

Environmentally adapted shipping in Europe

Shipping is by far the most environmentally friendly transport mode. A ship consumes an average of only a ninth as much energy as a truck. The best way of reducing carbon dioxide (CO₂) emissions from the transport sector is thus to switch long-distance goods from road and rail transport to shipping.

A ship also produces less nitrogen dioxide (NO_x) per cargo unit compared with a truck but despite this, and as a result of rapidly increasing transportation by sea in European waters, emissions of NO_x from sea transport are on the rise.

International shipping must have international regulations for the same reason that cars in the EU have to comply with the same EU regulations regarding equipment in all the Member States.

The Swedish Shipowners' Association's (SSA) standpoint is that the problem can be solved with the help of emission trade, to reduce emissions, involving both industry and all ships sailing in EU waters. Such a solution would be fully in line with EU transport policy and the Commission's strategy for reducing emissions. The introduction of such an emission trade system covering both NO_x and SO₂ would result in a rapid and permanent reduction. The economic incentive for a shipowner to e.g. install a catalytic converter, which reduces NO_x emissions by 95%, would be considerable.

An emission trade system would create a win-win situation for all involved. Industry would benefit from greater flexibility and lower costs, the community as a whole and citizens of the EU's would see a much more rapid reduction in emissions in Europe. The reductions would be governed by the market forces and thus take place in the most cost-effective manner, which would increase the competitiveness of the EU on the world market.

A demo project carried out by a consortium in which the Swedish Maritime Administration is one of the participants shows that it is feasible to measure and monitor emission reduction on ships.

The project is demonstrated at the Green Week, stand No. 55.

Our proposal is described in greater detail in documentation on SSA's website www.sweship.se



Bertil Arvidsson
Head of Unit

Håkan Friberg
General manager



The Swedish Shipowners' Association