



İSTANBUL 2026

5th National Session of EYP Türkiye

RESOLUTION BOOKLET



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GENERAL ASSEMBLY PROCEDURE

During the General Assembly (GA), all delegates gather to present, debate and vote on the resolutions each committee has written. All Committees are discussed with breaks in between resolutions. Each Committee takes around 40 minutes. The Academic Board is responsible for ensuring the smooth running as well as fair application of the GA procedure across all debates.

Each Debate on a Motion for Resolution proceeds as follows:

1. **Presentation of the Motion & reading of the Topic Sentence by the Academic Board**
2. **Silent Reading** (1 min.)
3. **Proposition Speech or Video** (3 min.)
4. **Position Speeches** (2 x 2 min.)
5. **Response to Position Speeches** (1.5 min.)
6. **Open Rounds of Debate:**
 - a. Three rounds of Open Debate,
 - b. 3–5 points from the floor per round,
 - c. Response to a round of debate by the proposing committee (1.5 min.)
7. **Summation Speech** (2 min.)
8. **Voting**
9. **Announcement of the Votes by the Academic Board**



General Assembly Placards

Committee Placard

Each Committee has a placard with its committee acronym, which must be raised by the Chairperson, or deputy, at any point the Committee wishes to be recognised to speak during the General Assembly. If the placard is not raised, the committee will not be recognised to speak by the Academic Board. Whenever another point or request is made by use of a placard, this must be done by raising the placard jointly with the committee placard.

Point of Information

A point of information may be raised in order to clarify the terminology or technical contents of the motion for resolution. Should a committee like to raise a point of information, they are kindly asked to do so by the end of the silent reading.

Direct Response

Direct response may be used during the rounds of Open Debate, to make a direct reference or retort to the most recent point made. The content of the direct response must be immediately referring to, answering to and disagreeing with the contents of that preceding point, not just be vague thematically related. Moreover, these responses should be kept short. Should direct responses be used incorrectly, the Board reserved the right to interrupt and disregard it.

Point of Personal Privilege

A point of personal privilege may be raised in order to request for a point or statement to be repeated in case of audibility issues. This only applies when the committee raising the point of personal privilege was not able to hear what was said for technical reasons or because it was spoken at too low a volume. Not having paid attention is not a sufficient grounds for a point of personal preference.

Point of Order

A point of order may be raised to assert that a procedural error has been made, for instance, if the Board has announced the wrong committed or the wrong element of the debate. For time reasons, committees are asked—if applicable—to raise points of order as soon as possible so the error can be corrected.



Elements of the Debate

Proposition Speech

Who? One speaker from the proposing committee

Where? Podium

How long? Max. 3 minutes

The proposing committee presents the rationale, context and contents of their motion for resolution. The speech discusses the resolution substantively and serves as a basis for the subsequent debate.

Proposition Video

Who? Proposing committee, up to three speakers (in the video)

Where? Broadcast by the Academic Board

How long? Max. 3 minutes

Instead of delivering a proposition speech, the proposing committee may opt to submit a proposition video instead. Analogously, the video serves the purpose of giving a substantive insight into the motion for resolution. Additionally, the following requirements apply:

1. The proposition video is an **optional alternative** to the proposition speech. The committee itself gets to decide which one they will present.
2. The proposition video should be a substantive discussion of the Resolution, which explains the purpose of the solutions given.
 - a. With that in mind, the video may take a lighter tone and feature more fun and interactive elements, not unlike a political campaign video.
 - b. The committees are encouraged to explore more creative and fun ways to talk about their topic!
 - c. If the committees use materials subject to copyright (images, music, etc.), they are implored to correctly credit these.
3. The video needs to fulfil a set of formal criteria to ensure fairness and enable seamless presentation:
 - a. The video may be no longer than 3 minutes.
 - b. The video may feature no more than 3 Delegates of that Committee as speakers.
 - c. The video should be shot horizontally.
 - d. The video should contain subtitles wherever there is speaking to ensure a higher degree of accessibility. (Most video editing programs offer automated subtitles.)
4. The Academic Board will make a preliminary check of the proposition video you propose. If the video follows these guidelines, then it will be approved. If it does not, the proposing committee will be notified and will be asked to prepare a proposition speech.
 - a. The video must be submitted to the Academic Board through the committee's Chairperson by **20:00 Turkish time on Culture Day, July 23rd**.



- b. The Academic Board will communicate the result of the check on the same day **by 23:00 Turkish time.**

Position Speeches

Who?	Two speakers, each from a different committee
Where?	Podium
How long?	Max. 2 minutes each

Position speeches may be held by all committees but the one proposing the motion. The Board selects up to two speakers to deliver a position speech, both of whom will be asked to approach the podium together, where they will speak in immediate succession. The purpose of a position speech is to express a position on the resolution as a whole, rather than individual clauses, including a clear rationale for the support or opposition.

Response to Position Speeches

Who?	One speaker from the proposing committee
Where?	Floor
How long?	Max. 1.5 minutes

In their response, the proposing committee acknowledges the points made in the position speeches. In particular, this response serves as an opportunity to address concerns and criticisms raised by the previous speakers.

Open Rounds of Debate

Who?	All committees
Where?	Floor
How long?	3 rounds, including 1.5 minutes to respond each

During the rounds of open debate, all committees take the floor to raise points and questions regarding the motion for a resolution. In particular, delegates are encouraged to raise critical and analytical points, as opposed to purely clarifying questions which could be answered through a point of information. Each round of open debate will consist of 3–5 points; direct responses are permitted in order to respond *directly* to the last point raised in debate. Nonetheless, the Academic Board reserves the right to determine the number of points per round based on the time available.

To conclude each round of open debate, one speaker from the proposing committee will respond to the points raised during the round from the floor. The proposing committee is also generally



permitted to make use of direct responses during the debate, so long as it is not the last point of the round.

Summation Speech

<i>Who?</i>	One or two speakers from the proposing committee
<i>Where?</i>	Podium
<i>How long?</i>	Max. 2 minutes

The proposing committee sums up the debate by restating the larger aims of the resolution and reflecting on what was discussed in a final appeal to the assembly before the motion for resolution moves to a vote. The summation speech may be delivered by one or two speakers from the proposing committee.

Voting

Finally, the assembly votes on whether or not the resolution should be adopted. The resolution passes when it reaches the relative majority of votes in favour. To gather the votes, chairpersons will be asked to tally the votes of the delegates in their committee and announce them at the request of the Academic Board. The Board computes the vote totals and announces the result to the assembly.

MOTION FOR A RESOLUTION BY THE COMMITTEE ON ECONOMIC AND MONETARY AFFAIRS (ECON)

Blue is the New Black: Countries in the Black Sea region heavily rely on the health of the coastal environment for fisheries and tourism industries for sustainable economic growth. However, the Black Sea remains one of the most polluted seas across the EU, with 145 pollutants identified in its waters. With programmes such as Interreg NEXT Black Sea Basin aimed towards healthier waters, what steps should the EU take to maximise cooperation between Member States and non-EU countries in the region towards a stronger blue economy?

Submitted by: Nora Bağırsakçı (TR), Mehmet Fevzi Bolat (TR), Çağan Bulut Güzeloğlu (TR), Tuanna Fatma Keskin (TR), Deniz Koç (TR), Ela Nur Kırdemir (TR), Miraç Efe Yılmaz (TR), Antonia-Ştefania Stoian (RO, Chairperson).

The European Youth Parliament aims to strengthen regional cooperation in the Black Sea to reduce pollution, restore marine ecosystems, and ensure the sustainable management of the region's environmental and fisheries resources. It further intends to foster cross-border synergy between Riparian States¹, to harmonise legislative frameworks, enforce stringent pollution controls, and ensure the long-term economic viability of coastal communities dependent on the blue economy.

Therefore, the European Youth Parliament,

- A. Observing that the Black Sea is [one of Europe's most polluted bodies of water](#), threatening the [marine ecosystems and livelihoods of the wider Black Sea region](#),
- B. Acknowledging that the geographical [semi-enclosed nature](#) of the Black Sea basin, combined with Bulgaria and Romania's [Exclusive Economic Zones covering just 15% of its area](#), presents inherent structural challenges for unified regional governance,
- C. Deeply concerned that the remaining majority of the basin is governed by [unaligned and overlapping national legislative frameworks](#), directly undermining uniform environmental enforcement across Riparian States,

¹ A riparian state is a country that borders a shared body of water and holds rights and responsibilities over its adjacent waters.

- D. Gravely concerned that land-based agricultural and urban effluents transport [over 80% of nitrogen and 90% of phosphorus](#) into the Black Sea via major river basins, accelerating nutrient enrichment and driving severe marine [eutrophication](#)²,
- E. Pointing out that environmental and pollutant monitoring protocols across the Black Sea basin remain [inconsistent and methodologically incompatible](#) among Riparian States,
- F. Further noting that enforcement of the Bucharest Convention³ (1992) [remains a critical, unresolved weakness](#), with implementation gaps persisting despite the Convention binding all six littoral states,
- G. Bearing in mind that Black Sea fisheries management has long lacked effectiveness [due to unclear, fragmented responsibilities](#) between National States, the EU, and the General Fisheries Commission for the Mediterranean⁴ ([GFCM](#)),
- H. Aware that small-scale vessels make up [over 90% of the EU's Black Sea fishing fleet and provide 83% of its total employment](#), while landing [only 30% of total weight and 40% of total value](#),
- I. Concerned that the region lacks long-term planning, as [Interreg NEXT Black Sea Basin programme](#) runs only through 2027, while the EU's own 2025 strategic approach to the Black Sea is confirmed to [carry no dedicated funding and action plan with clear implementation objectives](#),
- J. Deeply concerned that Russia's ongoing war against Ukraine hampers regional environmental cooperation, resulting in [the suspension of Russia's participation](#) in key cross-border initiatives such as the Interreg NEXT Black Sea Basin programme;

² [Eutrophication](#) is an environmental degradation process triggered by an excess of nutrients, primarily agricultural nitrogen and phosphorus, causing dense algal blooms.

³ [The Bucharest Convention](#) serves as the foundational legal framework for regional marine protection, legally committing all six littoral states [to prevent, reduce, and control](#) pollution in the Black Sea.

⁴ The General Fisheries Commission for the Mediterranean ([GFCM](#)) is a Regional Fisheries Management Organisation ([RFMO](#)) with the legal authority to adopt binding, basin-wide [conservation measures](#) and [catch limits](#) across all Black Sea littoral states.

1. Calls upon [the Black Sea Commission](#)⁵ to coordinate Contracting States' anti-pollution efforts by establishing a common framework concerning:
 - a. regular inspections of major polluters,
 - b. fines for industries and facilities that exceed legal pollution limits, with all collected revenue being used directly to finance Black Sea cleanup initiatives;
2. Urges Black Sea bordering Member States and non-EU partner countries to strictly regulate agricultural runoff by establishing binding national quotas on nitrogen-rich fertilisers and enforcing riparian buffer zones⁶ along major river basins feeding into the Black Sea;
3. Calls upon the Black Sea Commission to coordinate Contracting States' efforts to mitigate aquatic pollution by:
 - a. facilitating the construction and modernisation of municipal wastewater treatment infrastructure,
 - b. establishing maximum permissible thresholds for nitrogen and phosphorus concentrations in agricultural runoff,
 - c. establishing environmental monitoring stations at strategic wastewater discharge locations;
4. Encourages the General Fisheries Commission for the Mediterranean ([GFCM](#)) to issue guidelines restricting fertiliser application along major river basins while establishing monitoring mechanisms to reduce agricultural runoff into the Black Sea;
5. Calls upon the Directorate-General for Maritime Affairs and Fisheries ([DG MARE](#)) to propose seasonal fishing moratoria⁷ in severely degraded areas to enable fish stock and ecosystem recovery;
6. Asks Member States to monitor and regulate major river basins discharging into the Black Sea by:
 - a. enforcing strict limits on nitrogen-rich fertilisers used in agriculture to reduce soil degradation and nutrient runoff,
 - b. establishing legally protected marine and coastal terrestrial zones to curb overfishing and safeguard marine biodiversity;
7. Calls upon the Black Sea Commission to establish a permanent Black Sea Advisory Council, comprising economic experts, environmental scientists, and government

⁵ The Commission on the Protection of the Black Sea Against Pollution ([Black Sea Commission](#)) was established under [the Bucharest Convention](#) to ensure its provisions [are respected](#).

⁶ [Riparian buffer zones](#) are strips of permanent vegetation along rivers and streams that separate aquatic ecosystems from agricultural or urban land.

⁷ [Fishing moratorium](#) is a temporary government ban on fishing.



delegates, tasked with formulating harmonised policy recommendations on pollution mitigation and sustainable fisheries;

8. Encourages the Riparian States to create a joint fisheries management body composed of both EU and non-EU Black Sea states to prevent overfishing while ensuring long-term sustainability of marine resources by negotiating binding Total Allowable Catches⁸ (TACs);
9. Recommends the Directorate-General for Maritime Affairs and Fisheries ([DG MARE](#)) to establish a regional fund aimed at supporting small-scale fisheries by:
 - a. providing direct financial subsidies to small-scale fishers to mitigate economic transition costs,
 - b. facilitating the adoption of eco-friendly gear to minimise marine ecosystem degradation;
10. Calls upon all Riparian States to share environmental data and conduct joint inspections, further encouraging the development of unified operational frameworks for pollution management.

⁸ Total Allowable Catches ([TACs](#)) are catch limits set for most commercial fish stocks proposed by the European Commission and established annually by the Council of Ministers.



MOTION FOR A RESOLUTION BY THE COMMITTEE ON THE ENVIRONMENT, CLIMATE AND FOOD SAFETY (ENVI)

Sticking Around: *The widespread industrial use of per- and polyfluoroalkyl substances (PFAS) has increased contamination across Europe's waters and ecosystems, exacerbating concerns about long-term health and environmental risks. Against this backdrop, how can the EU combat PFAS pollution while supporting sectors that depend on these substances?*

Submitted by: Mehmet Halid Aslan (TR), Zeynep Araz (TR), Melike Şule İslamoğlu (TR),
Ceylin Tuba Köse (TR), İpek Taşel (TR), İpek Tutar (TR),
Bade Taşkara (TR, Chairperson).

The European Youth Parliament aims to minimise the adverse health effects and environmental pollution caused by per- and polyfluoroalkyl substances (PFAS). It seeks to achieve this by addressing the root causes of PFAS contamination through harmonised regulation, increased public awareness, and improved monitoring and clean-up efforts. Finally, it aims to reduce non-essential uses of PFAS while supporting safer alternatives and limiting emissions from essential applications, without disrupting industries and vital supply chains.

Therefore, the European Youth Parliament,

- A. Recognising that there are more than [10,000 identified types of PFAS](#), most of which [lack sufficient toxicity data](#),
- B. Observing that PFAS accumulate because [they do not break down in nature](#), causing long-lasting adverse effects such as [aquatic toxicity](#) and [disruption of microbial communities](#),
- C. Bearing in mind that PFAS accumulate in the body to the point where many individuals [exceed](#) the safe health limit, which is [linked to increased cholesterol](#), a [weakened immune system](#) and a [heightened risk of cancer](#),

- D. Fully aware that individuals are [continuously exposed](#) to PFAS through everyday consumer products, leading to [adverse health effects](#), with [children and pregnant women most affected](#),
 - E. Aware that removing PFAS from the environment once released is [extremely expensive](#) and [often impossible](#), because the carbon-fluorine bond is [one of the strongest](#) in chemistry,
 - F. Realising that a ban on one type of PFAS is easily circumvented by slightly modifying the chemical, as seen when [PFOA was replaced by GenX](#),
 - G. Considering that some properties of PFAS [cannot yet be replicated](#) by alternatives, meaning industries that rely on them, such as semiconductor manufacturing, medical devices, and aerospace, would be [severely disrupted](#) by a full ban,
 - H. Taking into account that the Stockholm Convention⁹ [has listed and restricted](#) several major PFAS as persistent organic pollutants, yet this covers only a small number of the thousands in use, [leaving most unregulated](#),
 - I. Acknowledging that fragmented and inconsistent approaches to PFAS across Member States create a [lack of policy harmonisation](#), hindering the development of a unified policy approach,
 - J. Believing that initiatives such as [LIFE CASCADE](#), while effective within their scope, have a [limited impact](#) due to their narrow extent,
 - K. Concerned that public awareness of PFAS remains low, with [only 29% of Europeans having heard of them](#);
-
- 1. Calls upon the Directorate-General for Research and Innovation ([DG RTD](#)) to delve deeper into research for understudied PFAS by prioritising funding for said research;
 - 2. Asks the Directorate-General for Environment ([DG ENV](#)) to expand PFAS emissions reporting requirements for industries and wastewater operators by introducing policies requiring such;

⁹ The [Stockholm Convention on Persistent Organic Pollutants](#) is a global environmental treaty that aims to protect human health and the environment from persistent organic pollutants.



3. Encourages Member States to support the funding of PFAS cleanup and destruction by imposing additional taxes on PFAS-emitting companies;
4. Asks the Directorate-General for Agriculture and Rural Development ([DG AGRI](#)) to limit PFAS contamination by restricting usage of biosolids on agricultural farmlands;
5. Urges the Directorate-General for Justice and Consumers ([DG JUST](#)) to regulate the retail of products containing PFAS by establishing mandatory informative product labels stating the health risks for said products;
6. Requests [ClientEarth](#) to collaborate with [CHEM Trust](#) to raise awareness on PFAS pollution by initiating awareness campaigns for their risks;
7. Encourages Member States to introduce information exchange on PFAS and consumer competencies by establishing it in educational curricula;
8. Asks DG ENV to minimise PFAS emissions for related industries by mandating waste management and water treatment standards;
9. Calls upon the Directorate-General for Taxation and Customs Union ([DG TAXUD](#)) to encourage Member States to impose taxation on non-essential uses of PFAS by establishing the Environmental Neutralisation Sanitation Fund (ENSA);
10. Urges ENSA to encourage anti-PFAS initiatives such as cleanup, filtration and toxicity evaluation research by providing financial support towards such initiatives;
11. Calls upon the European Environment Agency ([EEA](#)) to support the expansion of projects such as LIFE CASCADE by coordinating technical assistance helping industries reliant on PFAS;
12. Calls upon marine authorities within Member States to mitigate the lowering of PFAS from aquatic systems by deploying bubble fractionation techniques.



MOTION FOR A RESOLUTION BY THE COMMITTEE ON WOMEN'S RIGHTS AND GENDER EQUALITY (FEMM)

She4Sea: *In 2024, women represented only 19% of the workforce in the national maritime workforce authorities across Member States, and only 16% in the private sector workforce. How can the EU support its Member States in combatting the under-representation of women in the maritime sector?*

Submitted by:

Batu Beyhan (TR), Sure Günay (TR), Ekin Defne Kavakcı (TR),
Abdulaziz Köseoğlu (TR), Ceylin İpek Özatay (TR),
Beren Özşahin (TR), Defne Özyurt (TR),
Dwayne Leboeuf (FR, Chairperson).

The European Youth Parliament aims to combat the persistence of gender discrimination in the maritime sector, which contributes to the underrepresentation of women in both private and public spheres of it. Furthermore, it aims to reinforce and update existing legislation to ensure a fair and equal workplace in the sector for all genders. Finally, it aims to address structural barriers such as gender stereotypes, unsafe working environments, and limited access to education and leadership roles, while promoting a more inclusive maritime industry that actively supports women's participation and long-term career development.

Therefore, the European Youth Parliament,

- A. Acknowledging that stereotypes and obsolete cultural norms shape [individual perceptions](#) about the maritime sector, [discouraging women](#) from entering the workforce,
- B. Conceding the fact that [gender-based prejudiced stereotypes](#) discourage women from certain private sectors such as the maritime sector,

- C. Acknowledging that the necessity of tackling the [glass ceiling](#)¹⁰ restricting women's access to senior and leadership roles in the maritime industry, remains a priority,
- D. Alarmed by the fact that women are [less active in private maritime sectors](#) due to the lack of systemic accountability, credible data, and meaningful incentives for businesses to embed gender equality across leadership, operations, and supply chains,
- E. Recognising the [lack of adequate sanitary conditions and safety equipment](#) in maritime facilities causes women to avoid obtaining employment in the sector,
- F. Taking into account that [flags of convenience](#)¹¹ [weaken the enforcement](#) of already-taken measures aimed at providing a quality work experience,
- G. Deeply concerned that women are disproportionately exposed to [psychological and sexual harassment](#) in the maritime sector,
- H. Worried that the insufficient support for [work-life balance](#) could be discouraging for women in the maritime sector,
- I. Convinced that dismantling the [gender pay gap](#)¹² which sustains disparities in unequal compensation for equivalent work remains a core priority,
- J. Noting with concern that women face difficulties such as delays and rejections when [accessing maritime education and internships](#) due to gender-biased recruitment practices in various companies,
- K. Acknowledging that the [underrepresentation of women in the maritime sector](#) perpetuates a self-reinforcing cycle where the lack of female presence discourages further participation;

¹⁰ The [glass ceiling](#) refers to the metaphorical term describing the invisible, unwritten, and discriminatory barriers that prevent qualified women and marginalised groups from advancing into top managerial, executive, or board positions within an organisation.

¹¹ A [flag of convenience \(FOC\)](#) vessel is one that flies the flag of a country other than the country of ownership. Ships must be registered with a single country, even though they often operate in international waters.

¹² The [gender pay gap](#) refers to the difference in average earnings between working men and women, usually expressed as a percentage of men's earnings.

1. Calls upon the International Maritime Organization ([IMO](#)) to encourage women to join the maritime workforce by launching awareness campaigns;
2. Calls upon the Directorate-General for Mobility and Transport ([DG MOVE](#)) to ensure an increased proportion of female seafarers by introducing inclusive policies providing scholarships and unbiased recruitment and safe-on-board conditions;
3. Invites companies in the maritime sector to advertise senior and leadership roles by establishing transparent promotion criteria and gender-inclusive leadership training;
4. Calls upon the Directorate-General for Employment, Social Affairs and Inclusion ([DG EMPL](#)) to encourage the employment of women in the private sector by:
 - a. assigning authorised inspectors for monitoring the gender neutral environment that needs to be provided in the sector,
 - b. committing the work sites to Diversity, Equality and Inclusion (DEI)¹³,
 - c. offering flexible working arrangements and providing opportunities for growth and development such as mentoring schemes, leadership training, further education and job rotation programmes;
5. Urges the Directorate-General for Maritime Affairs and Fisheries ([DG MARE](#)) and the European Maritime Safety Agency ([EMSA](#)) to:
 - a. guarantee the protection of women in the working environment by supplying personal protective equipment,
 - b. regulate sanitary conditions by implementing policies ;
6. Invites the IMO to combat the non-enforcement of existing regulations linked to flags of convenience by strengthening oversight mechanisms and introducing binding measures ensuring compliance with international standards and safeguarding fair wages and working conditions for maritime employees;

¹³ **Diversity, Equality, and Inclusion (DEI)** means ensuring fair treatment, equal rights, and active representation for all people regardless of differences like gender, race, religion, disability, age, or sexual orientation

7. Calls upon independent research organisations to improve workplace safety and well-being in the maritime sector by:
 - a. conducting regular anonymous surveys assessing female maritime workers' experiences of psychological and physical harassment, workplace safety, and overall well-being,
 - b. establishing a secure and anonymous online platform for the collection of survey responses and confidential reporting;
8. Calls upon the EMSA to promote work-life balance in the maritime sector by establishing an EU-wide certification scheme for maritime companies;
9. Requests the Member States' Ministries of Employment to further dismantle the gender-pay gap by enforcing the [EU pay transparency rules](#) in the maritime sector to achieve a gender-neutral work environment;
10. Suggests the [World Maritime University](#) to ensure a fitting environment for women in the maritime sector by expanding anti-discrimination training for employers and trainers;
11. Proposes maritime transport companies to make the maritime sector appealing to women by creating internships exclusively designated for women;
12. Requests the DG EMPL to safeguard the confidentiality of personal information by introducing the use of anonymised CVs, the development of EU-wide guidelines on fair hiring practices, and collaboration with monitoring bodies to ensure compliance with non-discriminatory recruitment standards;
13. Calls upon Member States to promote career opportunities in the maritime sector by launching awareness programmes in secondary school career guidance for female students.

MOTION FOR A RESOLUTION BY THE COMMITTEE ON LEGAL AFFAIRS (JURI)

O Captain, My Captain!: *Although definitions of traditional ships are based on the presence of a crew and human operators, Maritime Autonomous Surface Ships (MASS) may rapidly change the way maritime transport operates. Considering the inadequacies of current liability frameworks, how can the EU react to outdated international codes to ensure the safe integration of unmanned ships into global trade, while proposing a shift towards a strict liability approach?*

Submitted by:

Dila Aljemaily (TR), Neris Kayahan (TR), Yasemin Memiş (TR),
Azra Oruç (TR), Bohdana Shevchenko (UA), Lara Yaya (TR),
Lina Uslu (DE, Chairperson).

The European Youth Parliament aims to reform the current maritime liability frameworks to align them with the definitions and mechanisms of Maritime Autonomous Surface Ships¹⁴ (MASS). Furthermore, it strives to ensure that the process of identifying a liable party in the event of a collision is fair. Finally, it seeks to protect victims' compensation.

Therefore, the European Youth Parliament,

- A. Acknowledging that current [liability frameworks may leave victims uncompensated](#) in cases of collisions [due to negligence](#),
- B. Concerned that [existing maritime legislation](#) does not adequately regulate MASS vessels, creating [legal loopholes and regulatory uncertainty](#),

¹⁴ A Maritime Autonomous Surface Ship ([MASS](#)) is a ship which, to a varying degree, can operate independently of human interaction.

- C. Noting that existing international maritime frameworks, including the United Nations Convention on the Law of the Sea ([UNCLOS](#))¹⁵, take a human-centric approach towards naval definitions, leaving remotely operated and [autonomous ships in a legal grey area](#),
 - D. Bearing in mind [differing maritime infrastructure](#) across Europe, leading to an [ineffective implementation](#) of common maritime legislation,
 - E. Deeply concerned by the increasing risk of maritime collisions caused by the [operational overlap](#) of MASS and smaller vessels,
 - F. Alarmed by the [lack of a mandatory insurance framework](#) for MASS vessels, leading to [financial and legal liabilities](#),
 - G. Concerned by the reliance on Artificial Intelligence (AI) decision-making processes leading to the [vulnerability of third-party attacks](#),
 - H. Stressing that [undefined liability benchmarks](#) impede the proper integration of MASS through legal and economic hindrances,
 - I. Underlining [fragmented flagship registrations](#) of MASS ships, slowing down the integration into global trade;
-
- 1. Calls upon the Directorate-General for Mobility and Transport ([DG MOVE](#)) to compensate victims in cases of proven technological fault or negligence by establishing an EU-wide liability framework for MASS;
 - 2. Requests DG MOVE to propose amendments to existing EU maritime legislation by introducing clear legal provisions, specifically regulating MASS;
 - 3. Urges the European Maritime Safety Agency ([EMSA](#)) to extend the [SafeSeaNet](#) platform by:
 - a. [expanding the collision-avoidance systems](#),
 - b. [integrating real-time vessel tracking](#),
 - c. [planning dedicated navigation rules for autonomous ships](#),
 - d. [establishing regular software updates for AI vessel systems biannually](#);

¹⁵ The United Nations Convention on the Law of the Sea ([UNCLOS](#)) is the comprehensive international legal framework governing all uses of the world's oceans and seas.



4. Encourages Member States to harmonise national maritime legislation by implementing common EU legal standards for the registration and operation of MASS;
5. Recommends the International Maritime Organization ([IMO](#)) to revise international maritime conventions, including UNCLOS, by introducing legal definitions and operational rules for remotely operated and autonomous vessels;
6. Advises Member States to require compulsory insurance for all MASS by covering accidents and environmental damage liability;
7. Asks EMSA to support Member States in modernising maritime infrastructure by developing common technical standards and providing technical assistance for MASS integration;
8. Instructs DG MOVE to define the legal responsibilities of manufacturers, software developers and vessel operators in the event of accidents involving MASS by introducing a clear liability framework.

MOTION FOR A RESOLUTION BY THE COMMITTEE ON FISHERIES (PECH)

Holy Mackerel!!: *The EU has warned that mackerel stocks in the Northeast Atlantic are being depleted at unsustainable rates. According to the North-East Atlantic Fisheries Commission (NEAFC), continued disagreements over catch limits risk severe overfishing, threatening marine ecosystems, food security, and the livelihoods of millions of Europeans who depend on the fishing industry. With fish stocks declining and international cooperation on quotas proving difficult, what steps can the EU take to ensure the sustainable management of fish populations while protecting both marine biodiversity and the economic future of coastal communities?*

Submitted by: Ayşe Aydın (TR), Altuğ Büyükkayıkçı (TR), Ada Ergin (TR), Melek Göktaş (TR), Onur Halilov (BG), Defne Öcal (TR), Ali Serbest (FI), Ece Nur Yiğit (TR), Huda Ahmed (NO, Chairperson).

The European Youth Parliament aims to replace short-term, unilateral quota-setting with a long-term, science-based framework for managing Northeast Atlantic mackerel stocks. It seeks to establish closer cooperation between EU institutions, the International Council for the Exploration of the Sea (ICES) and coastal countries to align catch limits with scientific advice and shifting migration patterns. Finally, it aims to protect fisheries-dependent communities while restoring market confidence in the sector.

Therefore, the European Youth Parliament,

- A. Alarmed that the water temperatures and [marine ecosystems are changing](#) rapidly, leading to existing fisheries [management frameworks](#) failing to adapt to the rapid pace of these environmental changes,
- B. Observing that shifting fish migration patterns have altered the [distribution](#) of shared fish stocks among coastal states,

- C. Recognising that [challenges remain](#) in ensuring effective fisheries management and sustainable quota regulation within the EU,
 - D. Concerned by the EU's tendency to [rely on annual quota negotiations and short-term fisheries management measures](#), rather than implementing a long-term fisheries management strategy,
 - E. Fully aware that coastal communities are [economically dependent](#) on fisheries,
 - F. Alarmed by the decline in fish stocks caused by [overfishing and by catching along the Northeast Atlantic coast](#), which [threatens the region's biodiversity](#),
 - G. Aware of the fact that [coastal states often reject scientifically recommended quotas](#), as each country seeks a share that maximises its own economic interest, making the sustainable and fair distribution of fishing quotas difficult,
 - H. Observing that the combination of ecological and economic pressures has [weakened market confidence](#), affecting the sustainability of Northeast Atlantic mackerel fisheries;
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- 1. Requests Regional Fisheries Management Organisations ([RFMOs](#)) to pursue the certification of marine life management frameworks' sustainability by introducing an emergency action centre;
 - 2. Urges North-East Atlantic coastal states to maintain more viable fisheries management by forming an accord aiming to put a stop to overfishing;
 - 3. Calls upon the Directorate-General for Maritime Affairs and Fisheries ([DG MARE](#)) to make use of the European Maritime, Fisheries and Aquaculture Fund ([EMFAF](#)) to develop a long-term sustainable fisheries strategy by:
 - a. enhancing sustainable fishing training programs,
 - b. providing financial assistance to sustainable fishing operators,
 - c. enforcing measures to mitigate the overexploitation of marine resources;



4. Calls upon DG MARE to mitigate the economic consequences of quota reductions on coastal communities by:
 - a. providing temporary financial support to individuals whose livelihoods are affected by fishing quota reductions,
 - b. allocating funding to local and regional governments for the establishment of fish repopulation facilities;
5. Calls upon [ICES](#) to improve the science-based recommendations for seasonal and regional fishing restrictions and adaptive catch limits informed by real-time stock assessments by continuing to assess fish migration patterns, spawning areas, and stock dynamics;
6. Advises the Directorate-General for Maritime Affairs and Fisheries ([DG MARE](#)), together with Producer Organisations recognised under [Article 6 of Regulation No 1379/2013](#), to allow consumers to make informed purchasing decisions by introducing a simplified A to D sustainability indicator for fishery products based on the most recent ICES stock assessments;
7. Calls upon the European Fisheries Control Agency ([EFCA](#)) to encourage sustainable fishing practices and reduce pressure on marine ecosystems by increasing cooperation with Member States on common procedural agreements.



MOTION FOR A RESOLUTION BY THE COMMITTEE ON SECURITY AND DEFENCE I (SEDE I)

Catch Me If You Can: *With Russia's recent shadow fleets sailing under complex, opaque ownership structures to avoid sanctions by the EU, these substandard ships and undertrained personnel risk causing accidents, oil spills, and damage to critical maritime infrastructure whilst also posing risks to the global economy. What can the EU do to tackle the circumvention of sanctions and counter shadow fleets by sanctioned countries?*

Submitted by:

Asya Çelik (TR), Ali Kuzey Gültekin (TR), Solomiia Kalitovska (UA),
Mustafa Makbuloğlu (TR), Selim Oruç (TR), Aslı Deniz Yüksel (TR),
Emir Louis Özatik (TR, Chairperson).

The European Youth Parliament aims to safeguard European maritime security and the global economy by dismantling the operational capabilities of shadow fleets used to circumvent international sanctions. Furthermore, it aims to mitigate the influence of third-country intermediaries and hold evasive vessels accountable by establishing comprehensive intelligence networks and stringent maritime certification processes. Furthermore, it seeks to actively protect critical undersea infrastructure and vulnerable marine ecosystems from the severe hybrid warfare tactics and environmental hazards posed by these substandard ships.

Therefore, the European Youth Parliament,

- A. Acknowledging that shadow fleets¹⁶ are often outdated and therefore risk causing oil spills and other hazardous substances, thus endangering marine species,
- B. Anxious about Russia circumventing sanctions by selling oil at unregulated prices, providing it with the financial means to continue its war with Ukraine,

¹⁶ Shadow fleets consist of maritime vessels explicitly structured to evade international sanctions by masking their identities, owners, and movements.



- C. Concerned by shadow fleets relying [on third-country intermediaries](#)¹⁷, leaving companies to fear trading with Russia and having to make a choice [between trading with Russia and the EU market](#),
- D. Affirming that shadow fleets are [destroying internet infrastructure](#) and [undersea cables](#) by dragging anchors, thus being tools of hybrid warfare and sabotage,
- E. Concerned by the personnel working in shadow fleets often being inexperienced and brought on board with [unreliable insurance documents](#), ultimately risking their lives,
- F. Aware of the ongoing structural challenges in enforcing the [G7 price cap](#)¹⁸ [mechanism](#), which reduce the overall impact of energy sanctions and highlight the need for strengthened compliance frameworks across international maritime routes,
- G. Recognising that shadow fleets generally rely on [the right of innocent passage through territorial waters](#) under the United Nations Convention on the Law of the Sea ([UNCLOS](#)), making it legally challenging,
- H. Keeping in mind that practices involving the transfer of oil through Ship-to-Ship ([STS](#))¹⁹ vessels at sea, to obscure its origin, lead to [danger and significant risk of accidents for other ships](#) on the water,
- I. Concerned by the fact that shadow fleets [blur navigation systems](#) that are used by [European defence forces](#), resulting in [grave risks in defending the sea](#);

¹⁷ [Third-Country Intermediaries](#) are foreign financial entities and corporate service providers that offer the administrative support and insurance necessary for shadow fleets to operate and evade sanctions.

¹⁸ [G7 Price Cap](#) is a \$60 price cap set on the buying and selling of Russian crude oil set by the G7 to discourage the Russian market from selling to the EU.

¹⁹ [Ship-to-Ship](#) is the transfer of cargo between two ships alongside each other, either while stationary or underway.

1. Proposes to the Directorate General for Economic and Financial Affairs ([DG ECFIN](#)) to prevent third-country sanction circumvention by establishing the European Certified Maritime Trade Network (ECTN);
2. Suggests the ECTN mitigate the issue of trading with uncertified entities by issuing Transparency Certificates;
3. Urges the Member States to prepare for future oil spills by increasing the prevalence of oil-eating bacteria species, such as Alcanivorax, Marinobacter, and Pseudomonas across European Waters;
4. Calls upon the European Commission to establish a European Maritime Trade and Energy Transparency Agency, by including a subsidiary Maritime Oversight Council of 8 members, drawn from the Baltic, Southern, and Central European maritime regions, tasked with monitoring maritime energy trade flows;
5. Calls upon the Directorate General for Trade ([DG Trade](#)) to combat third-party countries' trade relations with Russia by offering them beneficial trade or compensation agreements;
6. Encourages the European Border and Coast Guard Agency ([FRONTEX](#)) to collaborate with [EU INTCEN](#) and the navies of Baltic Sea Member States in protecting submarine internet infrastructure in the Baltic Sea by deploying underwater monitoring sensors and coordinating real-time interventions;
7. Calls upon the national maritime authorities to strengthen the Port State Control ([PSC](#)) inspections on vessels' insurance by checking its source and validity period, as well as the job certificates of the personnel working on the vessels in accordance with the [Paris MoU and Directive 2009/16/EC](#);
8. Urges the Directorate-General on Energy ([DG ENER](#)) to promote investments in renewable energy resources to diversify the EU's energy needs and reduce dependence on foreign oil and Russia's profits;
9. Calls upon the European Union Intelligence Analysis Centre ([EU INTCEN](#)) to establish an EU Maritime Intelligence Fleet system tasked with monitoring vessels suspected of noncompliance with the G7 sanctions by cooperating with Member States in such a task;



10. Encourages UNCLOS parties to develop interpretive guidelines clarifying that repeated AIS manipulation and unsafe ship-to-ship transports may constitute activities incompatible with the concept of innocent passage by cooperating with the International Maritime Organisation ([IMO](#));
11. Proposes to the European Maritime Safety Agency ([EMSA](#)) the establishment of designated STS transfer zones under the supervision of participating coastal authorities, requiring prior notification and continuous AIS tracking during all STS operations;
12. Calls upon the Directorate-General on Defence Industry and Space ([DG DEFIS](#)) to ensure that jamming systems do not interfere with all the radio signals by providing more satellites to the Galileo Navigation System.

COMMITTEE ON SECURITY AND DEFENCE II (SEDE II)

Strait Talk: *As geopolitical instability increasingly threatens the security of critical maritime routes, Europe's deep dependence on a small number of seaborne chokepoints for energy, food, and industrial supply chains has been laid bare. Against this backdrop, how can the EU reduce its strategic vulnerabilities and develop a coherent maritime security strategy that protects the resilience of European trade?*

Submitted by:

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Elis Gökgöz (TR), Sude Şahin (TR),
Ahmet Şükrü Ünal (TR), Ahmet Evren Yücel (TR),
Ata Deniz (TR, Chairperson).

The European Youth Parliament aims to increase the EU's capacity to defend itself against the risks and security threats in relation to the maritime trading routes, maritime chokepoints, and ports. It seeks to increase cooperation among Member States, the presence of the Union in maritime matters, and promote investment in the development of naval and port security. Finally, it aims to limit the EU's reliance on reactive responses and increase the emphasis on preventive steps and cooperation with non-EU countries that control the maritime chokepoints.

Therefore, the European Youth Parliament,

- A. Acknowledging [the dependency of the EU on maritime trade routes and non-EU-controlled chokepoints](#) for the transportation of goods, energy, and vital resources,
- B. Expressing its concerns about the [fragmentation of the naval capacity](#) of the EU and its reliance on voluntary commitments by Member States,
- C. Noting with concern that the lack of a binding operational commitment and [coordinated defence procurement](#) reduces the potential for the EU to maintain a constant maritime capacity,

- D. Alarmed by the reactive nature of the [EU's maritime security operations](#), which oftentimes fail to deter disruptions,
 - E. Recognising that disruptions in maritime routes lead to increased distance and consequently [increased cost of transportation, fuel consumption, and time needed for delivery](#) of goods,
 - F. Deeply concerned by disruptions of maritime routes affecting [manufacturing, supply chains, and the economic stability](#) of Member States,
 - G. Recognising the [vulnerability of major European ports to cyber-attacks](#) because of interconnectedness and real-time data exchanges used in their operations,
 - H. Further expressing concerns about [physical disruptions, sabotage, congestion, jamming of satellites, and infrastructure disruptions](#), which can lead to disruption of trade of European ships once they are at port,
 - I. Observing that the Trans-European Transport Network ([TEN-T](#)) and upgrades of European ports cannot prevent [disruptions in non-EU maritime chokepoints](#),
 - J. Noting with alarm that the [dependency of the EU on maritime routes for the importation of oil, liquefied natural gas, and other sources of energy](#) poses great threats to the overall energy security of Member States;
-
- 1. Invites the European External Action Service ([EEAS](#)) to promote easier information exchanges, protection of port infrastructures, and the safe navigation of commercial vessels by negotiating maritime security agreements with non-EU countries that control strategic chokepoints;
 - 2. Instructs the Directorate-General for Maritime Affairs and Fisheries ([DG MARE](#)) to ensure the continuous presence of the EU navy in strategically vulnerable maritime areas by further developing the [current strategy in use](#) to address issues effectively;
 - 3. Requests the European Defence Agency ([EDA](#)) to promote coordinated maritime defence procurement efforts in the area of interoperable surveillance, communication and unmanned maritime systems by establishing joint procurement programmes and common technical standards for Member States;



4. Asks the EDA to improve interoperability, information exchange in real time, joint maritime exercises and early warning by cooperating with Allied Maritime Command ([MARCOM](#)) of NATO;
5. Calls upon the EEAS to adopt more preventive maritime security operations by:
 - a. further developing currently existing early warning mechanisms regarding potential dangers,
 - b. developing rapid-response plans to minimise the impact of maritime disruptions on commercial vessels;
6. Invites the Directorate-General for Mobility and Transport ([DG MOVE](#)) to establish an EU Maritime Transport Contingency Framework by:
 - a. mapping alternative ports and transport corridors,
 - b. coordinating the diversion of important goods in case of maritime disruptions,
 - c. reinforcing emergency rail, road and inland waterway connections between European ports;
7. Invites the European Union Agency for Cybersecurity ([ENISA](#)) to enhance the resilience of the EU ports through:
 - a. stress testing of cyber and physical safety of ports,
 - b. enhanced cooperation between port authorities, coast guard, police, customs service and intelligence agencies,
 - c. securing backup energy, communications, satellite navigation and loading facilities;
8. Requests the Directorate-General for Energy ([DG ENER](#)) to minimise dependence on energy transported via vulnerable maritime routes by:
 - a. diversifying suppliers and transport connections of the energy,
 - b. increasing production of renewable energy and its capacity to store said energy,
 - c. enhancing cross-border energy connections and keeping strategic energy reserves.

MOTION FOR A RESOLUTION BY THE COMMITTEE ON TRANSPORT AND TOURISM I (TRAN I)

Do Not Come to My Town!: *European coastal cities and islands are facing growing challenges from overtourism, driven by the rapid expansion of the cruise industry. Popular destinations are struggling with overcrowded ports, environmental degradation, increased waste production, and pressure on local infrastructure, while many communities remain economically dependent on maritime tourism. With cruise passenger numbers continuing to rise, what steps can the EU take to ensure that coastal tourism remains both environmentally sustainable and economically beneficial?*

Submitted by: Özer Özkan Arcan (TR), Stefano Bruno (IT), Bertuğ Büyükkayıkçı (TR), Yasemin Erol (TR), Can Saner (TR), Damla Nil Tamer (TR), Ayşe Rana Usta (TR), Özgü Erhan (TR, Chairperson).

The European Youth Parliament aims to alleviate the negative environmental, cultural, social, and infrastructural impacts that cruise overtourism has on European coastal cities and islands, while protecting their economic stability. Furthermore, it seeks to stabilise tourism by enforcing stricter standards on cruise ship emissions and port capacity, and by including local communities in decision-making processes. Finally, it aims to protect marine ecosystems, support local economies, and foster a more sustainable and balanced tourism model that enhances the experience of both local communities and tourists.

Therefore, the European Youth Parliament,

- A. Alarmed by the [increasing cost of living in popular tourist destinations](#), due to the impact that touristic attractiveness has [on local markets](#),
- B. Aware that coastal cities remain [economically dependent](#) on cruise tourism, negatively impacting their economic stability,

- C. Keeping in mind that cruise tourism remains primarily seasonal, [causing imbalances in populations in touristic cities](#),
 - D. Emphasising that the [perspective of local communities on overtourism](#) is often not taken into account by local authorities,
 - E. Concerned that tourists are [unevenly distributed](#) across different destinations, resulting in overtourism in popular areas,
 - F. Taking into account that popular destinations may gradually [lose their cultural identity](#) due to the replacement of authentic traditions by marketable attractions to meet tourist expectations,
 - G. Observing that the continued growth of the tourism sector is placing [pressure on ports](#), which are oftentimes met with demands disproportionate to their limited capacity,
 - H. Further noting that tourism accounts for [approximately 8.8% of global greenhouse emissions](#), causing air and water pollution, as well as negatively affecting the local population and biodiversity,
 - I. Cognisant of the fact that cruise ships may use [fuel with sulphur levels up to 0.1% compared to the limit of 0.001%](#) of the one used in road vehicles, contributing to sea and land acidification and fine dust;
-
- 1. Encourages Member States to prevent excessive price changes in tourism services across destinations by establishing transparent pricing regulations and monitoring mechanisms;
 - 2. Invites the European Regional Development Fund ([ERDF](#)) to assist coastal cities in developing strategically by allocating funding to important sectors, such as renewable energy, Artificial Intelligence (AI), and digital services;
 - 3. Encourages Member States to promote less preferred tourist destinations across different seasons by sponsoring advertisements and organising promotional tours;
 - 4. Requests the Member States to include residents in the legislation of policies on cruise tourism by conducting online consultation surveys;
 - 5. Calls upon Member States to balance the tourism flow across their territories by investing in infrastructures of less popular tourist destinations;



6. Instructs the European Travel Commission ([ETC](#)) to encourage schools to organise trips to niche touristic destinations;
7. Calls upon the Directorate-General for Education, Youth, Sport and Culture ([DG EAC](#)) to assist in preserving cultural heritage by developing a quantitative index to assess cultural impacts of tourists on cultural heritage;
8. Suggests Member States preserve locally rooted cultural practices by establishing grant schemes to support local artisans and traditional businesses in touristic destinations financially;
9. Calls upon the Directorate-General for Mobility and Transport ([DG MOVE](#)) to regulate the number and scheduling of cruise ship arrivals based on the ports' capacity, by supporting the implementation of port call management systems across major EU cruise ports;
10. Calls upon the DG MOVE to establish common sustainability certification practices for cruise ships by unifying currently existing legislation, such as the [FuelEU Maritime Regulation](#), [the EU Monitoring, Reporting and Verification \(MRV\) Regulation](#), and the [Port Reception Facilities Directive](#);
11. Calls upon the Directorate-General for Taxation and Customs Union ([DG TAXUD](#)) to promote sustainable fuels by reducing the carbon tax for cruises that opt for sustainable fuels with low sulphur percentages;
12. Instructs the Directorate-General for Research and Innovation ([DG RTD](#)) to invest in research on sustainable fuels.



MOTION FOR A RESOLUTION BY THE COMMITTEE ON TRANSPORTATION AND MOBILITY II (TRAN II)

Sailing Ahead: *While the EU requires all vessels docking at European ports to meet binding emissions targets and pay carbon charges, a global IMO agreement initiated in April 2026 was stripped of its pricing mechanism, leaving European operators subject to costs their international competitors do not face. How can the EU advance the decarbonisation of maritime transport without creating a competitive disadvantage for its own ports, industries, and traders?*

Submitted by: Rengin Ada Aksakallı (TR), Arhan Bora (TR), Ata Canberk (TR), Doruk Gökçe (TR), Öykü Tuncel (TR), Belinay Türkoğlu (TR), Ayşe Serra Yılandı (TR), Meryem Nazlı Bora (TR, Chairperson).

The European Youth Parliament aims to improve the decarbonisation of maritime transport while protecting the competitiveness of European ports, shipping companies, industries and traders. It seeks to prevent carbon leakage and cargo diversion by reducing opportunities for companies to avoid EU environmental rules through non-EU ports. It further aims to encourage investments in clean fuels, port infrastructure, and accessible technologies with low carbon emissions, as well as to promote equivalent environmental and technological standards between nations through cooperation with the International Maritime Organisation (IMO). Lastly, the resolution aims to promote Europe's long-term economic resilience.

Therefore, the European Youth Parliament,

- A. Aware that the EU's impact on global carbon emissions remains constrained, given that its regulations and authority [do not extend to non-EU countries](#), while international climate commitments such as the IMO's Net-Zero Framework are [yet to be fully implemented](#),
- B. Noting with concern the competitive disadvantage faced by European shipping companies under the [EU ETS and FuelEU](#) Maritime regulations as international competitors can avoid [EU ports or exploit land routes to evade emissions payments](#), therefore:

- a. making the former's goods less competitive than those of non-EU producers, [discouraging long-term investment in the EU maritime sector](#),
 - b. increasing [supply chain complexity](#) due to the rerouting of cargo through non-EU ports, increasing delivery times, transport costs, and the risk of delays, reducing the efficiency and reliability of trade for European businesses,
- C. Further concerned that cargo diversion from maritime to land transport may weaken the effectiveness of decarbonisation efforts, as land-based transport emits significantly [more greenhouse gases per kilometre than maritime transport](#),
- D. Concerned by the loss of tax revenue generated by [EU ports as external traders reroute their goods through non-EU ports](#),
- E. Acknowledging that, for maritime transport, renewable energy sources remain [more expensive than fossil fuels](#), causing companies to refrain from using the former,
- F. Deeply disturbed that battery-electric powered maritime transport remains underexplored, as:
- a. market-ready battery-powered vessels are currently [limited to](#) short-distance routes due to [excessive size and weight](#),
 - b. energy density in current battery [technology](#) remains insufficient to sustain larger vessels on larger routes,
 - c. ships may be unable to connect because onboard and port-side systems use incompatible technical standards,
 - d. ports equipped with onshore electricity [may lack sufficient grid capacity](#) to meet the power demands of large vessels,
- G. Emphasising that FuelEU Maritime²⁰ and the European Union Trading System ([EU ETS](#)²¹) only apply to commercial ships above 5,000 gross tonnes, despite the European Commission [finding](#) that smaller vessels outside the legislation's scope emit 11 million

²⁰ [FuelEU Maritime](#) is a Fit for 55 regulation limiting the annual average greenhouse gas intensity of energy used on board ships above 5,000 gross tonnage, regardless of flag.

²¹ [EU ETS](#) is the world's first and largest international "cap-and-trade" carbon market.

tonnes of CO₂, leaving a significant share of the sector without sufficient environmental legislation,

- H. Further alarmed that emission reductions achieved under the ETS through slower sailing on EU-regulated routes [may be offset](#) by shipping companies increasing speed on non-EU routes to make up lost time, with this additional speed burning more fuel and generating more pollution elsewhere, ultimately undermining the regulation's overall climate benefit;
1. Calls upon the Directorate General for Mobility and Transport ([DG MOVE](#)) to pursue stronger international cooperation through the IMO by working towards the adoption of comparable emissions legislation among major non-EU trading partners;
 2. Urges Member States to establish targeted financial support mechanisms to ease compliance costs and promote sustainable fuel adoption within the maritime sector, by offering subsidies to industries most affected by rising compliance costs, particularly small and medium-sized enterprises;
 3. Calls upon the European Maritime Safety Agency ([EMSA](#)) to strengthen monitoring of cargo rerouting and port-call diversion, by making investments in AI-based cargo tracking systems to improve logistics efficiency and better predict delays;
 4. Encourages DG MOVE to promote maritime transport as the preferred mode for long-distance freight within EU jurisdiction by:
 - a. launching awareness campaigns,
 - b. providing financial support for preferential infrastructure under the [Connecting Europe Facility](#);
 5. Calls upon the Directorate-General for Climate Action ([DG CLIMA](#)) to reduce the economic impact of EU carbon legislation by measures including, but not limited to:
 - a. offering financial incentives, such as reduced port fees or green subsidies, to shipping companies that invest in cleaner technologies,
 - b. allocating a designated portion of the European Union Trading System ([EU ETS](#)) maritime auction revenues toward the EU Innovation Fund;
 6. Calls upon DG CLIMA to establish a market-entry adjustment mechanism, modelled on the Carbon Border Adjustment Mechanism ([CBAM](#))²², whereby goods unloaded at a non-EU

²² Carbon Border Adjustment Mechanism ([CBAM](#)) is an EU regulatory tool that places a carbon tax on imported carbon-intensive goods.

port, and subsequently transported into it, are subject to an equivalent fee reflecting the ETS cost avoided;

7. Urges EMSA to support the testing, certification and large-scale deployment of innovative maritime technologies, including but not limited to green e-methanol, Wind-Assisted Propulsion Systems (WAPS) and sustainable biofuels by establishing a framework of safety standards;
8. Encourages DG MOVE, in collaboration with the European Investment Bank, to promote battery electric maritime transport by:
 - a. establishing partnerships between battery manufacturers and shipbuilders to develop lighter, more energy-dense batteries suitable for large vessels,
 - b. mandating the adoption of a single EU-wide technical standard, such as the [ISO/IEC/IEEE 80005 series](#), for onshore power connections;
9. Calls upon the EMSA to facilitate the gradual inclusion of a larger share of the maritime sector's emissions by:
 - a. gradually extending FuelEU Maritime and EU ETS requirements to commercial vessels below the 5,000 gross tonnes threshold
 - b. by strengthening the THETIS-MRV monitoring system to accommodate the increased number of vessels and ensure accurate tracking of fuel intensity and emissions data across the expanded fleet;
10. Requests the Directorate-General for Climate Action ([DG CLIMA](#)) to extend monitoring, reporting, and verification (MRV) requirements to cover fuel consumption and speed data for full voyages, including non-EU-regulated legs by:
 - a. requiring shipping companies to include voyage-wide fuel consumption and speed logs, not just EU/EEA port calls, in their existing annual MRV reports,
 - b. creating a standard 'speed variance indicator' to flag vessels that speed up notably on non-regulated legs right after sailing slower on EU-regulated ones to save fuel.



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