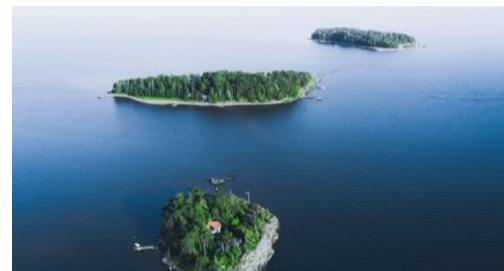


# IMO and EU maritime emission reduction measures and winter navigation in ice



Emission reduction targets and measures for international maritime transport should primarily be agreed upon in the IMO, to ensure a level playing field and that climate actions are comprehensive and effective. It is excellent that preparations are already at a stage where measures can be approved at the IMO Marine Environment Protection Committee meeting in October 2025.

## FINNISH INDUSTRIES' MESSAGES TO DECISION-MAKERS

As important as the IMO's leading role is, the costs of a global economic steering mechanism decided in the IMO cannot be added on top of the costs of the EU regulation. It is extremely important that there are no overlapping steering mechanisms and costs for international trade and maritime logistics.

Once a global emissions reduction system comes into force, there is no longer justification to maintain a parallel regional EU emissions trading system for maritime transport or a regional fuel standard (FuelEU Maritime). The EU Commission is expected to promptly assess the impacts of the IMO decision and overlaps with the EU regulation, and to propose how to phase out the overlapping EU regulation.

If it turns out that no decision on international emissions reduction measures is reached at the IMO, some changes should still be made to EU regulation when formulating the 2040 climate actions.

Over 95% of Finland's foreign trade is transported by sea. Winter and the freezing Baltic Sea cause additional costs due to the need for ice-strengthened vessels and the increased fuel consumption caused by navigation in ice. Full and permanent compensation for winter navigation is extremely important for Finland's competitiveness.

In the EU ETS directive, ice-strengthened vessels are compensated until the end of 2030. This needs to be reviewed, as the compensation should be made permanent, just as the winter conditions are. The compensation should also cover the additional costs incurred during navigation in ice.

In the FuelEU Maritime Directive, ice-strengthened vessels are granted permanent compensation. However, the additional costs of navigation in ice are only compensated until the end of 2034. This compensation should also be made permanent in the directive.

Both IMO and EU regulations concern marine fuels. The ecosystems for the production of sustainable fuels should be accelerated so that both supply and demand can progress in EU ports. This should be promoted in Member States by directing maritime emissions trading revenues to investments in sustainable fuel production and to narrow the price gap between sustainable and fossil fuels. Coordinated EU actions are also needed for this, which are expected from the Sustainable Transport Investment Plan (STIP).

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