

Newsletter February 2020

“50 shades of Green” was the perfect occasion to discuss the future of shipping

ETA seized the opportunity of the 3rd European Shipping Week to discuss the different approaches that can be taken so as to reduce shipping emissions. The event “50 shades of Green” was the perfect occasion to discuss the future of shipping and the steps the sector must take to reduce its emissions amongst different stakeholders.

The panel, moderated by Florence Ranson brought together 4 speakers representing different sectors that will play an essential role in greening the shipping industry, plus a EU Commission official who outlined the EC policies and actions to assist the sector in its decarbonization objectives.

Christophe Tytgat, Secretary General of the European Shipyards & Maritime Equipment Association opened the floor underlining the considerable challenge the European Green Deal will pose and how it can become the perfect opportunity to develop a sustainable and competitive shipping sector.

Barbara Jinks, Director Government Relations at Gas Infrastructure Europe analysed the important role LNG is going to have in the short and medium term. Unlike other alternative solutions LNG is already available in the EU major ports, safe and commercially viable with competitive prices.

Nicolas Brahy, Managing Director of Hydrogen Europe highlighted the hydrogen industry capacity to become a viable shipping fuel alternative in the medium and long term. A technological alternative that is already feasible in the towage sector as it has a series of advantages like the size of ships and their type of operations.

Celine Audenaerdt, Technical Manager at the Port of Antwerp described the decarbonization projects the Flemish port is implementing. As the second busiest EU port, Antwerp wants to become a catalyst for the use of green and alternative fuels in the bunker market.

Antoine Kedzierski, EU Commission Policy Officer outlined the main goals and measures included in the European Green Deal, among others, the inclusion of the shipping sector in the EU Emissions Trading System. These challenging goals impose the rapid advancements in the use of innovative low or zero emissions technologies and the widespread availability of alternative fuels in the sector.





Shippers, freight forwarders and port service providers strongly object to the inclusion of the prolongation of the CBER in the Commission's Work Programme

Associations representing shippers, freight forwarders and port service providers object to the inclusion in the Commission's 2020 Work Programme of the decision of the Commission to extend the Consortia Block Exemption for another four years with the justification that it 'will continue to simplify the analysis of consortia's compliance with competition rules, limit the dependency on external advice and reduce legal costs.

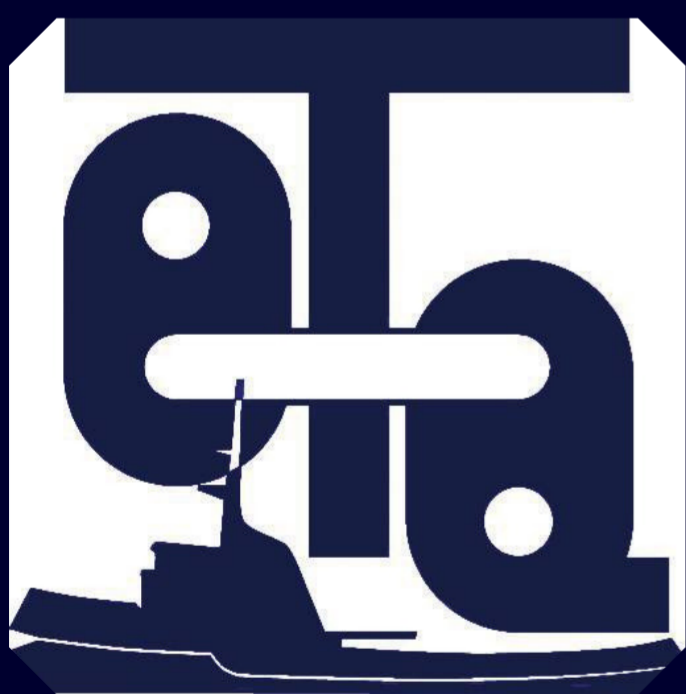
Not only has DG Competition largely dismissed the views of the users, operators and service providers in the supply chain, who all responded to the original consultation in 2018, the associations all share the view that there are many legal flaws in the arguments put forward by the Commission. These 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.



15 organizations from the transport sector call for a bold and realistic European Green Deal

The 15 European supporting associations representing the logistics service providers, seaport and inland port authorities, shippers, inland waterways, combined transport operators, rail freight operators, port operators and terminal operators, marine equipment manufacturers and shipyards welcome the Green Deal and believe that it can be an opportunity for Europe, particularly if it enables EU industries to benefit from a "new growth strategy" that will boost their competitiveness while becoming more sustainable. Such an ambition should be achieved while preserving a level playing field with other regions of the world.

The EU transport sector must continue to be a key enabler of sustainable trade and economic growth. It should therefore be supported in its effort to face the energy transition and remain a key priority for policy makers and Member States.



ETA presents its 1st report on the economic impact of the European towage sector

The report analyses a wide collection of data sources in order to give the reader a quite precise outlook of the European towage sector current situation and its impact on the EU economy. This study is the first of its kind as it determines with precise figures relevant indicators that have never been estimated, such as the sector's total turnover or the cargo tons moved with tugs assistance. But the study does not only focus on the economic aspect of European port towage, other important elements are approached as well like the structure of the fleet. You can find the report [here](#)

Next events

25 March

ISU Associate's Day
London

27-29 May

ETA 57th Annual Meeting
Cork

