

European Environment Agency



# EUROPEAN MARITIME TRANSPORT ENVIRONMENTAL REPORT

EMTER





## Written consultation (18 Nov 2020- 23 Dec 2020)



- EIONET platform
- Stakeholders can provide written feedback/comments/input to the report (or specific parts of the report)
- Access to the draft report and the online consultation platform:
  - 1.Stakeholders with EIONET accounts:** <https://forum.eionet.europa.eu/nrc-marine-coastal-andmaritime/library/2020-activities/european-maritime-transport-environmental-report>
  - 2.Stakeholders without EIONET accounts:**  
Access through the individual link sent separately by email
- EMSA and EEA will update the EMTER report based on the comments received.



# Written consultation (18 Nov 2020- 23 Dec 2020)

- Talkback platform: 1<sup>st</sup> STEP: Access to the EMTER consultation draft.

## European Maritime Transport Environmental Report

[Edit](#) [TalkBack](#) [Consultation](#) [Add Section](#) [Add File](#) [Manage invitations](#) [Send email](#) [Email archive](#) [Manage comments](#) [Edit Permissions](#)

The European Maritime Safety Agency (EMSA) and the European Environment Agency (EEA) are working together on the first edition of the European Maritime Transport Environmental Report (EMTER). It will be published in 2021. 24 days left for this consultation.

The report provides a factual analysis of the environmental pressures exerted by the maritime transport sector, presents up-to-date information on the relevant EU and international environmental standards, and describes current and future actions to reduce the impact on our environment. It highlights both the challenges and opportunities facing the shipping sector, which are of relevance to fostering cooperation at European level.

A written consultation process with all relevant stakeholders on the draft report is taking place between 18 November and 23 December and this is the tool to use to insert your input. During this process, EMSA and EEA will also organise a stakeholder consultation workshop in December to present the draft report and facilitate discussion with the stakeholders (separate invitations will be sent out for the workshop).

**Files attached to this consultation**

- EMTER Second Draft (pdf) (Edit, Delete)
- Annexes EMTER second draft (Edit, Delete)

	Section	Comments	
<input type="checkbox"/>	EXECUTIVE SUMMARY	2	Edit
<input type="checkbox"/>	1. INTRODUCTION	0	Edit
<input type="checkbox"/>	2. ENVIRONMENTAL STANDARDS AND INTERNATIONAL MEASURES	1	Edit
<input type="checkbox"/>	2.1 International rules	0	Edit
<input type="checkbox"/>	2.1.1 International conventions	1	Edit
<input type="checkbox"/>	2.1.2 Regional sea conventions	0	Edit
<input type="checkbox"/>	2.2 EU environmental laws	0	Edit
<input type="checkbox"/>	2.2.1 Air emissions	0	Edit
<input type="checkbox"/>	2.2.2 Marine and maritime environment protection	0	Edit
<input type="checkbox"/>	3. MARITIME TRANSPORT IN THE EU	0	Edit
<input type="checkbox"/>	3.1 Composition of the fleet in the EU	0	Edit



# Written consultation (18 Nov 2020- 23 Dec 2020)

- Talkback platform: 2<sup>nd</sup> STEP: Scroll down and enter in the section that you want to comment.

**Files attached to this consultation**

- EMTER Second Draft (pdf) (Edit, Delete)
- Annexes EMTER second draft (Edit, Delete)

	Section	Comments	
<input type="checkbox"/>	EXECUTIVE SUMMARY	2	Edit
<input type="checkbox"/>	1. INTRODUCTION	0	Edit
<input type="checkbox"/>	2. ENVIRONMENTAL STANDARDS AND INTERNATIONAL MEASURES	1	Edit
<input type="checkbox"/>	2.1 International rules	0	Edit
<input type="checkbox"/>	2.1.1 International conventions	1	Edit
<input type="checkbox"/>	2.1.2 Regional sea conventions	0	Edit
<input type="checkbox"/>	2.2 EU environmental laws	0	Edit
<input type="checkbox"/>	2.2.1 Air emissions	0	Edit
<input type="checkbox"/>	2.2.2 Marine and maritime environment protection	0	Edit
<input type="checkbox"/>	3. MARITIME TRANSPORT IN THE EU	0	Edit
<input type="checkbox"/>	3.1 Composition of the fleet in the EU	0	Edit
<input type="checkbox"/>	3.2 Maritime traffic in the EU	0	Edit
<input type="checkbox"/>	3.3 Seaborne passengers and freight	0	Edit
<input type="checkbox"/>	3.4 Ship building and recycling	0	Edit
<input type="checkbox"/>	4. ENVIRONMENTAL ASPECTS OF MARITIME TRANSPORT	0	Edit
<input type="checkbox"/>	4.1 Pressures on the environment produced by the maritime transport sector	0	Edit
<input type="checkbox"/>	4.1.1 Air Emissions	0	Edit



# Written consultation (18 Nov 2020- 23 Dec 2020)

- Talkback platform: 3<sup>rd</sup> STEP: Click in the “comments” section.

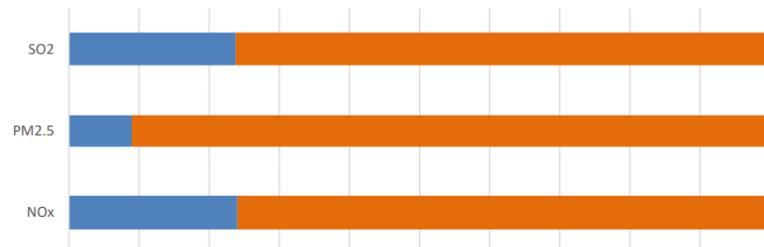


## 4.1.1.2 Air pollution

As a result of different onboard combustion and energy transformation processes, remarkably for propulsion and energy production, ships emit various air pollutants to the atmosphere, the main ones being sulphur oxides (SO<sub>x</sub>), nitrogen oxides (NO<sub>x</sub>), particulate matter (PM) and carbon monoxides (CO). Other air pollutants emitted by ships vary due to the nature of their operation, and include, though to a much lesser extent, non-methane volatile organic compounds (NMVOC) and ozone depleting substances (ODS). These ship generated emissions can sometimes be significant in areas of heavy maritime traffic and can also travel long distances.

Air pollutants may be categorised as primary, those which are directly emitted to the atmosphere, or secondary which are formed in the atmosphere from precursor pollutants. Key primary air pollutants include primary particulate matter, black carbon, sulphur oxides, nitrogen oxides (which includes both nitrogen monoxide and dioxides), ammonia, carbon monoxides, methane, non-methane volatile organic compounds, benzene, certain metals, and polycyclic aromatic hydrocarbons. Secondary air pollutants include secondary PM, Ozone (O<sub>3</sub>) and NO<sub>2</sub>.

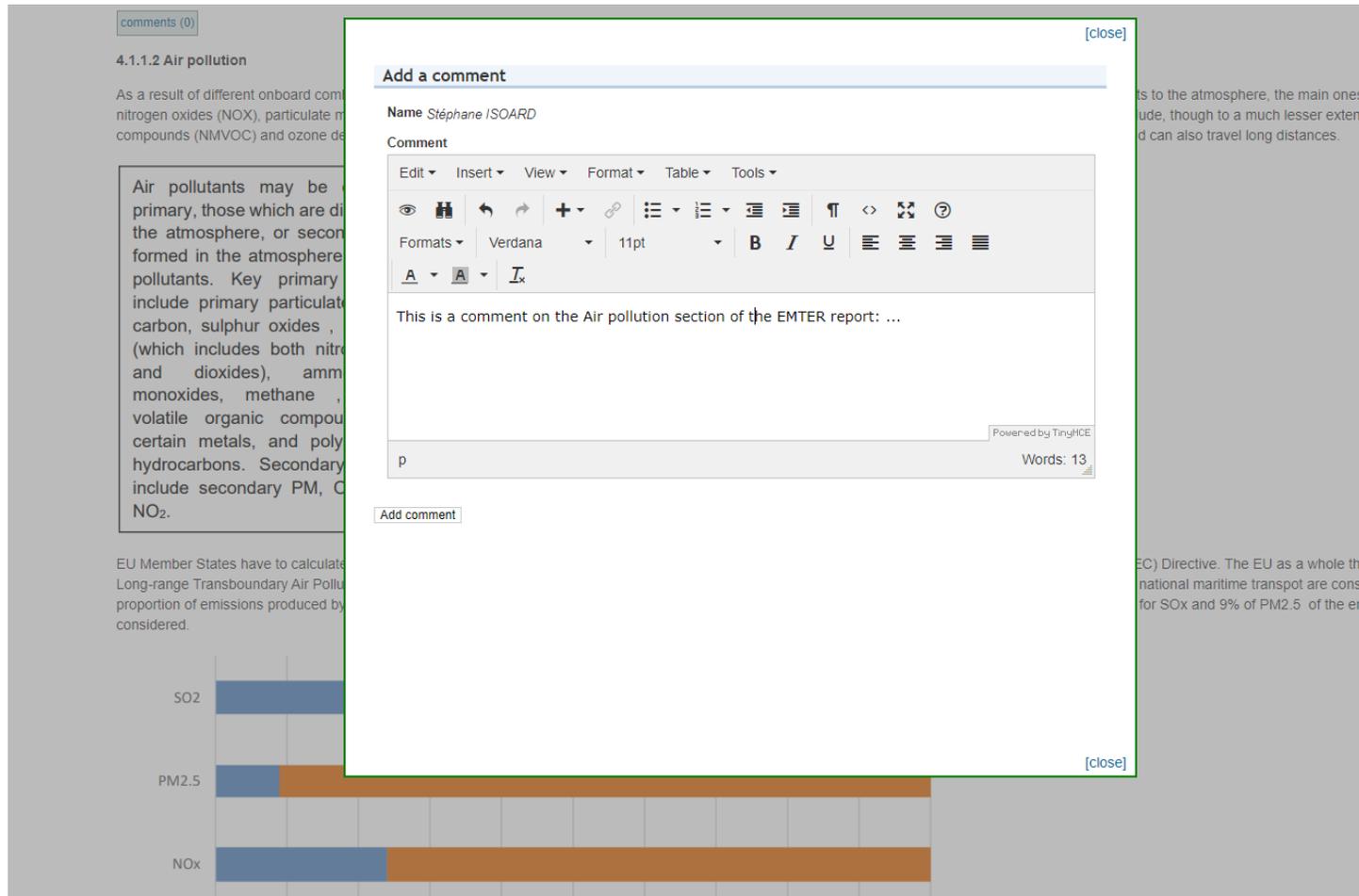
EU Member States have to calculate the national emissions of a number of air pollutants and report them under the National Emission reduction Commitments (NEC) Directive. The EU as a whole then reports to the Convention on Long-range Transboundary Air Pollution (LRTAP Convention). The emissions are reported on a yearly basis, by pollutant and sector, where both international and national maritime transport are considered. In 2018, it showed that the proportion of emissions produced by the maritime transport sector, including international, domestic and inland waters navigation, represented 24% for NO<sub>x</sub>, 24% for SO<sub>x</sub> and 9% of PM<sub>2.5</sub> of the emissions from all the sectors considered.





# Written consultation (18 Nov 2020- 23 Dec 2020)

- Talkback platform: 4<sup>th</sup> STEP: Write and add a comment.



comments (0)

#### 4.1.1.2 Air pollution

As a result of different onboard combustion processes, various pollutants are emitted to the atmosphere, the main ones being nitrogen oxides (NOx), particulate matter, sulphur oxides (SOx), volatile organic compounds (NMVOC) and ozone depleting substances.

Air pollutants may be primary, those which are directly emitted into the atmosphere, or secondary, those which are formed in the atmosphere from primary pollutants. Key primary pollutants include primary particulate matter, carbon, sulphur oxides, nitrogen oxides (which includes both nitric oxide and nitrogen dioxide), ammonia, carbon monoxide, methane, and volatile organic compounds. Secondary pollutants include secondary particulate matter, carbon monoxide, and nitrogen dioxide.

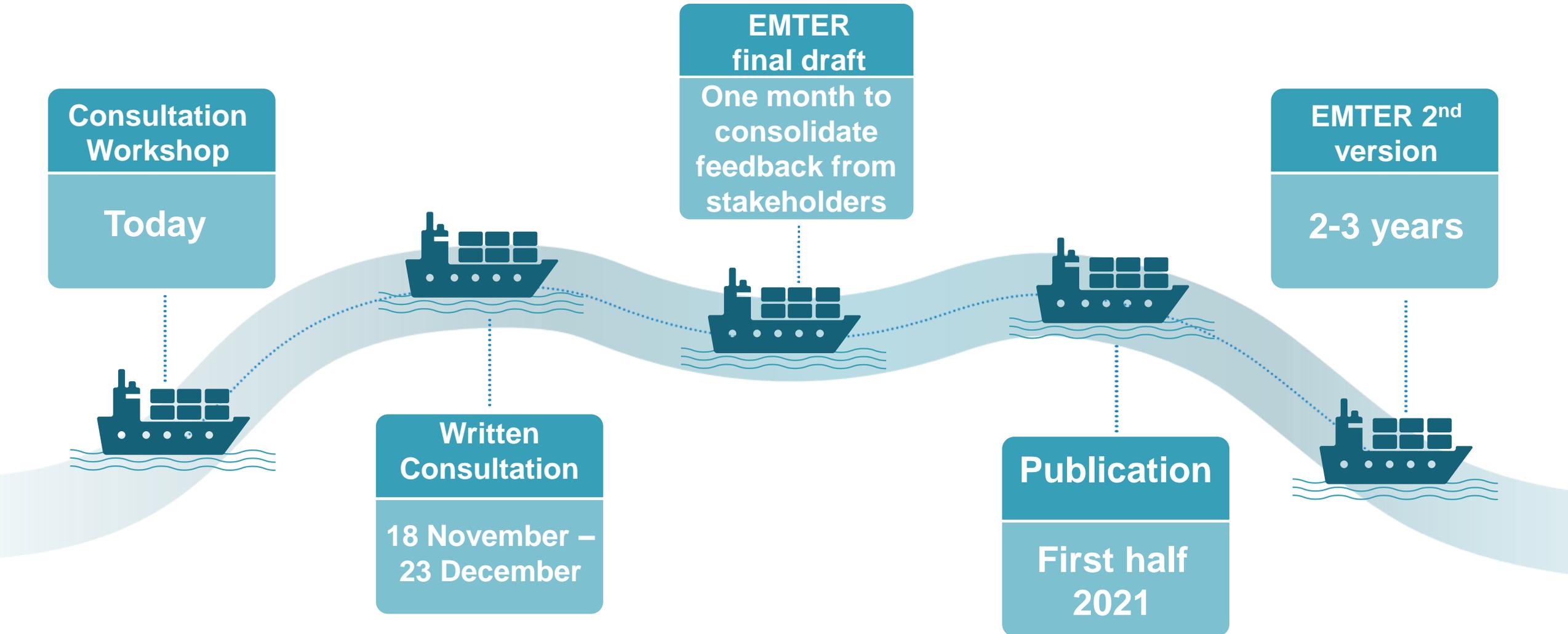
EU Member States have to calculate the proportion of emissions produced by maritime transport considered.

Category	Value
SO2	~10%
PM2.5	~10%
NOx	~10%

Words: 13



## Next steps





European Environment Agency

