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RÉSULTATS DES TRAVAUX

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| Origine: | Secrétariat général du Conseil |
| Destinataire: | délégations |
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| 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 l'Estonie, la Finlande et la Lettonie |

Les délégations trouveront en annexe une déclaration conjointe de l'Estonie, la Finlande et la Lettonie, portant sur le dossier en objet, qui a été à l'ordre du jour du Conseil (Transports, Télécommunications et Énergie) du 2 juin 2022.

Statement by Estonia, Finland and Latvia on Regulation on the use of renewable and low-carbon fuels in maritime transport and amending Directive 2009/16/EC (FuelEU Maritime)

Estonia, Finland and Latvia endorse the text presented by the Presidency and support the adoption of Council's general approach on the Regulation.

Estonia, Finland and Latvia emphasise that the Regulation must ensure a level playing and not discriminate Member States based on geographical location. In this regard, for Estonia, Finland and Latvia, a key issue throughout the negotiations has been to ensure that the additional burden caused by ice conditions is duly taken into account in the calculation of GHG intensity of energy used on board. Estonia, Finland and Latvia appreciate that the provisions on ice-classed ships and navigation in ice conditions have been included in the text, however, unfortunately in a limited temporary manner.

However, 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. Otherwise, ship-owners are incentivized to switch away from ice-strengthened vessels at the cost of safety of navigation and the environment. Thus, accidents causing oil and chemical spills 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, Estonia, Finland and Latvia strongly emphasize the need to take navigation in ice conditions and special characteristics of ice-classed ships into account fairly in the Regulation even after 2030 and importance of the specific review clause.