

Invitation to Sustainable Shipping event – 27 May 2015

2015-05-20 14:05:41 Shipbreaking

TOWARDS SUSTAINABLE SHIPPING: CIVIL SOCIETY IN DIALOGUE WITH POLICY MAKERS AND THE SHIPPING INDUSTRY

Time: WEDNESDAY 27 MAY 2015 / 11:00 - 15:00

Venue: European Parliament Information Office in Greece

8 Leof. Amalias - 105 57 Athens

European ship owners own 40% of the world fleet and Greece is the European Union's largest ship owning Member State. Several European policies target the environmental performance of shipping. This event will create a forum to discuss environmentally sound practices related to emissions, marine pollution and ship recycling as well as recent policy and legislative developments at the EU level.

We will focus on the role ship owners need to play to ensure the sustainable operation and management of their fleet, and the policies the EU, and Greece in particular, need to implement to not only hold ship owners accountable for substandard practices, but to also reward responsible ship owners. European NGOs working on sustainable shipping, European and Greek policy makers and industry representatives will share their views on future challenges and opportunities for Europe's maritime industry.

With the support of:



Moderated by:

Dionisis VITHOULKAS, journalist at *TO VIMA*

Language:

Greek/English translation will be provided

Please [register](#) by 26 May at the latest

Agenda

11:00 *Registration and refreshments*

11:30 **Opening - welcome reception**

- Welcome remarks:
Head of the European Parliament Office in Greece,
Leonidas ANTONAKOPOULOS
- Opening notes:
Alternate **Environment Minister, Yannis TSIRONIS**
Alternate **Shipping Minister, Theodoros DRITSAS** (tbc)
Chairman of the Special Permanent Committee on Environmental Protection of the Hellenic Parliament, **Iro DIOTI**

12:00 **Issues at stake**

- **Emissions: Sotiris RAPTIS, *Transport & Environment***
Shipping emissions have increased by approximately 70% since 1990 and under current policies, shipping CO2 emissions are likely to further increase by 50% to 250% by 2050, representing 6% to 14% of total global emissions. While other sectors have started declining or are looking to peak their emissions in 2020, none of the “business as usual” scenarios for shipping foresee a decline in shipping emissions before 2050. Shipping is still the only transport sector and one of the very few in the EU economy not contributing to EU emissions reductions. The EU has promised measures for shipping emissions three times since 2009 – will the newly adopted EU MRV system provide necessary solutions? Is a 2030 reduction target realistic?
- **Recycling: Patrizia HEIDEGGER, *NGO Shipbreaking Platform***
At the end of a ship's operational life it is dismantled to recover valuable steel. Problems however arise when end-of-life vessels

are broken down manually by untrained and unprotected workers on tidal beaches. Dangerous working conditions lead to severe accidents and on a beach it is impossible to contain pollutants. Greek ship owners top the list of global dumpers that sell their end-of-life ships to substandard yards in South Asia for dangerous and polluting dismantling. A new European regulation aims to reverse this trend – will it be successful or are additional incentives necessary? And what can ship owners already do today to ensure sustainable end-of-life management?

- **Liability: Antidia CITORES, Surfrider Foundation**

Numerous maritime disasters and their dramatic impact on the marine environment have brought reaction from public opinion and the judiciary. In 2012 and for the first time, ecological damage was recognized by the French courts in the 'Erika' case. This decision marks a turning point in environmental law. It reinforces the polluter pays principle and lays the foundations for environmental liability, as established by European law. Still, ecological disasters continue to occur as evidenced by recent catastrophes in the Sundarbans (2014) and in the Canary Islands (2015). How can the legal basis in order to recognize environmental liability with regard to the prevention and remedying of environmental damage from maritime transport and offshore activities be strengthened?

- **Marine pollution: Angela LAZOU DEAN, Greenpeace Greece**

With over 90% of all trade between countries being carried by ships, and with 200.000 vessels plying their trade annually in the Mediterranean alone, the shipping industry is a major contributor to the oceans' pollution: accidental spills and operational discharges, dumping garbage and sewage, shipbreaking and carbon emissions are just some of the impacts with which they threaten the health of our seas. Are international conventions implemented in the most effective way? And how will the end of poor shipping practices along with the creation of marine reserves bring back the life to our oceans?

- **The role of Greek shipping: Nikos CHRYSOGELOS, Representative of MedSOS and former member of the European Parliament**

Greece, as leading EU maritime nation, can play a significant role in the reduction of air emissions, the adoption environmentally sound ship recycling, the use of renewable energy technology on ships and energy-efficiency upgrading of existing vessels. At the same time, special emphasis should be given in the revitalization of the shipbuilding and ship repair sector through a "green ship" and "green shipping" strategy.

13:15 *Coffee/tea break*

13:30 **Reactions & panel discussion**

Short interventions by:

- Alternate **Environment Minister, Yannis TSIRONIS**
- Alternate **Shipping Minister, Theodoros DRITSAS** (tbc)
- Member of the European Parliament, **José Inácio FARIA**
- Member of the European Parliament, **Stelios KOULOGLOU**
- Representative of HELMEPA (tbc)
- Representative of Blue Planet Shipping Ltd.

Followed by a panel debate with the speakers and NGO representatives.

14:45 **The Clean Shipping Index: a tool for the promotion of sustainable shipping, Sara SKÖLD, Clean Shipping Network**

14:55 **Concluding remarks**

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