

Newsletter January 2021

ETA webinar: Sector experiences with LNG and hybrid tugs

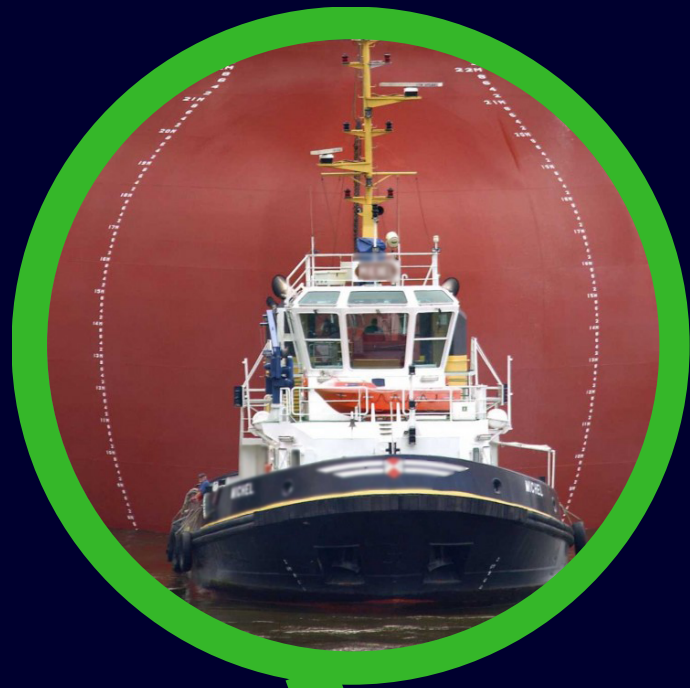
ETA is organizing a new webinar dedicated to the sector's experience with LNG and hybrid tugs, on the 17th February 2021. The environmental regulations and the targets set out in the maritime industry have created the need for cleaner vessels in the future. Although different technologies are being proposed and developed, there is no single technology that would provide a solution for the industry.

Several members have already invested in greener technologies and have been early adopters of these innovative solutions. The aim of this webinar is to share the experiences of members and companies who have invested in LNG and hybrid technologies. Tugage companies' representatives will present various reasons why to choose these options, how the crews have had to adapt to these new technologies and their impact in terms of emissions or fuel savings.

In addition, representatives of the maritime equipment and gas infrastructure sectors will describe the upcoming technical and policy developments that will support the adoption of these solutions. Moreover, representatives of the maritime equipment and gas infrastructure sectors shall describe the upcoming technical and policy developments that will support the adoption of these solutions.

This webinar is open to all members who are interested in discussing the business case of these technologies. You can find the agenda [here](#).

ETA Members interested in participating can already send their interest by sending an email to registration@eurotugowners.com.



ETA supports the international campaign to prioritize the vaccination of seafarers

ETA joins the voices with many other shipping associations that have called for the vaccination of seafarers and maritime workers. There is an international and sectoral consensus on the need to put seafarers and frontline maritime shore workers on the vaccine priority list.

This demand complements the global campaign asking governments to give better treatment to seafarers, designating them as keyworkers, impeding a new 'crew changing crisis' in 2021.

The spread of the new variants of COVID-19 in Europe is contributing to stricter controls and reduced international mobility. In these times it is essential that governments recognise the vital role seafarers play in the global supply chain. As a matter of fact, the UN General Assembly resolution adopted on 1 December 2020 demanded governments to designate seafarers as key workers and implement crew change protocols.

Thus, ETA asks European governments to give seafarers a priority access to COVID-19 vaccinations. This step is vital to protect the maritime workers that make our economies survive, a people who are in a constant risk of infection. Moreover, ETA urges national authorities to facilitate seafarers' travel and to ensure a high standard medical attention to maritime workers.



Cyprus offers tonnage tax cuts for greener ships

Cyprus will offer a 30% tax cut for vessels using alternative fuels that achieve reductions in CO2 emissions of at least 30% compared with vessels using fossil fuels.

The new incentive scheme includes a list of approved alternative fuels which comprise biofuels, methanol, hydrogen and electric power, but excludes LNG (though vessels using LNG may qualify for reward under a separate incentive if they can show a specified reduction in fuel consumption).

There is as well a 15% rebate available to ships which demonstrate emission reductions of at least 20% through approved alternative fuels. This new scheme can be applied to the 2021 fiscal year, approved applicants will receive their rebates in 2022. With this measure, Cyprus becomes one of the first ship registry to reward owners that make efforts to reduce global emissions.



The EC proposes a new fund to help counter Brexit's adverse economic effects

The European Commission published its Proposal for a Brexit Adjustment Reserve to support those regions that are suffering the economic and social consequences generated by Brexit. The Reserve will have an overall budget of €5 billion.

This new financial tool will support businesses and employment in affected sectors and communities, for example, through short-time work schemes, re-skilling and training. The fund could also assist public administrations in ensuring the proper functioning of border, customs,

sanitary and phytosanitary controls. The Reserve will be distributed in two rounds and will cover expenditure in any Member State over a period of 30 months.

The EU Parliament and Council will start the discussions and negotiations in the upcoming weeks.