

Subject: Summary meeting Danish Shipping with CAB 22/01

Participants:

- DK Shipping: [REDACTED], [REDACTED]
- Maersk: [REDACTED]
- Cabinet: Roxana Lesovici, [REDACTED]
- DG MOVE: [REDACTED]

Main points of discussion:

- [REDACTED] rapidly commented on the introduction of the global 0.50% sulphur standard as of 1 January and concluded that the switch over was rather smooth. This is the result from a good preparation from all actors, including big ones like Maersk, which have their own blending capacity. For Maersk only, the switch over concerned [REDACTED]. [REDACTED] confirmed that other DK shipping members shared positive experience. Also availability does not seem to be a major problem (only few FONARS sent globally). [REDACTED].
- [REDACTED] introduced Maersk's climate strategy, including the ambition to have commercially viable zero-emission vessels deployed between 2027 and 2030. [REDACTED]. [REDACTED] Once technology will be available, [REDACTED] considered important rapidly close the competitiveness gap between alternative and conventional fuels.
- [REDACTED] and [REDACTED] expressed concerns on the possible inclusion of maritime transport in the EU ETS. While they do not contest the need for an EU measure, they have doubt that the ETS would be a measure that would be exportable / compatible with the current IMO discussions. They see the role of the EU as an "incubator" for solutions that are later transfer at international level. They mentioned as possible measures: the current development of goal-based measure (DK / FR), allowing just-in-time arrival (including through a similar instrument as the "slots directive"). For them the EU ETS could be part of tool-box used in a goal-based approach.
- [REDACTED] agreed that it is important for the shipping sector to change the negative image it is currently associated with. [REDACTED]. [REDACTED].
- In response to [REDACTED] question, [REDACTED] also shared some views on their experience on using on-shore power supply. [REDACTED] confirmed that this is also relevant for a market segment like containers, [REDACTED]. [REDACTED]. [REDACTED] also recalled the time required for connecting and disconnecting the ships, which will means that not all call are able to plug-in. [REDACTED] concluded that technology and standardisation is key and that the port infrastructure for OPS should be flexible to accommodate different ship size at berth, etc.

- [REDACTED] does not expect substantial business changes resulting from Brexit as changing the existing network is a big decision for operators like Maersk. [REDACTED]
[REDACTED] recalled that ships usually do return trips on transcontinental journeys with a single bunkering.
- [REDACTED] expressed DK Shipping's interest in contributing to the upcoming discussions for the mobility strategy. [REDACTED]
[REDACTED]. They (possibly with ECSA also) will certainly ask for more engagement from the Commission on this file. [REDACTED] encouraged them to also reach out to EEAS. Last but not least, [REDACTED] informed that DK Shipping would be delighted to host / organise events for the Commissioner at the occasion of one of her upcoming visit to DK – [REDACTED] recalled the positive feedback from Commissioner Bulc's visit last summer.