 15 nations, encompassing the production, maintenance, repair, retrofit and conversion of all types of ships and floating structures, commercial as well as naval, including the full supply chain with the various producers of maritime systems, equipment material, and services.