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NOTE

From: General Secretariat of the Council

To: Delegations

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Subject: Fit for 55 package – ETS
Proposal for a Directive of the European Parliament and of the Council amending Directive 2003/87/EC establishing a system for greenhouse gas emission allowance trading within the Union, Decision (EU) 2015/1814 concerning the establishment and operation of a market stability reserve for the Union greenhouse gas emission trading scheme and Regulation (EU) 2015/757
– General approach
– Statement

STATEMENT BY FINLAND, ESTONIA AND LATVIA on winter navigation in ETS

Finland, Estonia and Latvia endorse the extension of emissions trading to maritime transport. Finland, Estonia and Latvia emphasize that the Directive must ensure a level playing field in maritime transport and not discriminate Member States based on geographical location. In this regard, a key issue throughout the negotiations has been to ensure that the additional burden caused by ice conditions is duly taken into account in emissions trading. This should mean adjusting the obligation to surrender ETS allowances both on the basis of ice-classed ships' structure and navigation in ice conditions.

Especially in those regions where ice conditions prevail for longest periods of time annually and during harsh winters a major share of the burden caused by winter navigation is caused by navigation in ice conditions.

Ice conditions in the Northern parts of the Union and the need to accommodate them fairly will persist also in the coming years and decades. Therefore, we maintain that it is not sufficient to enact on the matter in EU legislation in a temporary manner. Ice-classed ships will continue to be necessary to avoid accidents causing oil and chemical spills that would be especially devastating to the marine environment of the Baltic Sea, which has been defined as a Special Area under various MARPOL Annexes and designated as a Particularly Sensitive Sea Area.

Therefore, Finland, Estonia and Latvia strongly emphasize the need to take both navigation in ice conditions and special characteristics of ice-classed ships into account fairly in the Directive. Furthermore, Finland, Estonia and Latvia emphasize the need to take these into account in the Directive even after 2030.
