

Broad portfolio of significant investments needed to further reduce CO₂ emissions from waterborne transport

The “2023 Report from the European Commission on CO₂ Emissions from Maritime Transport” highlights the need for a broad portfolio of significant investments

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On 08 April, the European Commission published its [2023 Report on CO₂ Emissions from Maritime Transport](#). The report highlights the strategic role of waterborne transport for the EU, specifically in the area of LNG imports. Subsequently, it covers the developments of emissions from different ship types compared to 2021 and before, mainly based on increasing or decreasing business activities.

The report provides clear guidance for the [Partnership on Zero-Emission Waterborne Transport](#), which is mentioned as one of the key actors. This Partnership, a co-operation between the European Commission and the Waterborne Technology Platform, aims to develop and demonstrate **zero-emission solutions for all main ship types and services** before 2030. The European Commission has committed to investing up to EUR 530 million from Horizon Europe towards the Partnership, and the industry has committed to over EUR three billion of investments for the period 2021 – 2030. Currently, the Partnership is discussing the RD&I priorities for the period 2025 – 2027.

The report makes clear that different solutions have to be developed for different ship types and services, taking into account the operational profile as well as the commercial and business models, including the need for fuel flexibility. Besides zero-emission solutions, easily deployable and commercially viable energy-efficiency solutions will be key to achieve the 2030 and 2050 climate targets. Furthermore, whilst significant investments have been made in RD&I activities and the pathway towards deployment, it will take some time before solutions are actually being deployed, taking into account the lengthy process from concluding a shipbuilding contract until delivery of a vessel. Finally, investments in supporting infrastructure are required to timely deploy sustainable alternative fuels.

Eero Lehtovaara, Chair of the Board of Directors, Waterborne TP, said: *“In order to develop and demonstrate solutions for all main ship types and services, a broad portfolio of solutions, all of which have to be economically viable will be key. Taking into account the average lifetime of a vessel, increasing the resources for RD&I, and subsequently deployment, will remain fundamental. Ships being built today will sail on average 20 years, which means well beyond 2030. Energy-efficiency measures will not only be pivotal to decrease emissions from the current fleet, but also to sail as economically as possible on sustainable alternative fuels. In the end, the ultimate objective is to reach a sustainable and competitive waterborne transport ecosystem.*

WATERBORNE TP has been set up as an industry-oriented Technology Platform to establish a continuous dialogue between all waterborne stakeholders, such as classification societies, shipbuilders, shipowners, maritime equipment manufacturers, infrastructure and service providers, universities or research institutes, and with the EU Institutions, including Member States (www.waterborne.eu). The members of Waterborne TP comprise members as well as associated members from both maritime and inland navigation countries, representing about 19 Member States. In addition, the Associations member of the Waterborne Technology Platform represent the broader waterborne sector throughout the entire EU.

Enquiries concerning how to join and become more closely involved in the “Zero-Emission Waterborne Transport” partnership or other activities of the Waterborne TP can be sent to: Jaap Gebraad, Secretary General Waterborne TP, jaap.gebraad@waterborne.eu, tel: +32 493 835 626