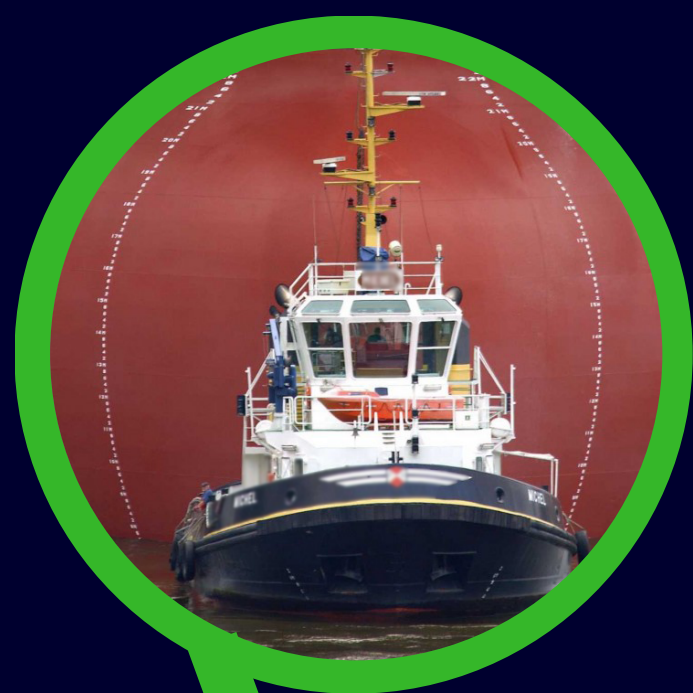




Newsletter July 2021



"The Next Normal": ETA members to discuss the impact of the current conditions on the future of the sector

The European Tugowners Association members will be able to meet again for the 58th Annual Meeting in Turku, Finland, from the 1st to the 3rd of September. This time the sessions will be streamed to those who prefer, or cannot travel.

The Conference will have the theme "The Next Normal", it will be dedicated to discuss the impact of the pandemic and the last policy developments on the sector and the ways to make it more resilient in the future.

A series of different speakers will give different views on the matter. Tom Standage, Deputy Editor of the Economist will give an overview on how work has changed and how what we experienced these last two years will influence our economies and societies and the shipping sector in the upcoming years.

Karno Tenovuo, CEO and co-founder at Awake.AI shall describe the many ways digital technologies (big data, e-navigation..) can help shipping companies increase its efficiency and safety.

The legislative perspective shall be highlighted by a Member of the European Parliament giving a view on the latest developments on transport and emissions policies.

The last section of the Conference will be more interactive than usual. A panel formed by different members will discuss with the attendants how innovation is shaping the next normal.

The Conference will be followed by a lunch at the Tenlén restaurant and attendants will have the opportunity to network during the afternoon at the Conference venue.





Fit for 55 package has been published, ETA calls for a constructive dialogue between the sector and policy makers

The EU Commission presented the 'Fit for 55' package, which puts Europe at the vanguard of the fight against emissions and climate change. This package puts into law the increased EU climate ambitions, involving all polluting sectors in a common effort to reduce greenhouse gas emissions, the shipping sector as well. Fit for 55 is a package of legislative and policy proposals which should help deliver on the European Climate Law target to reduce EU CO₂ by at least 55% by 2030, and reach climate neutrality by 2050.

The package includes relevant initiatives for the towage sector: an Alternative Fuels Infrastructure Regulation (AFIR), an update of the Energy Taxation Directive, a new regulation proposal aiming at supporting the uptake of green fuels in shipping (FuelEU Maritime) and the extension of the Emissions Trading System to maritime transport (EU ETS).

FuelEU Maritime's goal is to "stimulate the uptake of sustainable maritime fuels and zero-emission marine propulsion technologies by setting a maximum limit on the greenhouse gas content of energy used by ships calling at European ports". The regulation proposal establishes limits on greenhouse gas intensity of the energy used on-board which become more stringent gradually, from a 2% reduction by 2025 to a 75% by 2050.

The EU Emissions Trading System is the European carbon market in which this type of emissions are capped and traded among the market operators. The Commission's intention is to extend the EU's Emissions Trading System to cover CO₂ emissions from large ships (above 5000 gross tonnage). The extension will include all emissions from ships calling at an EU port for voyages within the EU (intra-EU) as well as 50% of the emissions from voyages starting or ending outside of the EU.

The updated Energy Taxation Directive establishes minimum rates of taxation to encourage a switch to more sustainable fuels. The proposed rules introduce a minimum excise duty rate on the relevant fuels, while sustainable and alternative fuels will enjoy a minimum zero tax rate for a transitional period of 10 years.

The Alternative Fuels Infrastructure Regulation aims at fostering the deployment of the necessary infrastructure that will allow the greening of the transport modes, for example, supporting the development of ports as alternative and green fuels hubs (LNG, hydrogen, onshore power supply...).

ETA will work together with its stakeholders in the maritime community to develop a constructive dialogue with the EU policy makers in order to ensure that this legislation is as clear, coherent and efficient as possible.



WHO recommends prioritising the vaccination of seafarers

The World Health Organization (WHO) has included seafarers among the professional collectives that should be given priority in the national vaccination campaigns. The organization published its updated Roadmap for prioritizing uses of COVID-19 vaccines in the context of limited supply, which lists seafarers on cargo ships as a key group that should be prioritised.

This guidance is in line with the industry and the International Maritime Organization (IMO), which calls for seafarers' priority access to vaccination.

In line with these measures, the Belgian government has agreed on boosting the national seafarers vaccination campaign at its major ports. The authorities will use mobile medical vaccination teams in ships at berth to provide the vaccinations directly on board. Any shipping company, captain or agent may apply for the vaccination of their seafarers.

Cyprus has also started the vaccination of ship crews in its ports and aims at covering the vaccination of 40000 seafarers.