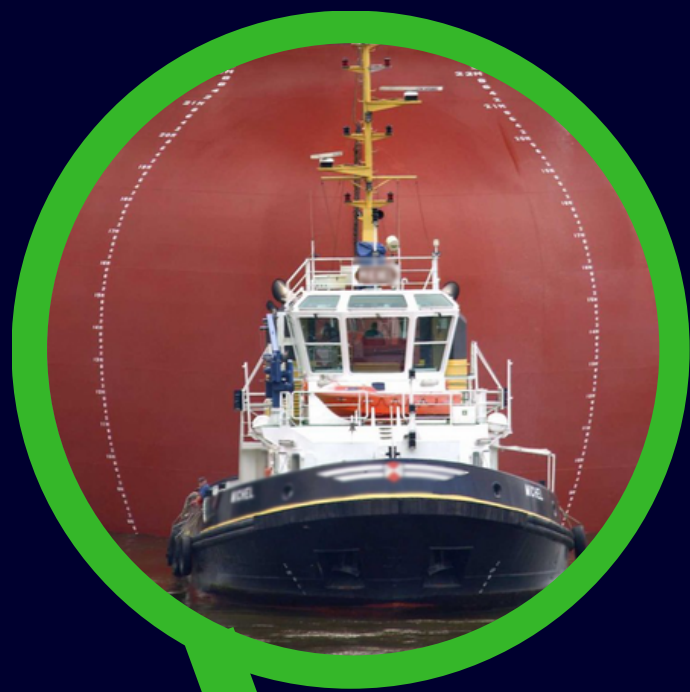




Newsletter

June 2021



ETA is organising its 58th Annual Meeting in Turku, 1st – 3rd September

The European Tugowners Association will celebrate its 58th Annual Meeting in a special way, as the times require. The ETA 2021 AGM will take place from the 1st to the 3rd of September in the Finnish city of Turku and it will be hosted by ETA member Alfons Håkans. The sessions will be streamed for those who prefer or cannot travel.



All venues will be adapted to the national anti-COVID rules. The theme of the Annual Meeting shall be 'The Next Normal'. There is nothing normal about the last two years, and therefore this Annual Meeting shall reflect that. Also, the activities shall be more informal, adapted to the times we are living.

The 3-day event will bring together, physically and via web stream full and associated members, policy makers and industry leaders to discuss the present and future of the towage sector and the maritime industry, and to network and strengthen the personal and professional links between ETA's members. Delegates, guests and partners will also enjoy 3 days of social activities in a safe and informal atmosphere.



The ETA delegates' hotel will be quite special this year. The Kakola Hotel, which opened in September 2020, used to be Turku's prison and, in spite of its complete renovation and luxury interior, it still conserves part of the prison highlights which gives the building a special character. Be not mistaken, it will not feel like a lockdown, rather you will be pampered by great Finnish hospitality. The majority of the events and meetings will take place within the premises of the Åbo Båtvärk shipyard, which was for 65 years the biggest city's wooden boat yard. This historical shipyard built over 5.000 wooden boats, from leisure cruisers and sailing yachts to coast guard vessels during 1889-1954. The venue has seen a massive turnaround into a lively and prosperous event and leisure centre with restaurants and halls by the waters of Turku's bay. This historical shipyard is 10 minutes away from the hotel.





The BTA published new guidance on rope selection, procurement and use for tow ropes

The British Tugowners Association released new guidelines on rope selection, procurement and use for tow ropes. The document aims at dispelling myths concerning the use of ropes and introduces a methodical framework for operators and rope manufacturers to use together and therefore, find the optimal towing solution for every type of tugboat.

The guidance further provides a harmonised framework for technical information contained on a towrope certificate. During the guidelines elaboration, the BTA found numerous variations and differences between manufacturers certificates, which makes more difficult to

compare the different types of ropes and how these impact the safety of operations. This guidance harmonises information fields and detail which BTA members expect to see included on the certificate for a new tow and reissued/recertified tow rope. The British Tugowners Association is an affiliated member of ETA. The Nautical Technical Committee and the BTA collaborated during months, sharing information and good practice on tow rope selection and use.



IMO adopts new emission cutting measures

The IMO Marine Environment Protection Committee (MEPC 76) adopted amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI. These amendments will require all ships to calculate their Energy Efficiency Existing Ship Index (EEXI) following technical means to improve their energy efficiency and to establish their annual operational carbon intensity indicator (CII) and CII rating.

Moreover, ships will get a rating for their energy efficiency (A, B, C, D, E - where A is the best) based on the aforementioned indications. The amendments also encourage administrations, port authorities and other stakeholders to provide incentives to ships rated

as A or B. Ships that are rated D for three consecutive years, or E, are required to submit a corrective action plan, to show how the required index (A, B or C) would be achieved.

These measures are intended to meet the IMO carbon intensity reduction target of 11% from 2023 to 2026. However, no measures were adopted to meet the 40% energy efficiency increase target by 2030.



The EU Commission gives formal support to the Waterborne Technology Platform

The EU Commission adopted a Memorandum of Understanding (MoU) for a Co-Programmed Partnership between the institution and the Waterborne Technology Platform as part of the Horizon Europe Programme.

The Partnership's main goal will be to provide and demonstrate zero-emission solutions for all main ship types and services before 2030, in order to help the sector reaching the IMO and EU decarbonization goals, and thus, enable zero-emission waterborne transport before

2050. Waterborne TP also looks into other challenges as digitalizing the sector or reducing shipping emissions in ports, developing clean refueling solutions and recharging infrastructure.

The European Commission will invest up to EUR 530 million on actions within the scope of the Coprogrammed European Partnership. This will be supplemented with up to EUR 3.3 billion for the period 2021 -2030 by the other partners which will be invested in research, innovation and other activities in the area of the Co-programmed European Partnership.