

European Environment Agency



EUROPEAN MARITIME TRANSPORT ENVIRONMENTAL REPORT

EMTER





Background

2019:

- Preliminary exchanges among EC/ EMSA/EEA
- EEA/EASA European Aviation Environmental Report (2019 2nd edition)

2020:

- Regular exchanges and consultations with Commission services
- Regular coordination meetings EEA/EMSA



Introduction



EMTER is a stock-taking
exercise providing a baseline

It is a factual report

It focuses on the EU dimension
with a global perspective

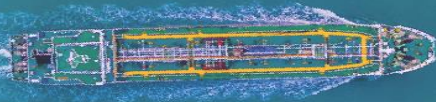
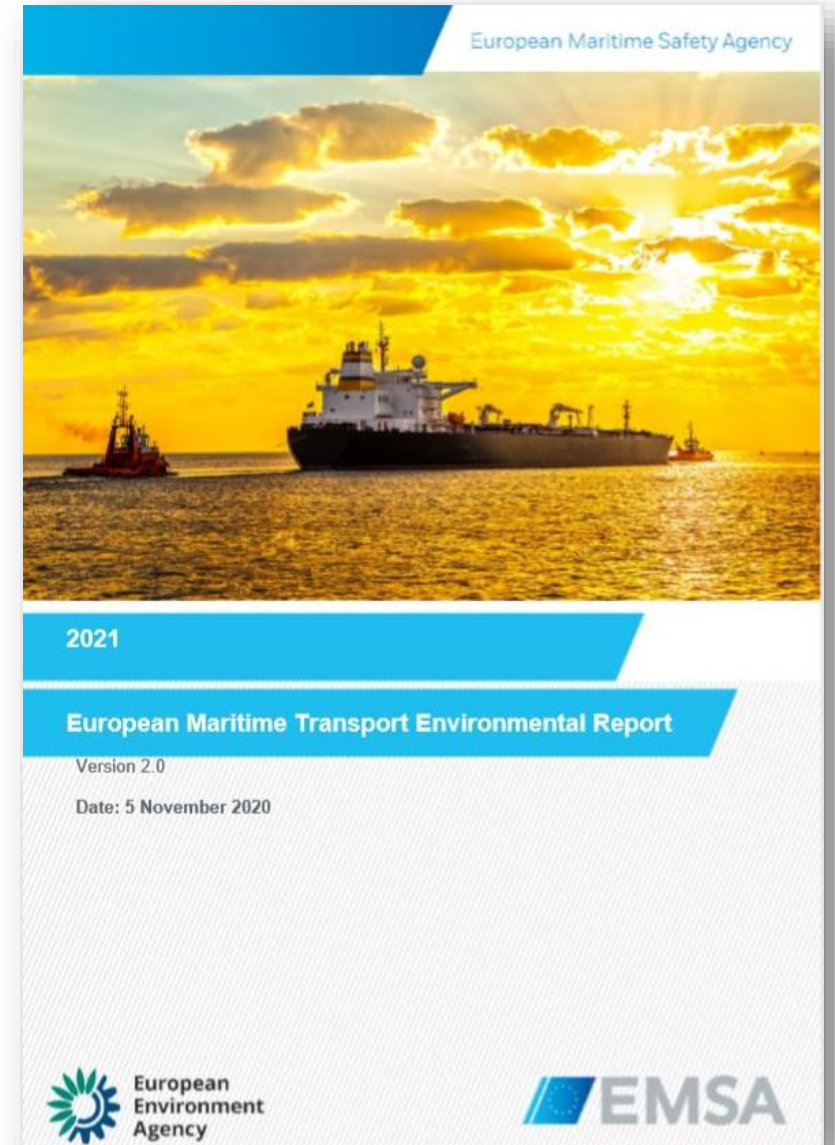
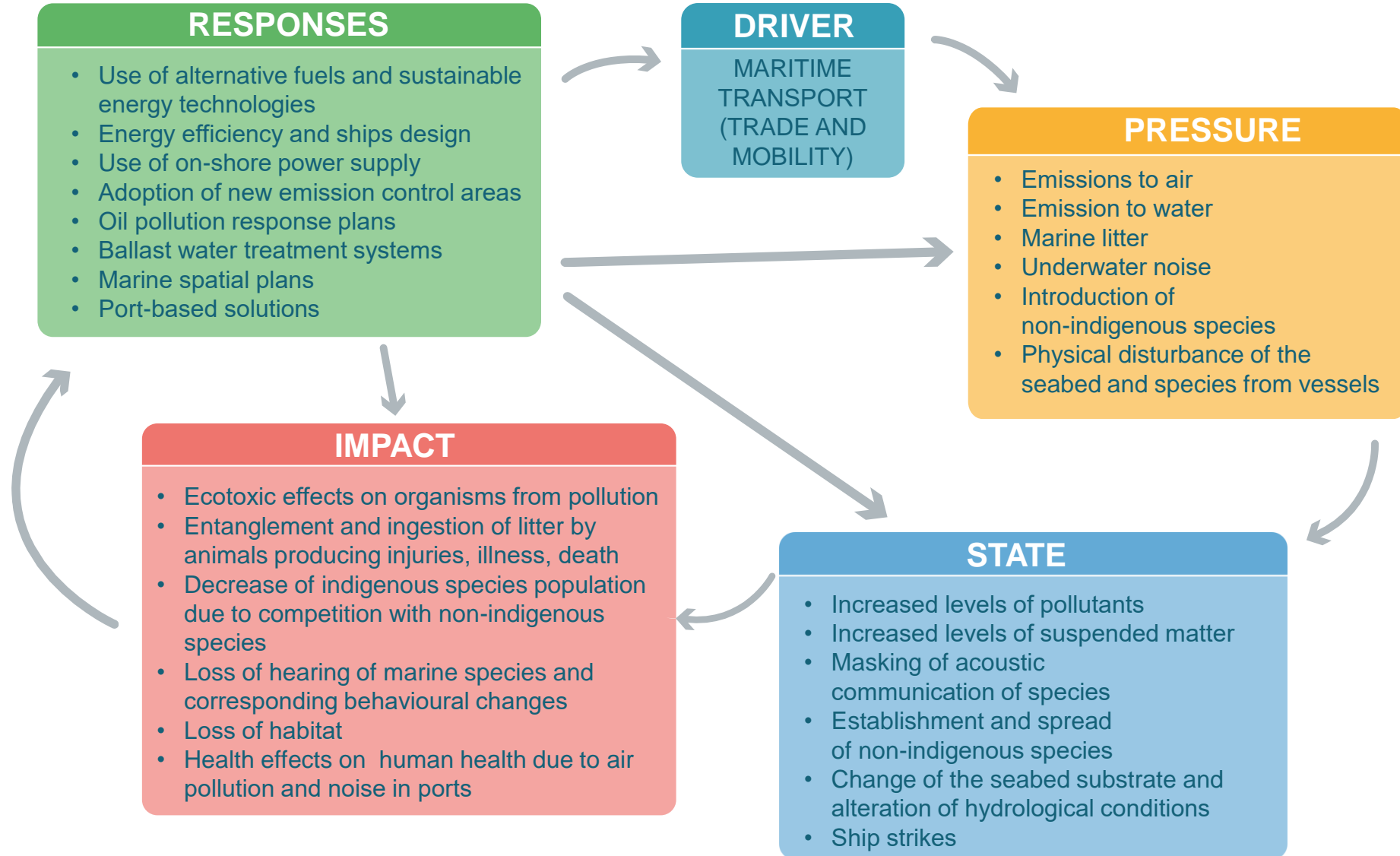


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- Conclusions, References, List of Figures and Tables, Annexes.







Information and data used

• EMTER IN FIGURES:

135 pages of actual content

195 total pages

123 figures

27 tables

Almost **300** references

5 annexes

• EMTER DATA:

- EEA and EMSA's data as provided by EU MSs,
- Data from modelling services,
- EU publicly available databases,
- Data from external stakeholders,
- Data from commercial sources,
- Data from peer reviewed literature.



Environmental aspects of shipping

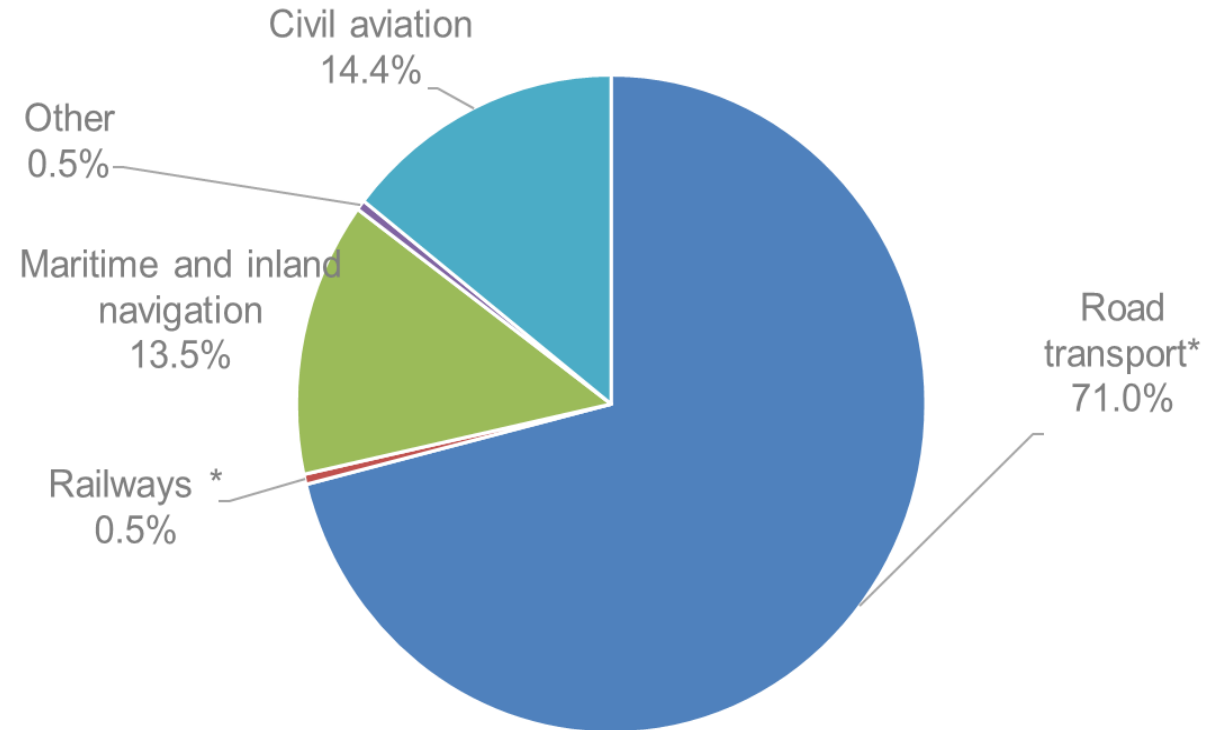
- Air Emissions
 - Greenhouse gas
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 - Black carbon
- Marine Litter
 - Ship generated waste
 - Lost container and cargos
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 - Data on marine litter within the EU
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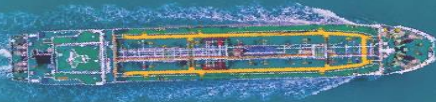


Greenhouse gas emissions - GHG

- In 2018, maritime transport contributed 13.5% to EU's total GHG emissions from the transport sector
- In 2018, CO₂ emissions from ships calling in EU/ EEA ports were roughly 140 Million tonnes, 18% of the global CO₂ emissions from international shipping.
- 40% corresponds to voyages between EU ports or while at berth.
- Container ships roughly account for 1/3 of the CO₂ ships emissions in the EU.

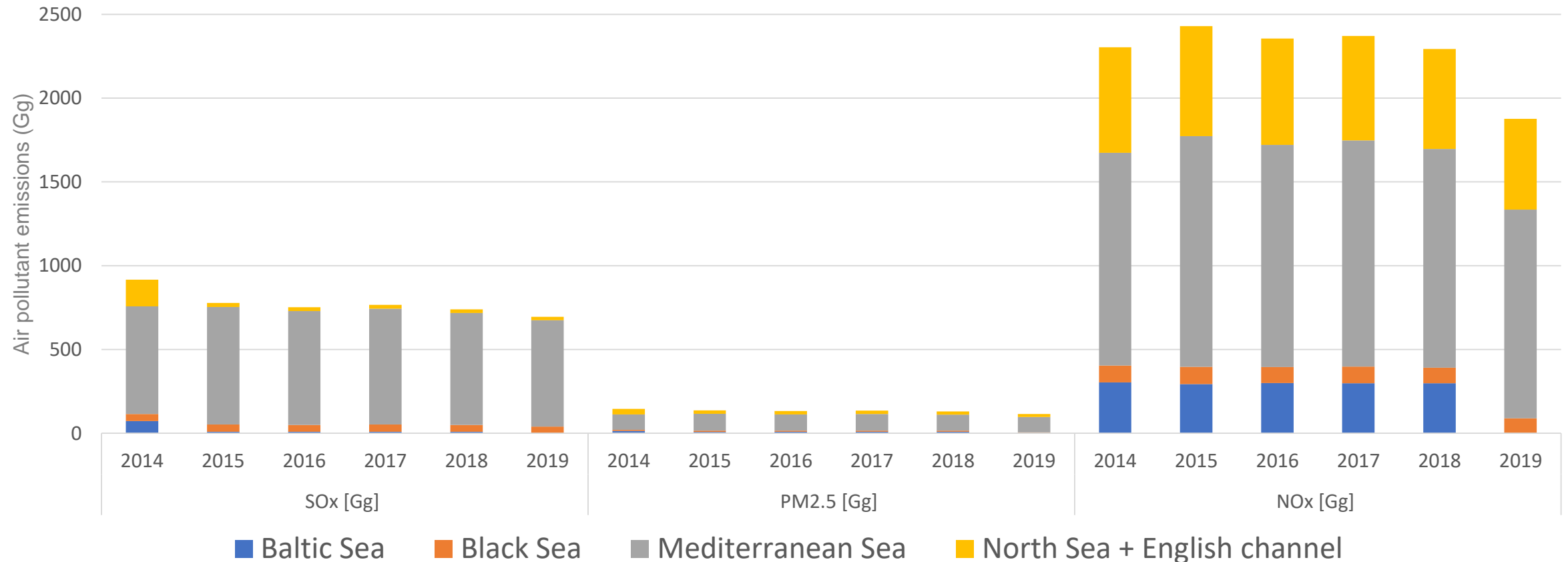


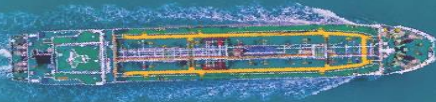
% of GHG emissions from transport sectors (Tg - million tonnes)



Air pollution

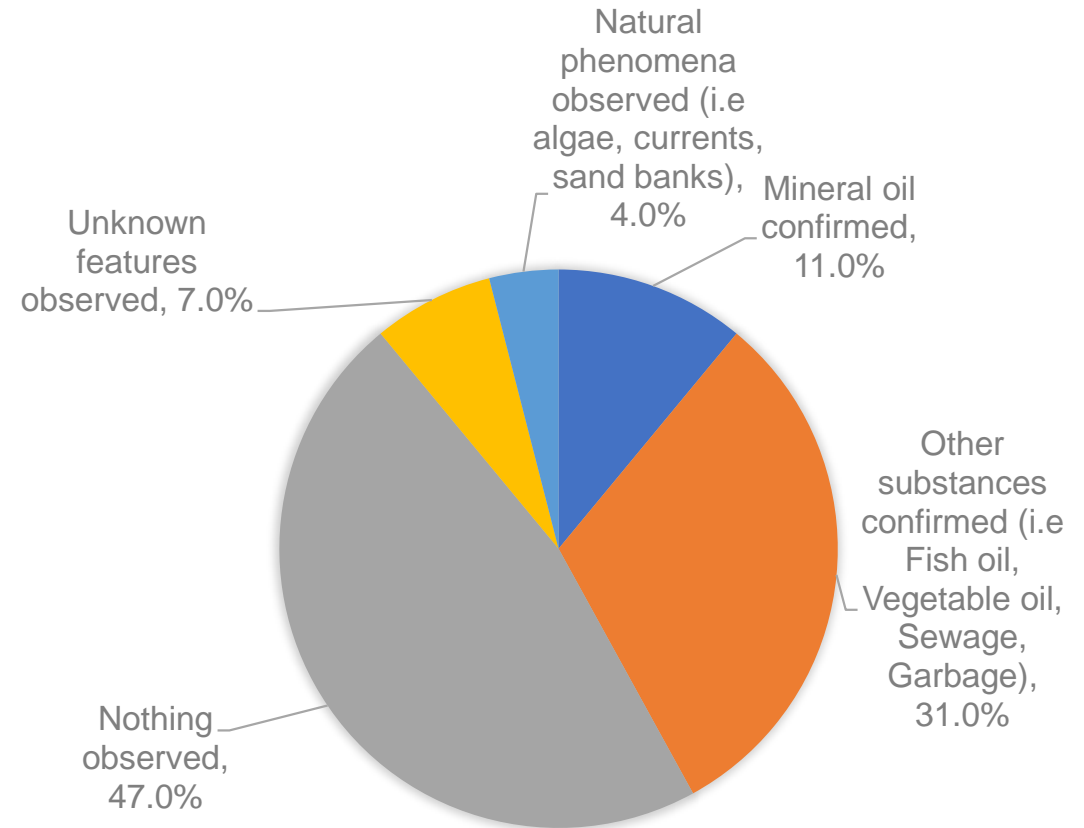
- In 2019, air pollutant emissions from ships calling in EU ports were 20% for NO_x, 14% for SO_x, and 18% for PM_{2.5} of the global emissions from international shipping,
- Since 2015, SO₂ concentrations in the North and Baltic Sea have dropped down to 60% in some areas.





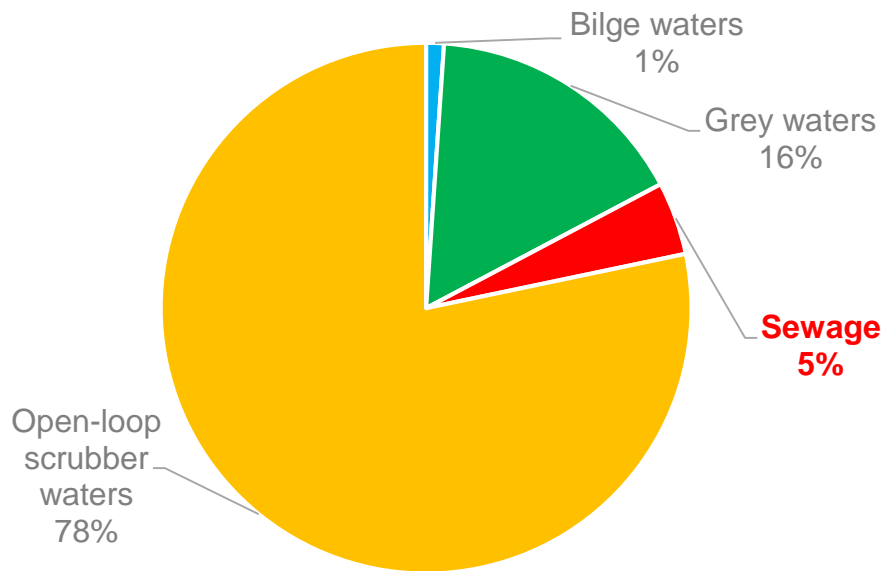
Water pollution: Oil pollution

- Since 2010, 11% of medium size oil spills (7-700 tonnes) and 17% of large oil spills (>700 tonnes) occurred in EU waters,
- In 2019, almost 8000 potential oil discharges were detected by satellite, 30% were verified in-situ and 5% were verified within less than 3 hours. Of these 42% were confirmed as mineral oil or other substances.

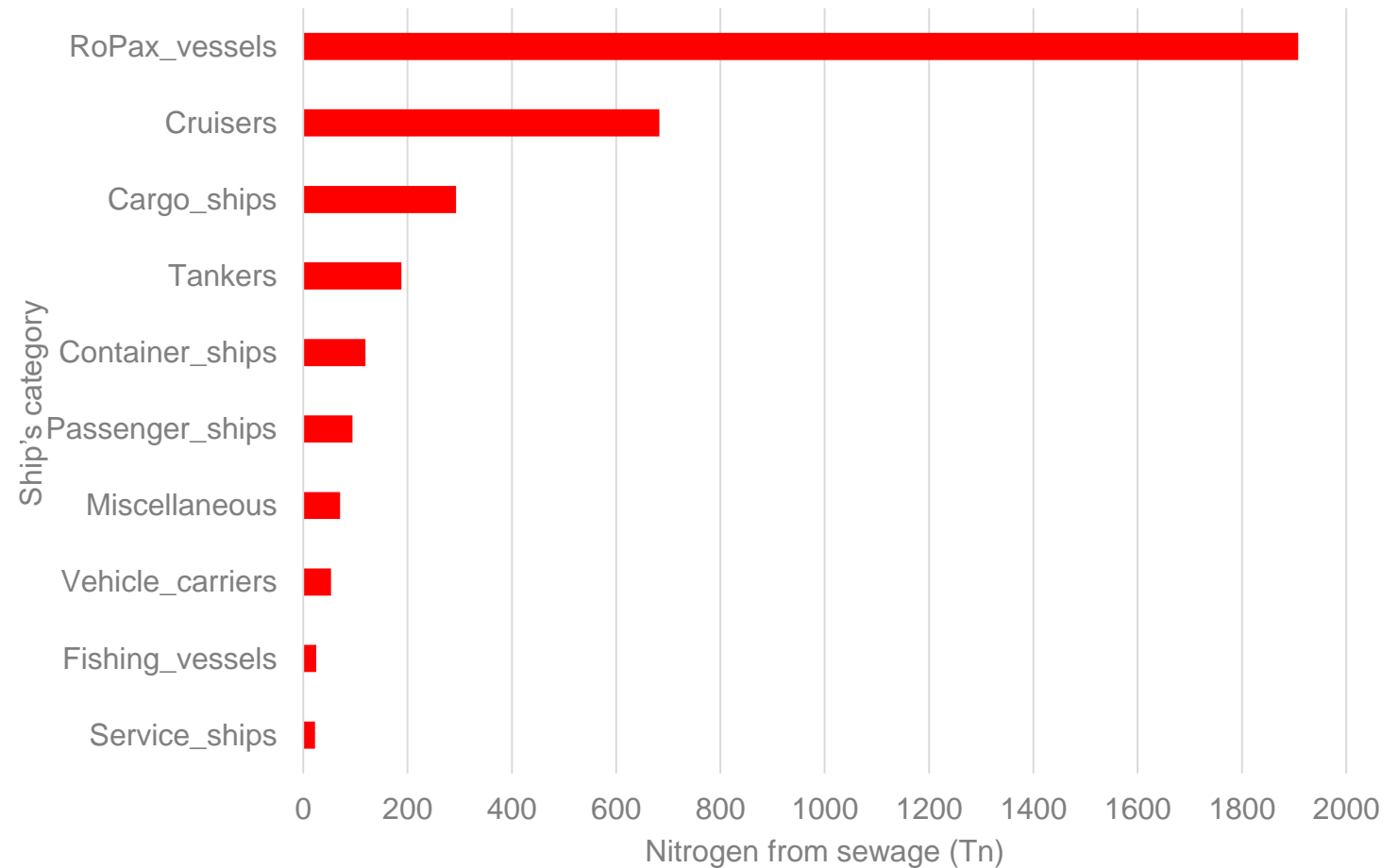


Water pollution: Water discharges

- The largest water discharges from ships in terms of volume, excluding ballast water discharges, comes from open-loop exhaust gas cleaning systems (78%),
- Ro-Pax ships are responsible for the greatest Nitrogen discharges from sewage.

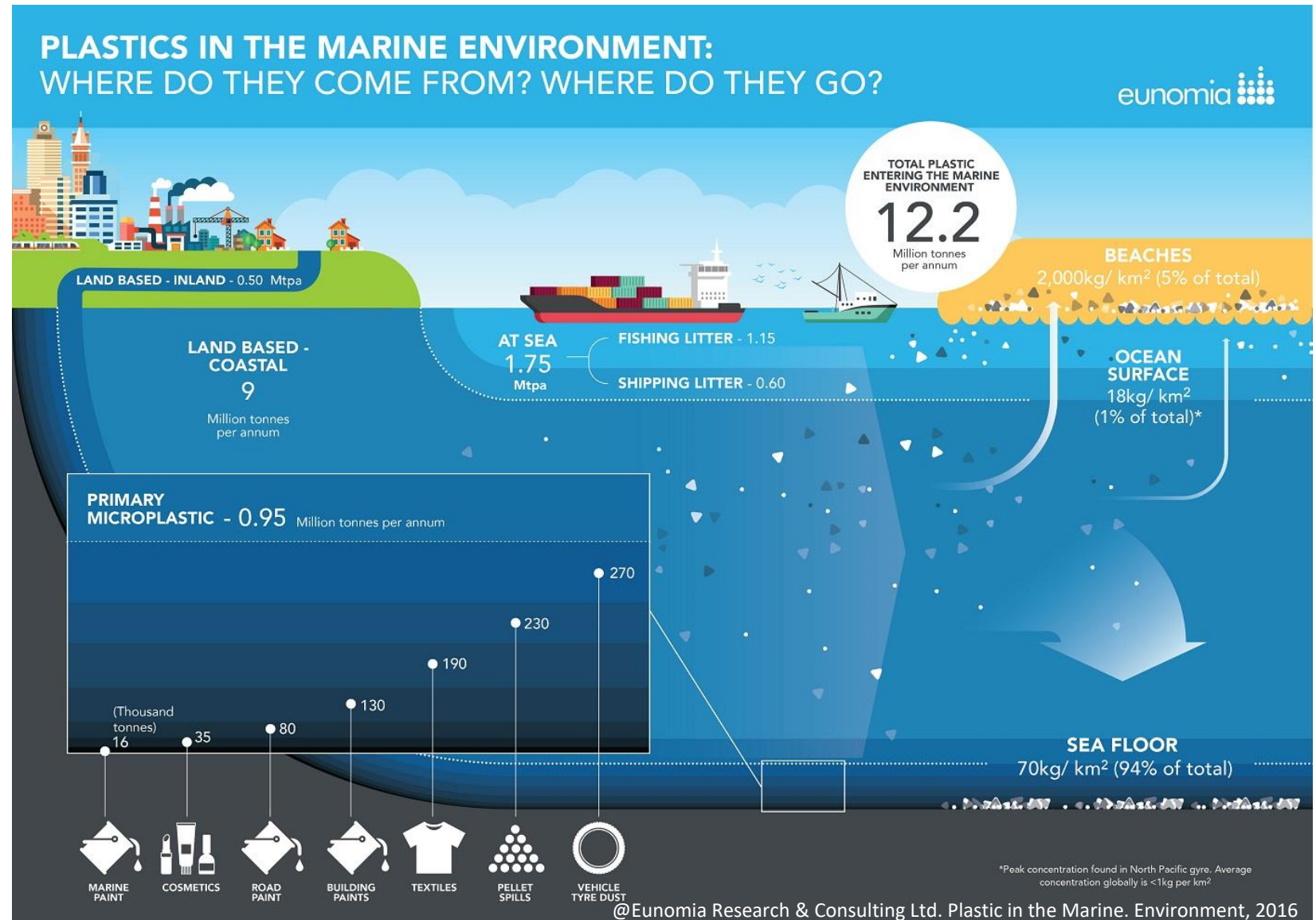


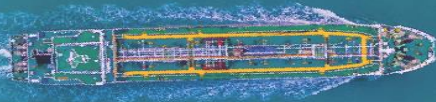
% of water discharged from ships (l- litres)



Marine litter

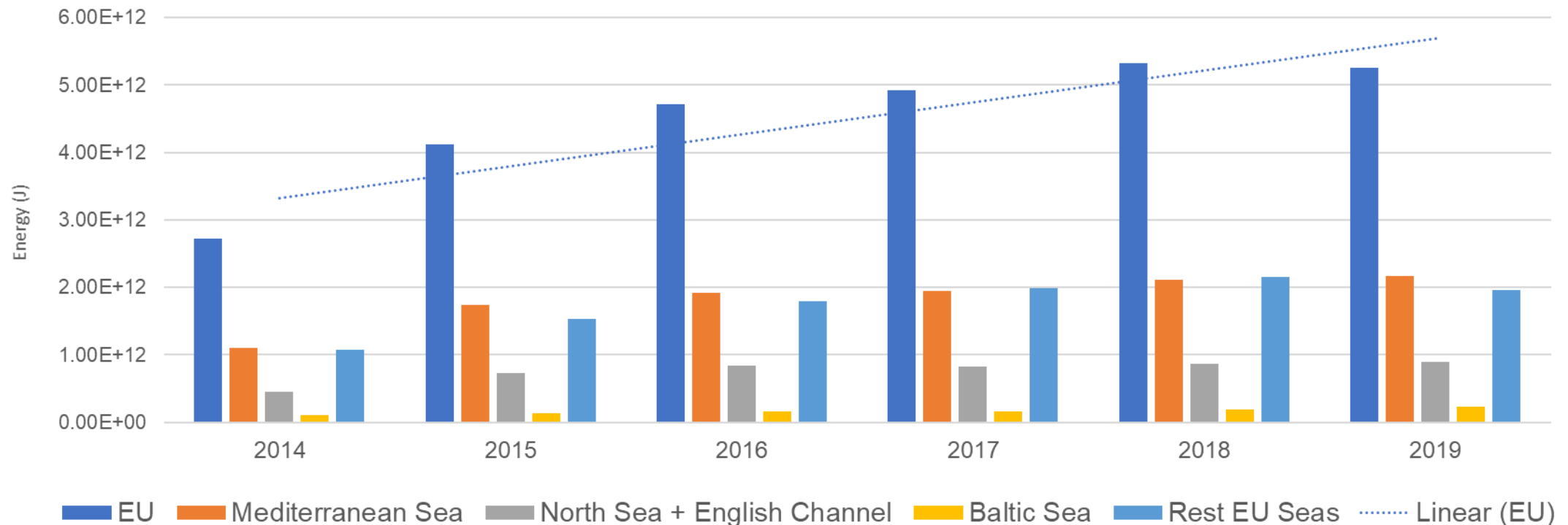
- More data and knowledge is needed to understand the contribution of the maritime community on marine litter,
- A 2018 study shows that 7-34% of garbage generated by ships is not delivered in ports reception facilities.





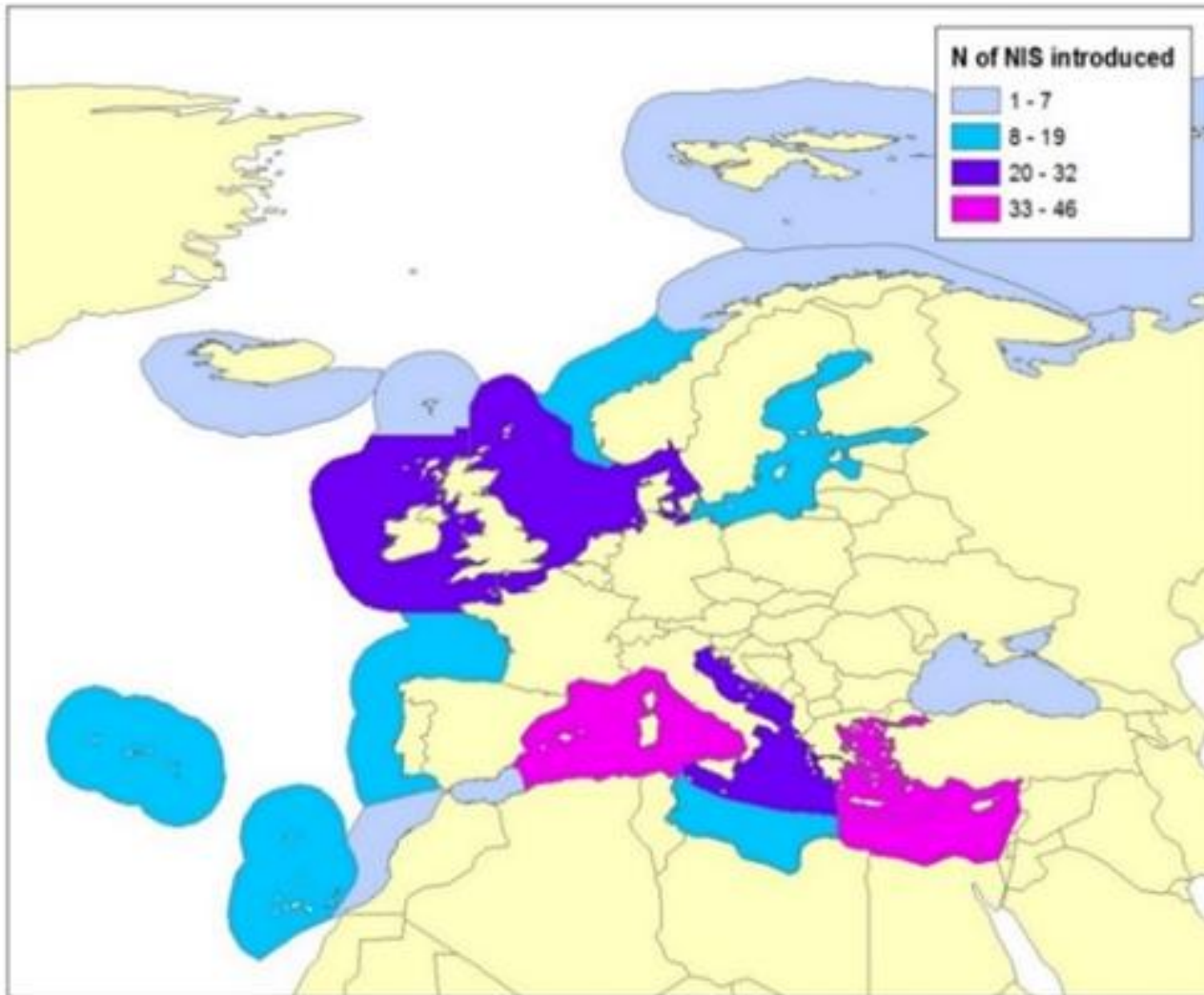
Underwater radiated noise

- Data from models estimate that during 2014–2019, the total accumulated underwater radiated noise energy has doubled in EU waters,
- Container ships followed by passenger ships and tankers, are responsible for the highest noise energy emissions resulting from the operation of the propeller.



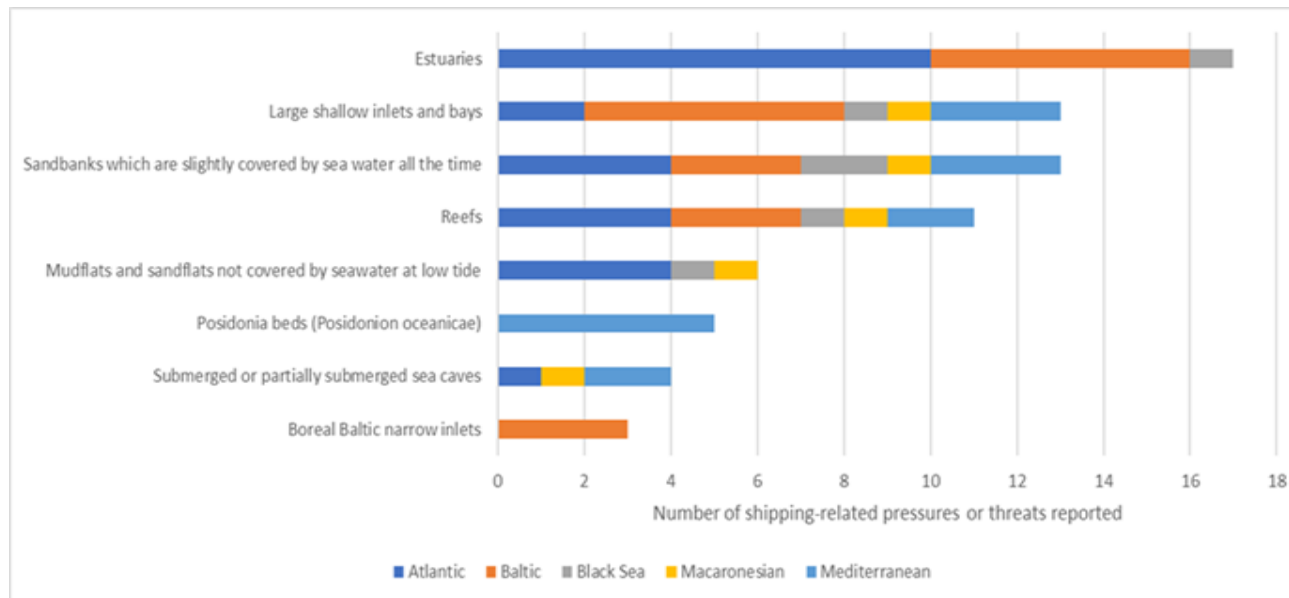


Non-indigenous species (NIS)



- The maritime transport sector accounts for the largest proportion of NIS introductions in EU waters (almost 50%),
- The rate of new introductions has slowed down since 2005,
- Container ships and tankers are responsible for most of ballast water discharges in EU waters,
- Almost 23% of worldwide active ships already have a BWTM plans, 15% of these are registered under EU flags.

Habitats, Water bodies and Ports



- In 2019, the EU Marine habitats mostly affected by maritime transport were estuaries, large shallow inlets and bays, sandbanks,
- From 2000–2018, ports areas have grown by 8–9% and their cargo handling capacity by approximately 88%,
- 15% of the water bodies in main EU ports have good ecological status (30% of the rest of ports)
- Approximately 50% of the main EU ports have good chemical status.

Next steps



Today



18 November –
23 December



First half
2021



European Environment Agency

