

Newsletter September 2020

FuelEU, the European Commission continues its work on alternative green fuels for the maritime sector

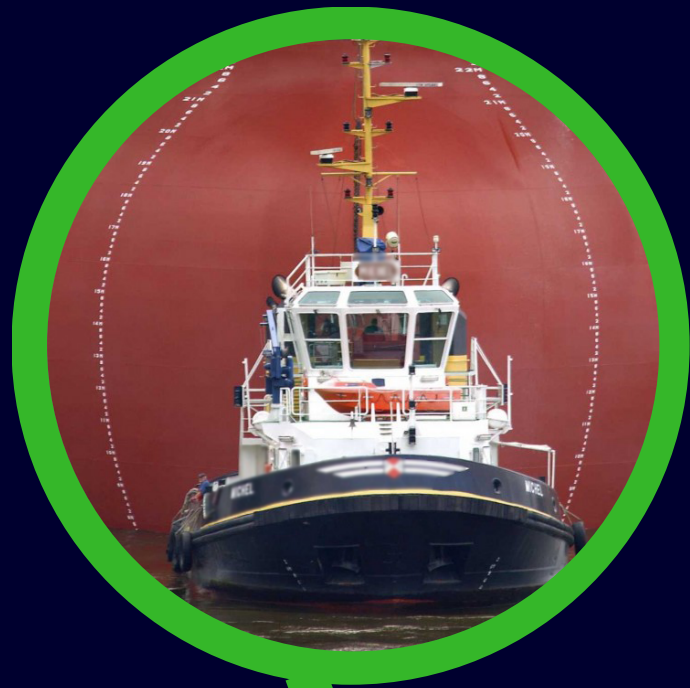
ETA was asked to participate in a targeted consultation related to FuelEU Maritime. Earlier in summer the European Commission (EC) had an open consultation related to the roadmap to be adopted, ETA submitted its reactions to the roadmap in July. The targeted consultation focused on the type of fuels that will most likely be suitable for the maritime sector by 2030 and by 2050. In this manner the EC is providing concrete work towards its zero emissions target of 2050 outlined in the Green Deal.

The consultation also focused on the type of legislative procedure that the stakeholders would like to see. ETA insisted that any legislative procedure should be technology neutral since it is still not clear which type of green fuel shall be more suitable for the sector. Furthermore ETA concluded its response by emphasizing that there is no one size fits all solution for the maritime sector, and therefore whatever legislative initiatives are taken the diversity of the maritime sector needs to be kept in mind.

ETA formulated its response to the consultation with the support of the Nautical Technical Committee of ETA, where members were asked to give their views on specific technologies

On the 18th September a virtual meeting of the European Ports Forum (which ETA is a member of) and of the European Sustainable Shipping working group was held specifically on the topic of FuelEU maritime.

The virtual meeting had a record participation, which included stakeholders, Member States and key experts. The session covered the study carried out by Delft and Ecorys on the future fuel technologies and also specific expert presentation on the type of fuel being used currently and what the future looks like. The key presentations can be found [here](#).





The EU takes further steps to include shipping in its Emission Trading System

The European Parliament plenary voted in favour of including greenhouse gas emissions from the maritime sector in the European Union's carbon market, the Emission Trading System (ETS) from 2022 onwards and reduce its CO2 emissions by at least 40% by 2030.

A majority of EU lawmakers (520 votes to 94 and 77 abstention) supported the expansion of the Union's ETS to include emissions from voyages within Europe, as well as international trips which start or finish in an EU port.

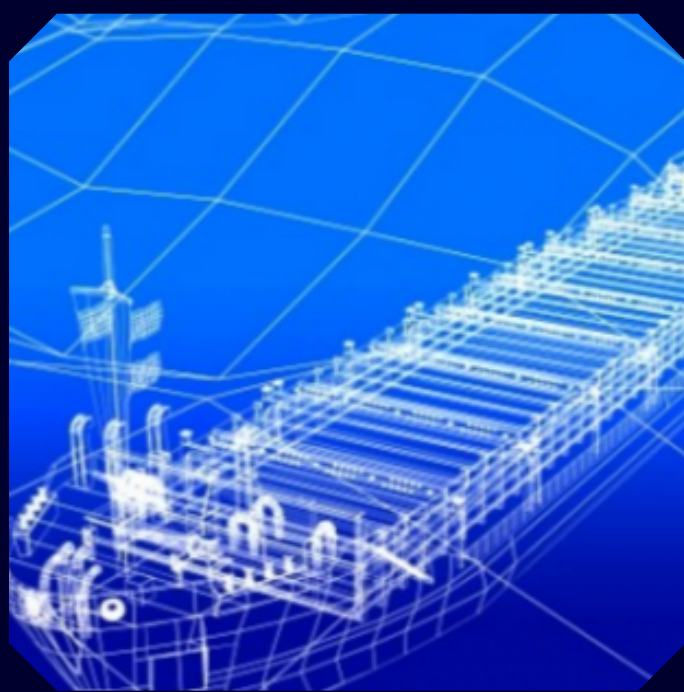
This would imply that shipowners would have to buy EU carbon permits to cover their emissions if this political position became EU legislation. This vote clearly outlines the EU Parliament position on this topic which will be thoroughly discussed in 2021, once the EU Commission presents its legal proposal to reform the ETS to include maritime emissions. Moreover, MEPs called for an "Ocean Fund" for the period from 2022 to 2030. This tool would be financed by revenues from auctioning allowances under the ETS



The maritime community celebrated 2020 World Maritime Day

This year's World Maritime Day was celebrated on 24 September. The theme was "Sustainable shipping for a sustainable planet" and aimed at raising awareness of the United Nations' Sustainable Development Goals and showcasing the maritime sector's contribution to achieve these objectives.

The shipping community used this occasion to highlight the essential role it is playing during the pandemic to keep the economies afloat and denounce the dramatic situation of thousands of crews that after long months, are still waiting to be replaced. This concern was shared by the Transport Commissioner Adina Valean, who urged States "to support repatriations of seafarers and give them access to medical care".



Smart and Sustainable Mobility Strategy for Europe

In September ETA submitted its response to the open consultation related to a Smart and Sustainable Transport strategy for Europe launched by the European Commission (EC), this consultation closed on the 23rd September. The consultation had a twofold scope, the first was to evaluate the strategy that the EC followed from 2011 to 2020, and the second part focused on the strategy to be adopted in the future to adhere with the Green Deal goals.

Whereas the consultation covered the whole spectrum of transport, aviation, maritime, road and rail, ETA focused on the aspects dealing with maritime transport and logistics. ETA highlighted the efforts made in the sector to reduce emissions and how specific targets are being met. Furthermore, ETA reiterated its position related to smart mobility, combining its previously submitted comments to the consultations of the EC related to the subject.