



Newsletter

November 2020

ETA members met virtually for a successful 3rd Autumn Conference

This year ETA Autumn Conference was held virtually due to the COVID-19 pandemic. Despite the circumstances the event lived up to the expectations of both the attendees and the Secretariat. 81 participants representing the towage industry and its suppliers followed a rich debate on the pandemic's impact on the sector and the future ahead. The debate, skillfully moderated by Steve Dougal, Managing Director of Century Marine Services, maintained a positive tone and proved that the towage industry and maritime sector have been able to adapt to this new reality, providing an essential service that kept the EU economies running.

The first half of the event focused on the way towage and maritime companies adapted to the pandemic constraints (logistics, health and labour) and the lessons learnt during these difficult times.

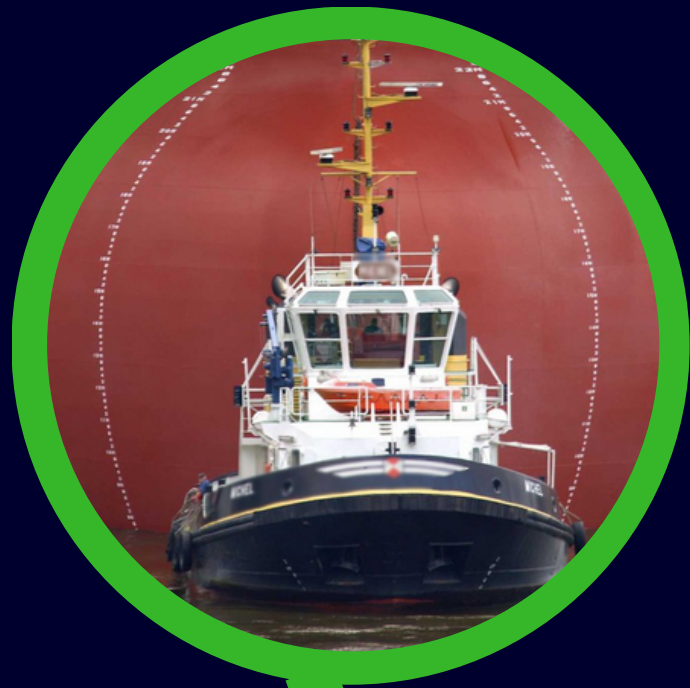
Kasper Nilaus, Svitzer Global CEO described the efforts taken by the company to keep its employees safe and healthy, both mentally and physically, while providing uninterrupted services to its customers.

Mijndert Wiesenekker, Damen Shipyards Commercial Director, summed up the COVID-19 impact on the company's operations, from travel restrictions to the difficult repatriation of workers, problems with crewing or limitations in the inspection of projects.

Vicente Boluda Ceballos, Boluda Corporación Marítima Executive Vicepresident gave a snapshot of the company's measures taken to stay operative while protecting the safety and health of its employees.

Mr Willem-Jan Hamers, Redwise Managing Director shared his experience leading a crewing services company. enumerating the different issues it had to address, as crew repatriation.

You can find more information and the presentations on our [website](#).





IMO Environment Committee approves amendments to cut ship emissions

The IMO Marine Environment Protection Committee (MEPC) met in a virtual session and agreed on new amendments to the MARPOL convention. These revised rules would require ships to combine a technical and an operational approach to reduce their carbon intensity.

The draft amendments would add further requirements to the energy efficiency measures in MARPOL Annex VI chapter 4. Current requirements are based on the Energy Efficiency Design Index (EEDI), for newly built ships, which implies that they have to be built and designed to be more energy efficient than the baseline; and the mandatory Ship Energy

Efficiency Management Plan (SEEMP), for all ships.

With these actions ships would be required to meet a specific Energy Efficiency Existing Ship Index (EEXI), which is based on a demanded reduction factor (expressed as a percentage relative to the Energy Efficiency Existing Ship Index baseline).

This agreement has been met with plenty of skepticism by NGOs, policy makers and maritime organizations like ESPO. They denounced the IMO's lack of ambition to clean the shipping sector but also to meet its own objectives as these measures would allow for an emissions increase during this decade.



UNCTAD publishes its 2020 Review of Maritime Transport

The United Nations Conference on Trade and Development (UNCTAD) presented the 2020 edition of its review of Maritime Transport. The publication examines the current situation of the sector and the long-term prospects for seaborne trade.

The review underlines how the pandemic has set in motion new trends that will reshape the maritime sector, trends that have to be added to other issues which have been affecting the industry for the last years as changes in consumption, the transition towards a low emissions shipping sector or higher trade protectionism. In spite of these issues, COVID-19 has put the

maritime industry in the spotlight with its essential role transporting critical supplies and keeping the economies alive during the health crisis.

Projections for the medium term point to a recovery of maritime trade flows of around 4.8% in 2021, but much will depend on the impact of the pandemic and the efforts' success to suppress it. What is clear is COVID-19 has triggered or boosted a series of changes like a shift in globalization patterns and supply-chain designs which might reinforce the trade regionalization trend. Moreover, the pandemic could accelerate the digitalization of the sector and make risk assessment a way more relevant element in the decision making process.



ETA Secretariat participated in the last SAGMAS meeting

ETA Secretariat attended the last Stakeholders Advisory Group on Maritime Security meeting, which took place digitally due to the constraints created by the COVID-19 pandemic. The meeting focused on the EU measures taken to help the maritime sector adapting to the pandemic impact. For example the EC published a set of recommendations on the 28th of October for crew changes and repatriation plus the upgrade of the green lanes guidelines.

Concerning the second point in the agenda dedicated to the fight against piracy, the EC gave a snapshot of the global situation. At the moment the most worrying area is the Gulf of Guinea where the situation is getting worse. These security concerns have forced the EU members to develop a Coordinated Maritime Presence Project in the zone with the intention of enhancing the cooperation between coastal countries and improving their capabilities.