

Bruxelles, le 3 juin 2022
(OR. fr, en)

Dossier interinstitutionnel:
2021/0210(COD)

9810/22
ADD 1

TRANS 349
MAR 125
ENV 533
ENER 245
IND 212
COMPET 436
ECO 50
RECH 330
CODEC 834

RÉSULTATS DES TRAVAUX

Origine:	Secrétariat général du Conseil
Destinataire:	délégations
N° doc. Cion:	10327/21 INIT+ ADD 1-3
Objet:	Proposition de Règlement du Parlement Européen et du conseil relatif à l'utilisation de carburants renouvelables et bas carbone dans le transport maritime et modifiant la directive 2009/16/CE <ul style="list-style-type: none">– Orientation générale– Déclaration conjointe de la Belgique, le Danemark, l'Allemagne, l'Irlande, le Luxembourg et les Pays-Bas et la Suède

Les délégations trouveront en annexe une déclaration conjointe de la Belgique, le Danemark, l'Allemagne, l'Irlande, le Luxembourg et les Pays-Bas et la Suède portant sur le dossier en objet, qui a été à l'ordre du jour du Conseil (Transports, Télécommunications et Énergie) du 2 juin 2022.

Joint statement on FuelEU Maritime – TTE

Belgium, Denmark, Germany, Ireland, Luxembourg, the Netherlands and Sweden, are fully in support of the overall objective of the FuelEU Maritime initiative. There is an urgent need for action to reduce the GHG emissions from the maritime sector and FuelEU Maritime will contribute to achieving this objective.

We welcome the efforts of the Presidency to reach a compromise proposal for General Approach, which is presented today in the Transport Council. It is important to act now and to send the right signals to reduce the GHG emissions from the sector. Therefore, we see the need to progress the negotiation process and it is meaningful that we achieve a General Approach.

At the same time, we reiterate our view that more proactive legislative framework is necessary to reduce the GHG emissions from the sector. Therefore, in discussions on this file to date, we have emphasised the possibility and need for higher ambition and have put forward several credible proposals and openings for discussion in attempts to achieve this. Moving into the trilogues, we see momentum to underline this.

Higher GHG reduction targets within FuelEU Maritime are needed to achieve the EU's climate intermediate and 2050 ambitions.

Higher targets are needed to achieve the 2030 objectives, of 13% reduction and a share of 2.6% of RFNBOs (as discussed in RED), on the supply of renewable energy to transport.

More incentives are needed to accelerate the use of clean and renewable fuels in maritime transport.

Higher ambitions on the demand side are needed to contribute to strengthen the competitiveness of the EU maritime sector and provide planning reliability for fuel suppliers, ship owners and operators. This would eventually also lead to a level playing field between EU- and non-EU-Ports.

Higher ambitions for EU Member States to maintain our credibility in our efforts to promote an ambitious global GHG reduction strategy within the IMO, which is also crucial to maintain a level playing field.

It is meaningful that we achieve a General Approach and we support to progress the process. At the same time, we reiterate our view that a more proactive legislative framework is necessary to reduce the GHG emissions from the maritime sector and will continue to advocate for this at EU level in cooperation and collaboration with colleagues across the EU.