

## Newsletter January 2020

### ETA brings together experts to discuss sustainable shipping

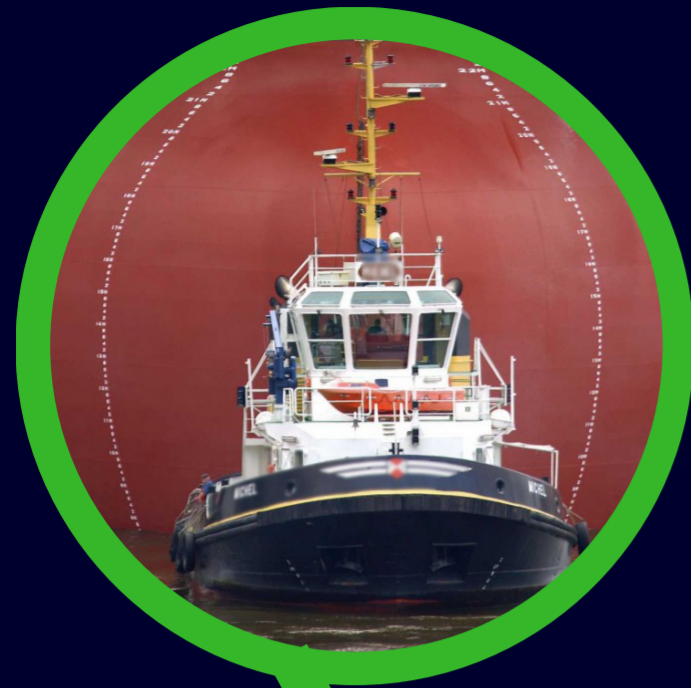
ETA is organising an event within the context of the European Shipping Week dedicated to sustainable shipping. "50 shades of green" will bring together different actors from several sectors (business, NGOs, ports, EU Commission...) to demonstrate how different players have diverse perspectives on greening the industry. This goal does not only involve reducing emissions but also developing solutions to other issues that already pose a big challenge to the sector such as recycling and reusing, treating marine waste or reducing any possible spills to the minimum.

There is no one size fits all solution and greening the industry involves a series of actions to reduce its environmental impact in several areas that must complement emissions reduction. The scope would be to bring about an awareness of the different technologies and operational practices the industry can adopt to become more environment friendly in the wide sense.

The event shall take place on the 19th of February at The Hotel, (Boulevard de Waterloo 38, 1000) from 09.00 to 10.30h. You can find more information here.

Moreover, ETA Chairman is presenting the report on the Economic impact of the European towage sector on Monday afternoon. The study carried out by ECORYS at the request of the European Tugowners Association analyses the essential economic impact of our industry on the EU economy in terms of investment, employment or cargo moved among other figures.

The European Shipping Week is a platform where EU policy-makers can meet and engage with European shipowners and other stakeholders from the maritime sector. The focus is on shipping, in all its different aspects. The European Shipping Week is the brainchild of the European Community Shipowners' Association and is run by a steering committee made up of the main European shipping organisations among which, ETA.







## Stakeholders in the Maritime Logistics Supply Chain urge the EC to reconsider its decision on the extension of the Consortia BER

CLECAT, ETA, EBU, ESC, FEPORT, GSF, GSA and UIRR representing users of liner shipping services and service providers of the maritime logistics chain jointly object to the prolongation of the Consortia Block Exemption Regulation (CBER).

Not only has the Commission largely dismissed the views of the users, operators and service providers in the supply chain, the associations all share the view that there are many legal flaws in the arguments put forward by the Commission. These flaws relate to many issues – missing

data, one-sided assumptions on efficiency gains disregarding non-rate related parameters, lack of a proper definition of relevant geographic markets to assess market shares and a complete failure to identify remaining benefits to users if the CBER would be continued.

In view of these legal flaws, and considering the CBER is a disproportionate and excessively liberal concession from normal competition rules; considering the absence of clear benefits for the associations, as demonstrated in the various submissions from the associations, jointly and individually, and the lack of enforceability of the CBER due to missing data, the proposed four-year extension is problematic; considering that during these four years, the current CBER regime could cause serious and irreparable harm to the European maritime logistics sector.

The associations urge the Commission not to extend the CBER by another four years and to conduct a proper objective evaluation of the Consortia BER over the coming year in view of the need to collect data and assess evidence received.



## The Croatian EU Council Presidency includes maritime affairs among its priorities

The Croatian government is presiding the EU Council for this semester. After a series of presidencies that did not pay a special attention to maritime affairs, Croatia has include several shipping issues among its priorities.

The main Croatian initiative in this field will be the organisation of a debate on a new EU strategy for a competitive and sustainable shipping sector that should respond to the industry's challenges at both EU and global levels. The objective of this debate is to propose Council conclusions that should be the basis for a new European Shipping Strategy.

The Presidency will keep on working with Member States within the International Maritime Organisation in order to continue with the implementation of the IMO strategy to reduce greenhouse gas emissions from ships, and to adopt the appropriate measures to reduce these emissions by 50% by 2050. In order to upgrade and finalise the TEN-T, the Presidency will continue to work on two legislative proposals: the proposal for streamlining measures for advancing the realisation of the Trans-European Transport Network, and the proposal on the Connecting Europe Facility for the 2021-2027.

# Next events

17-21 February

European Shipping Week

Brussels

27-29 May

ETA 57th Annual Meeting

Cork

