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## TEXTS ADOPTED

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### **P9\_TA(2021)0131**

#### **More efficient and cleaner maritime transport**

##### **European Parliament resolution of 27 April 2021 on technical and operational measures for more efficient and cleaner maritime transport (2019/2193(INI))**

*The European Parliament,*

- having regard to its resolution of 15 January 2020 on the European Green Deal<sup>1</sup>,
- having regard to its position adopted at first reading on 16 September 2020 on the global ship fuel oil consumption data collection system<sup>2</sup>,
- having regard to the Third International Maritime Organization Greenhouse Gas Study<sup>3</sup>,
- having regard to the final report of the Fourth International Maritime Organization Greenhouse Gas Study<sup>4</sup>,
- having regard to the Ministerial Declaration adopted in December 2019 by the Contracting Parties to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (Barcelona Convention),
- having regard to the Commission's Annual Report 2019 on CO<sub>2</sub> emissions from maritime transport,
- having regard to Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure<sup>5</sup>,
- having regard to Rule 54 of its Rules of Procedure,
- having regard to the opinion of the Committee on the Environment, Public Health and Food Safety,

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<sup>1</sup> Texts adopted, P9\_TA(2020)0005.

<sup>2</sup> Texts adopted, P9\_TA(2020)0219.

<sup>3</sup> [https://gmn.imo.org/wp-content/uploads/2017/05/GHG3-Executive-Summary-and-Report\\_web.pdf](https://gmn.imo.org/wp-content/uploads/2017/05/GHG3-Executive-Summary-and-Report_web.pdf)

<sup>4</sup> <https://safety4sea.com/wp-content/uploads/2020/08/MEPC-75-7-15-Fourth-IMO-GHG-Study-2020-Final-report-Secretariat.pdf>

<sup>5</sup> OJ L 307, 28.10.2014, p. 1.

- having regard to the report of the Committee on Transport and Tourism (A9-0029/2021),
- A. whereas maritime transport and ports play a key role in the EU economy, with almost 90 % of the EU's external freight trade being seaborne<sup>1</sup>, and play an important role for tourism; whereas they are critical for ensuring uninterrupted supply chains, as demonstrated during the COVID-19 pandemic; whereas the EU maritime sector's total economic impact contributed EUR 149 billion to EU GDP in 2018 and supports more than 2 million jobs<sup>2</sup>; whereas in 2018 its direct economic impact accounted for 685 000 sea- and land-based jobs in the EU; whereas 40 % of the world fleet by gross tonnage is EU controlled;
- B. whereas the maritime transport of goods and passengers is a key factor in the economic, social and territorial cohesion of the EU, especially as regards connectivity and accessibility with peripheral, island and outermost regions; whereas in this regard, the EU should invest in the maritime sector's competitiveness and its capacity to make the sustainable transition a reality;
- C. whereas the EU maritime sector should also contribute to tackling biodiversity loss and environmental degradation, and contribute to the objectives of the European Green Deal and 2030 Biodiversity Strategy;
- D. whereas healthy oceans and the preservation and restoration of their ecosystems are essential for humankind as climate regulators, as producers of at least half the oxygen in the Earth's atmosphere, as hosts of biodiversity, as a source for global food security and human health, and as a source of economic activities, including fisheries, transport, trade, tourism, renewable energy and health products, which should be based on the principle of sustainability;
- E. whereas the maritime sector is a sector which is regulated at both EU and international level and which is still very reliant on fossil fuels; whereas a system for monitoring, reporting and verifying CO<sub>2</sub> emissions from maritime transport is currently under revision, aiming at reducing shipping greenhouse gas (GHG) emissions in EU waters;
- F. whereas the sector has been making constant efforts to meet the GHG reduction targets, by complying with the existing regulatory framework and implementing those technological developments made to date;
- G. whereas adequate funding is therefore essential to achieve this necessary transition; whereas further research and innovation are crucial for deploying zero-carbon maritime transport;
- H. whereas international maritime transport emits around 940 million tonnes of CO<sub>2</sub> annually and is responsible for approximately 2,5 % of global GHG emissions<sup>3</sup>; whereas maritime transport also impacts the environment by contributing to climate change and through different sources of pollution, notably degassing, engines left running in ports, the discharge of ballast water, hydrocarbons, heavy metals and

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<sup>1</sup> [https://ec.europa.eu/transport/modes/maritime\\_en](https://ec.europa.eu/transport/modes/maritime_en)

<sup>2</sup> Oxford Economics (2020): The Economic Value of the EU Shipping Industry

<sup>3</sup> Third IMO GHG Study.

chemicals, and lost containers at sea, which in turn affect biodiversity and ecosystems; whereas the International Maritime Organization (IMO) regulations to reduce SO<sub>x</sub> emissions from ships first came into force in 2005 under the International Convention for the Prevention of Pollution from Ships (MARPOL Convention) and whereas the SO<sub>x</sub> emission limits have since been progressively tightened, with the maximum permitted sulphur content currently standing at 0,5 % and in emission control areas at 0,1 %; whereas this decision should help to reduce emissions; whereas the IMO is set to agree on a global regulation on limiting ‘black carbon emissions’ in 2021; whereas maritime transport is the most energy-efficient mode of transport based on the amount of cargo transported and the respective emissions per tonne of goods transported and per kilometre travelled;

- I. whereas if mitigation measures are not swiftly introduced, emissions from international maritime transport could increase from about 90 % of 2008 emissions in 2018 to 90-130 % of 2008 emissions by 2050<sup>1</sup>, and thereby not contribute sufficiently to the achievement of the objectives of the Paris Agreement;
- J. whereas all emissions from the maritime sector which are harmful to air quality and citizens’ health should be limited and addressed following an impact assessment of the relevant legislation;
- K. whereas the EU should defend a high level of ambition for emission reductions in the maritime sector both at international and EU level;
- L. whereas clean technologies and solutions should be adapted to the different types of vessels and naval segments; whereas research and investment and adequate support are fundamental to ensure innovative solutions and a sustainable transition of the maritime sector;
- M. whereas public and private investments related to the decarbonisation of the maritime sector must comply with Regulation (EU) 2020/852 of the European Parliament and of the Council of 18 June 2020 on the establishment of a framework to facilitate sustainable investment<sup>2</sup> and the key principles of the just transition, including the creation of high-quality jobs, retraining and redeployment guarantees and structural health and safety measures for all workers, with a particular focus on opportunities for women and young workers in order to diversify the maritime sector workforce; whereas adequate training and decent working conditions of maritime personnel are fundamental, *inter alia* to prevent incidents, including environmental incidents;
- N. whereas the Commission is currently working on an impact assessment on integrating the maritime transport into the EU Emissions Trading System (ETS);
- O. whereas a climate-neutral transition of the maritime transport sector by 2050 is needed in order to achieve the goals of the Green Deal;

### ***Clean energy incentive schemes***

- 1. Deplores the distortion of competition on the European market between fossil fuels, which benefit from more favourable tax treatment, and clean alternative fuels from

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<sup>1</sup> Fourth IMO GHG Study.

<sup>2</sup> OJ L 198, 22.6.2020, p. 13.

renewable sources; calls on the Commission to address this situation by proposing to restore fair competition rules, applying the polluter-pays principle to maritime transport and promoting and further incentivising, including through tax exemptions, the use of alternatives to heavy fuels that are considerably reducing the impact on climate and the environment in the maritime sector;

2. Acknowledges the impact of the use of heavy fuel oil; stresses the need to effectively address fuel emissions by ships and gradually phase out the use of heavy fuel oil in shipping, not only as a fuel itself but also as a blending substance for marine fuels; notes the need for technological neutrality as long as it is consistent with EU environmental targets; notes that maritime transport is affected by the lack of adequate end-of waste criteria harmonised at EU level; highlights the need to prevent carbon leakage and preserve the competitiveness of the European maritime transport sector;
3. Recalls that the maritime sector should contribute to the Union's efforts on reducing GHG emissions, while ensuring the sector's competitiveness; stresses the need to make use and invest in all readily deployable options in reducing maritime emissions, including transitional technologies as alternatives to heavy fuel oil, in parallel to finding and financing long-term zero-emission alternatives; recognises the importance of transitional technologies, such as LNG and LNG infrastructure, for a gradual transition towards zero-emission alternatives in the maritime sector;
4. Recalls the EU commitment to achieving climate neutrality by 2050 at the latest, in line with the Paris Agreement; highlights in this regard, the leading role of the EU and the need to negotiate the reduction of greenhouse gas emissions of the maritime transport sector also at international level within the IMO framework, given the international and competitive dimension of the maritime transport sector; reiterates Parliament's previous positions on the inclusion of the maritime sector in the EU ETS<sup>1</sup>, including on the update of the impact assessment<sup>2</sup>;
5. Calls on the Commission and the Member States, taking into account the IMO's initial strategy on the reduction of greenhouse gas emissions from ships adopted in 2018 and its forthcoming revision, to use their weight in the IMO to ensure that it adopts concrete measures in order to lay an ambitious and realistic path towards zero-emission shipping that is consistent with the temperature goal of the Paris Agreement, thereby contributing to the international level playing field;
6. Calls on the Commission to address under the FuelEU Maritime initiative not only the carbon intensity of fuels but also the technical and operational measures which would improve the efficiency of ships and their operations; recalls that, in the context of the revision of Regulation (EU) 2015/757<sup>3</sup>, Parliament called on shipping companies to achieve a 40 % reduction in emissions by 2030 as an average across all ships under their responsibility, compared to the average performance per category of ships of the same

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<sup>1</sup> Directive 2003/87/EC of the European Parliament and of the Council of 13 October 2003 establishing a scheme for greenhouse gas emission allowance trading within the Community and amending Council Directive 96/61/EC (OJ L 275, 25.10.2003, p. 32).

<sup>2</sup> Texts adopted, P9\_TA(2020)0219.

<sup>3</sup> Regulation (EU) 2015/757 of the European Parliament and of the Council of 29 April 2015 on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC (OJ L 123, 19.5.2015, p. 55).

size and type; adds that the initiative should also include a life-cycle approach incorporating all GHG emissions; stresses that alternative fuels that do not meet the REDII -70 % threshold on a life-cycle basis should not be allowed for regulatory compliance;

### ***Ports and freight***

7. Recalls the need to encourage cooperation between all stakeholders and exchange of best practices between ports, the shipping sector and fuel and energy suppliers in order to develop an overall policy framework for the decarbonisation of ports and coastal areas; urges the port authorities to put in place sustainable management methods and to certify them using methodologies that incorporate a Life-Cycle Assessment of the port services, such as that offered by the Environmental Product Declaration;
8. Stresses that overseas territories, including outermost regions and overseas countries and territories, and the ports located therein, are of paramount importance to European sovereignty and to European and international maritime trade given their strategic location; highlights that investment drivers for these ports are very diverse, ranging from supporting their classic role in the reception of ships (loading, unloading, storage and transport of goods) to ensuring multimodal connections, constructing energy-related infrastructure, building resilience to climate change and the overall greening and digitalisation of vessels; calls for further investments in ports located in overseas territories to turn them into strategic clusters for multimodal transport, energy generation, storage and distribution, as well as tourism;
9. Notes the cross-border dimension of maritime ports; stresses the role of ports as clusters of all modes of transport, energy, industry and the blue economy; recognises the increased development of port cooperation and clustering;
10. Notes the positive role of the European maritime cluster and the positive developments internationally to support innovation and reduce shipping emissions, and calls on the Commission and the Member States to support initiatives contributing to these positive developments;
11. Calls on the Commission to support, through legislation, the objective of zero pollution (GHG emissions and air pollutants) at berth, and to promote the development and deployment of clean multimodal solutions in ports supported through a corridor approach; calls on the Commission, in particular, to take swift action to regulate EU port access for the most polluting ships based on the Port State Control Directive<sup>1</sup> framework, and to incentivise and support the use of on-shore power supply using clean electricity or any other energy-saving technologies that have a considerable effect on diminishing GHG emissions and air pollutants; regrets that the revision of Directive 2014/94/EU has been postponed; urges the Commission to propose a revision of Directive 2014/94/EU as soon as possible in order to include incentives for both

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<sup>1</sup> Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control (OJ L 131, 28.5.2009, p. 57).

Member States and ports to scale-up the deployment of the necessary infrastructure; calls on the Commission also to propose a revision of Directive 2003/96/EC<sup>1</sup>;

12. Calls on the Commission to draw up a strategy on zero-emission ports and support bottom up initiatives, including measures to promote the development of port industries specialising in the circular economy, which would, in particular, ensure better use of ships' waste that is recovered and treated in ports;
13. Calls on the Commission to promote a modal shift towards short-sea shipping in the Green Deal, on the same basis as rail and inland waterways, as a sustainable alternative to goods and passenger transport by road and air; underlines the important role of short-sea shipping in achieving modal shift objectives to reduce transport-related congestion and emissions and as a stepping stone towards a zero-emission mode of transport; highlights the importance of launching to this end an EU fleet renewal and retrofit strategy to promote its green and digital transition and foster the competitiveness of the European maritime technology sector; recalls, to this end, the need for an infrastructure network that can support this intermodal capacity, which means fulfilling the investment commitments for the TEN-T network under the Connecting Europe Facility (CEF);
14. Highlights that boosting seamless multimodal transport links between ports and the TEN-T network, as well as improving interoperability between the various modes of transport, would eliminate bottlenecks and reduce congestion; underlines the importance of maritime and inland ports as strategic and multimodal nodes of the TEN-T network;
15. Calls also for a clear strategy to promote Roll-On-Roll-Off (RO-RO) shipping for freight, thereby reducing the presence of heavy-duty vehicles from roads; encourages the Commission to take more concrete steps to combine its maritime policy with the aim of avoiding long and environmentally harmful road distribution transport across the continent, by encouraging deliveries closer to end-destination markets via smaller ports;
16. Calls on the Commission to restore meaning to the concept of Motorways of the Sea, as an integrated part of the TEN-T network, as it is instrumental in facilitating short-sea links and services as sustainable alternatives to land transport, and to facilitate cooperation among maritime ports and the connection to their hinterland by simplifying access criteria, in particular for links between ports outside the core network, by providing significant financial support for maritime links as an alternative to land transport and by ensuring their connection to railway networks;
17. Believes that a sustainable European maritime sector and a future-proof infrastructure, including the TEN-T network and its future extension, are crucial to achieving a climate-neutral economy; stresses that the percentage increase in waterborne freight transport as envisaged in the European Green Deal needs a concrete EU investment plan and concrete measures at EU level;

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<sup>1</sup> Council Directive 2003/96/EC of 27 October 2003 restructuring the Community framework for the taxation of energy products and electricity (OJ L 283, 31.10.2003, p. 51).

### ***Emission control areas and the IMO***

18. Stresses the urgent health and environmental need to establish a sulphur emission control area (SECA) covering all Mediterranean countries; calls on the Commission and the Member States to give active support to the submission of such an area to the IMO before 2022; urges the Member States also to support the principle of swiftly adopting a nitrogen emission control area (NECA) aimed at reducing nitrogen emissions in the Mediterranean;
19. Calls on the Commission to provide for the extension of these emission control areas to all EU seas in order to achieve a uniform reduction in the permitted NO<sub>x</sub> and SO<sub>x</sub> emission levels from ships; stresses that the cumulative reduction in sulphur oxide and nitrogen oxide emissions has a direct impact on the reduction of fine particles (PM10 and PM2.5);
20. Stresses that the EU should lead by example by adopting ambitious legal requirements for clean maritime transport, while supporting and pushing for measures that are at least equally as ambitious in international forums such as the IMO, enabling the maritime transport sector to phase out its GHG emissions globally and in line with the Paris Agreement;

### ***Ships and propulsion***

21. Calls on the Commission, shipowners and ship-operators to ensure the implementation of all available operational and technical measures to achieve energy efficiency, in particular speed optimisation, including slow steaming where appropriate, innovation in hydrodynamics optimisation of navigable routes, the introduction of new propulsion methods, such as wind-assist technologies, vessel optimisation and better optimisation within the maritime logistics chain;
22. Notes that, in the maritime sector, the shipowner is not always the same as the person or entity commercially operating the ship; considers, therefore, that the polluter-pays principle should apply to, and hold responsible, the party responsible for the commercial operation of the ship, i.e. the commercial entity that pays for the fuel that the ship consumes, such as the shipowner, the manager, the time charterer or the bareboat charterer;
23. Notes that the digitalisation and automation of the maritime sector, ports and ships have significant potential to contribute to a reduction in the sector's emissions, and play a key role in the decarbonisation of the sector in line with the ambitions of the Green Deal, in particular through increased exchanges of up-to-date and verified data that can be used to carry out technical operations and maintenance, for example to predict the most fuel-efficient way to operate a ship on a specific route, and for port call optimisation, which contributes to reducing waiting times for vessels in ports and therefore emissions; stresses the need to use digitalisation as a means to enhance cooperation between stakeholders in the sector, thereby making ships more energy efficient in order to enable them to meet emission control standards, and to facilitate the management of environmental risks; calls for action and investment in digitalisation, research, and innovation, in particular for the development and harmonised cross-border deployment of Vessel Traffic Monitoring and Information Systems (VTMIS); notes that the spread of digitalisation and automation in the shipping industry will bring about a change in

individual job specifications and requisite skills; points out that these different skills and areas of knowledge, especially with regard to information technology, will be required of seafarers to ensure ship safety and operational efficiency;

24. Welcomes the new sulphur content limit in fuels of 0,5 % introduced by the IMO on 1 January 2020, and stresses that it should not lead to a shift in pollution from air to water; calls, therefore, on the Commission, and the Member States, in line with Directive (EU) 2019/883<sup>1</sup>, to work at IMO level towards a comprehensive consideration of the environmental impacts on discharges into the sea of waste water from open-loop scrubbers and other cargo residues and to ensure that they are properly collected and processed in port reception facilities; in this regard, strongly encourages Member States to set up discharge bans for wastewater from open-loop scrubbers and certain cargo residues in their territorial waters in accordance with Directive 2000/60/EC<sup>2</sup>; stresses that sustainable solutions should be favoured from the outset, on the basis of life-cycle analysis; notes that the purpose of open-loop scrubbers is to address air pollution and that investments in them have been made; points out that the use of open-loop scrubbers has an impact on the environment and welcomes the fact that the IMO is studying their long-term impact; calls on the Commission, in this regard, to implement on the basis of an impact assessment a gradual phase-out of the use of open-loop scrubbers in order to comply with emission limits, in line with the IMO framework and the MARPOL Convention;
25. Calls on the Commission to integrate alternative propulsion systems, including wind and solar, into the upcoming FuelEU Maritime initiative; calls on it to assess the current initiatives and projects concerning sail freight transport and to ensure that propulsion systems for transport are eligible for European funding;
26. Calls on the Commission to introduce measures, accompanied with the necessary funding, to enable European shipyards to make additional investments into sustainable, social and digitalised shipbuilding and the ship repair industry, which is of strategic importance to generate jobs, thereby supporting the transition to a circular economy model that takes into account the entire life-cycle of ships; stresses the importance of supporting and developing sustainable solutions for building and dismantling vessels within the EU in line with the New Circular Economy Action Plan; stresses in this light that shipyards should exercise due diligence in their value chains inside and outside the EU, in line with OECD and UN standards, so that adverse environmental impacts when dismantling vessels can be avoided;

### ***EU funding***

27. Calls on the Commission to provide support under its European funding programmes, in particular the Horizon Europe and InvestEU programmes, for research into and deployment of clean technologies and fuels; highlights the potential of electricity from

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<sup>1</sup> Directive (EU) 2019/883 of the European Parliament and of the Council of 17 April 2019 on port reception facilities for the delivery of waste from ships, amending Directive 2010/65/EU and repealing Directive 2000/59/EC (OJ L 151, 7.6.2019, p. 116).

<sup>2</sup> Directive 2000/60/EC of the European Parliament and of the Council of 23 October 2000 establishing a framework for Community action in the field of water policy (OJ L 327, 22.12.2000, p. 1).



additional renewable sources, including green hydrogen, ammonia and wind propulsion; in this regard, stresses the financial implications of the transition to clean alternative fuels, both for the shipping industry, the land-based-fuel supply chain and ports; considers that ports are natural hubs for the production, storage, distribution and transport of clean alternative fuels; calls for the Horizon Europe programme to renew the calls for 'Green Deal' projects, launched by the Commission under Horizon 2020, in particular in order to green the maritime sector and to support research and innovation and the deployment of alternatives to heavy fuels that are considerably reducing the impact on climate and the environment in the maritime sector;

28. Calls on the Commission to make projects aimed at decarbonising maritime transport and reducing polluting emissions, including the necessary port infrastructure and facilities, eligible under the cohesion policy and through the European Structural and Investment Funds, the CEF and the Green Deal and to make funds and incentives available to support the maritime sector in the transition towards a zero-carbon economy, taking into account the social dimension of the transformation; stresses the importance of creating synergies and complementarities between different EU funding solutions, without creating an unnecessary administrative burden, which would discourage private investments and therefore slow down the technological progress and thus the improvement of cost-efficiency; calls on the Commission to promote and invest in a green European maritime industry on EU territory as part of its European industrial recovery plan, taking the lead in the development of new eco-designed ships, the renovation and modernisation of existing vessels, and dismantlement;
29. Considers that any realistic transition process towards the goal of zero emissions must be based on the involvement and participation of the stakeholders in the sector as well as EU support in the form of an adequate budget together with dialogue, flexibility and diligence in promoting the necessary regulatory reforms; notes that these conditions are essential to encourage strategic cooperation focusing on sustainability through instruments such as the co-programmed partnership on 'zero-emission maritime transport';
30. Recalls that the objectives of decarbonisation and modal shift should be supported by the CEF, which should benefit from increased budgetary resources;
31. Regrets, in this regard, the Council decision to reduce the budget allocation for future-oriented programmes, such as the CEF, InvestEU and Horizon Europe; notes that the EU's ambitious decarbonisation agenda needs to be backed by corresponding funding and financing instruments;
32. Recalls that the European Investment Bank (EIB) provides support for attractive capital loans; considers, however, that the threshold for financing small-scale projects should be lowered; points out, in this regard, that the Green Shipping Guarantee (GSG) programme aimed at accelerating the implementation of investments in greener technologies by European shipping companies, should also provide support for smaller transactions, including more flexible loan conditions; furthermore, considers that the EIB should provide both pre-delivery and post-delivery financing for shipbuilders, which would considerably enhance the implementation and the viability of projects;
33. Highlights that the shift towards decarbonisation and the impulse of clean energy incentive schemes in the maritime transport sector would entail the need of re-skilling

and training of workers; recalls that EU and Member State financing would have to be foreseen for this matter; encourages the Commission to establish an EU network to exchange good practices on how to adapt the workforce to the new needs of the sector;

34. Supports the Commission's review of State aid guidelines in all relevant sectors, including transport and in particular maritime, in order to achieve the objectives of the European Green Deal by applying the 'just transition' principle and by allowing national governments to directly support investments in decarbonisation and clean energy; calls on the Commission to examine whether the current tax exemptions allow unfair cross-sector competition conditions; urges the Commission to provide clarity on State aid for sustainable shipping projects;
35. Points out the economic consequences of the COVID-19 pandemic for the waterborne sector, especially collective passenger transport; calls on the Member States to include the waterborne sector as a priority in their national recovery plans, so as to ensure that it can have comprehensive access to the resources allocated under the Recovery and Resilience Facility; asks the Commission, moreover, to map smart investment initiatives for the sustainable and resilient recovery of the sector;

### ***Control and implementation***

36. Calls on the Commission to ensure the transparency and availability of information on the environmental impact and energy performance of ships and to assess the establishment of a European label scheme, in line with actions taken at IMO level, which should aim to effectively reduce emissions and assist the sector by providing improved access to funding, loans and guarantees based on its emission performance and improving emissions monitoring, create benefits by incentivising port authorities to differentiate port infrastructure charges, and raise the sector's attractiveness; moreover stresses the need to further promote, develop and implement the 'green ship' scheme, which should take into account emission reduction, waste treatment and environmental impact, notably through the sharing of experience and expertise;
37. Calls on the Commission to propose a revision of the Port State Control Directive by the end of 2021 at the latest, as provided for in the Commission's working programme for 2021, to allow for more effective and comprehensive control of ships and simplified procedures, including incentives for compliance with environmental, social, public health and labour law standards, safety on board of ships calling at EU ports for both seafarers and dock workers, and the possibilities for effective proportionate and dissuasive sanctions, taking into account environmental, public health, tax and social law;
38. Calls on the Commission to increase, in coordination with the ILO, capacity-building for third countries on inspections and enforcement and to launch campaigns with the social partners to increase awareness of rights and obligations under the Maritime Labour Convention; calls on the Commission to promote the creation by the ILO of a database containing inspection findings and seafarers' complaints to help seafarers and shipowners engage with the most reputable MLC-compliant recruitment and placement services;
39. Highlights the potential of the European Maritime Safety Agency (EMSA), with its Safe Sea Net satellite system, in monitoring oil pollution and illegal discharges of fuel

residues at sea and implementing Regulation (EU) 2015/757; emphasises that regional cooperation, including with third countries, is essential in this area, especially in the Mediterranean Sea; calls on the Commission, therefore, to reinforce the exchange of information and cooperation among countries;

40. Stresses that the partnership envisaged in the context of the United Kingdom's withdrawal from the EU should ensure an appropriate level playing field in environmental and social areas without causing disruptions to the transport trade links, including efficient customs checks, which should not hamper the competitiveness of the EU fleet and should ensure smooth export and import operations between UK and EU ports;

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41. Instructs its President to forward this resolution to the Council and to the Commission.