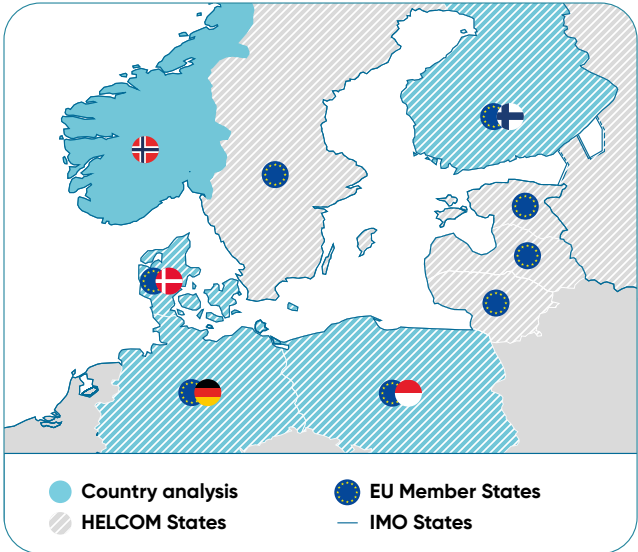
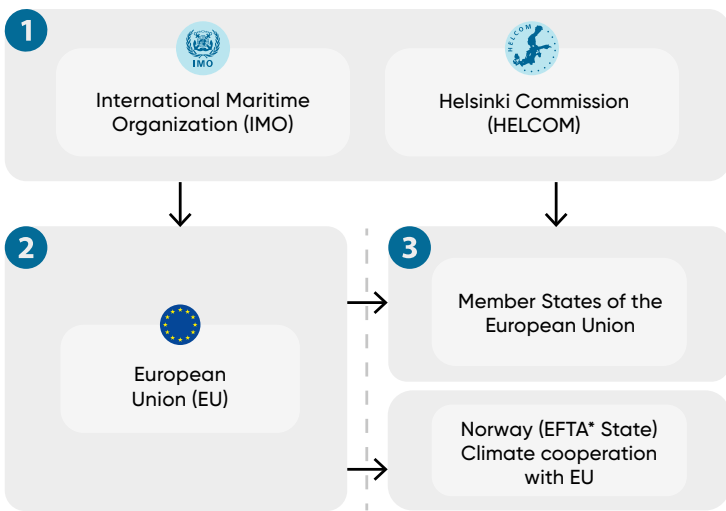




FACTSHEET

Measures for the development of the legal framework for ammonia-powered shipping in the Baltic Sea



* European Free Trade Association consisting of Iceland, Liechtenstein, Norway and Switzerland.

1 International governance level

In order to achieve the climate targets, shipping must transition to sustainable fuels such as green ammonia.



International Maritime Organization

- To include greenhouse gas emissions from shipping in the MARPOL Convention as harmful pollutants for the environment and the climate
- To introduce mandatory quantitative GHG reduction targets for shipping in form of an international convention or protocol
- To introduce an international pricing system for GHG emissions from shipping such as an emissions trading system
- To adopt guidelines and later an international treaty or decision regulating the use of ammonia as a maritime fuel
- To introduce specific quantitative targets for the use of ammonia in shipping



Regional international governance level

Helsinki-Commission

- To set binding quantitative GHG reduction targets for shipping in the Baltic Sea region
- To gradually phase-out the use of fossil fuels in shipping in the Baltic Sea (managed phase-out)
- To introduce quotas for the use of (green) ammonia as fuel for shipping in the Baltic Sea (managed phase-in)
- To adopt targets for deployment of refuelling infrastructure for ammonia in ports in the Baltic Sea region

2 Union level

For a transition to sustainable fuels, the Union's legal framework must be adjusted to such fuels.

European Union



Regulatory instruments

- To explicitly classify ammonia as a transport fuel and an energy product
- To introduce quantified GHG reduction targets for fuels used in the shipping sector (also in intra-Union and international shipping)
- To introduce distribution quotas for ammonia used in shipping
- To set specific targets for the deployment of the refueling infrastructure of ammonia in ports



Market-based instruments

- To abolish energy tax exemptions for fossil fuels when used in shipping
- To introduce explicit energy tax benefits for alternative fuels, specifically for “green” ammonia produced with renewable energies



Soft policy instruments & cooperation

- To promote cooperation, exchange and research & development on alternative fuels and innovative fuels and innovative technologies in the Baltic Sea region

3 National governance level

For a transition to sustainable fuels, the national legal framework must be adjusted to such fuels.

European Union Member States

- To rapidly implement relevant European legislation
- To decouple CO₂ pricing from the rise of the energy tax
- To establish national or regional funding programs in compliance with EU state aid law to increase incentives for initial market ramp-up projects with a focus on reduction of price risks for investors
- To promote rapid deployment of alternative fuel infrastructure in ports at regional level, for example by setting requirements in regional port legislation
- To support the ports' own initiatives so that they can set their own targets for the deployment of the infrastructure for alternative fuels or other measures, such as rebates on port charges in the case of verifiable climate-friendly shipping

Norway (EFTA State)

- To enter further cooperation agreements in relevant thematic areas

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Funding reference

This factsheet was produced as part of the project funded by the Federal Ministry of Education and Research „WIR! - CAMPFIRE - Subproject CF09.1: Green Baltic Cruising: Examining climate governance and political stakeholders of the Baltic Sea countries and identifying a legal approach for establishing ammonia as a maritime fuel in the Baltic Sea region“, funding code 03WIR2311E.



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