



## Newsletter October 2021

### The ETA Secretariat and members participated in a successful TugTechnology conference

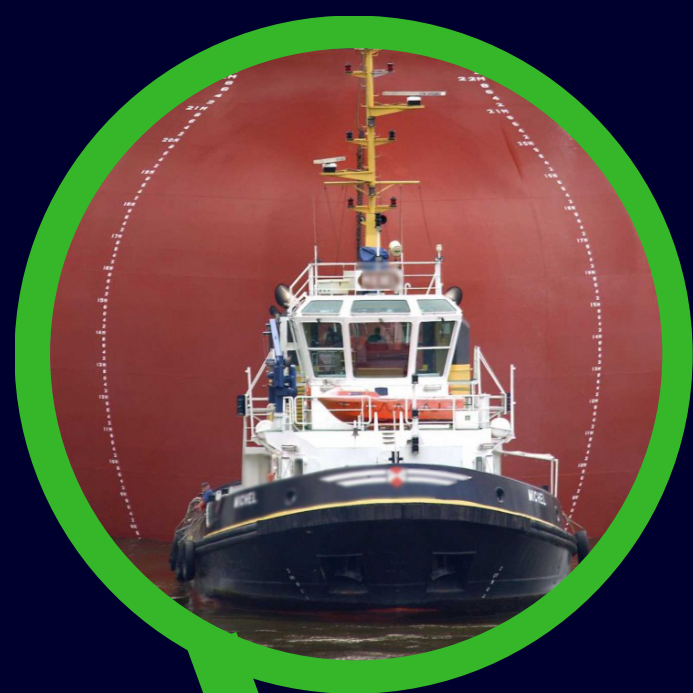
The European Tugowners Association was a supporting organization to the TugTechnology 2021 Conference, which took place in London on the 25-26 of October. The presence of ETA full and associate members was quite prominent, not only as participants but also participating in the debates that addressed the future of the sector.

This edition of TugTechnology aimed at involving tugowners more. The Conference was opened by ETA Secretary General Anna Maria Darmanin and a panel debate of tugowners who were Lise Demant (Svitzer), Jorge Rosety (Boluda Corporación Marítima) and Leendert Muller (Multiship).

Our Anna Maria addressed the current issues affecting the sector and focused on the negative impact of shipping alliances and competition policies. Concerning this issue, the ETA Secretary General affirmed that alliances are no longer necessary to obtain the societal and economic benefits for which they were allowed by the EU. *“Now that consolidation within the shipping sector is practically over, the focus is shifting towards vertical integration. The shipping sector has been entering into the logistics sector. And vertical integration within ports is also now affecting the tug sector in a more direct manner”*, added Ms Darmanin.

During the event 2 ETA members were awarded with the ITS prizes in different categories, Svitzer received the Tugowner of the Year award for the rapid scaling of its fleet and market share in Australia, Brazil, Europe and South East Asia. Furthermore, Mr Vicente Boluda Fos, Chairman of Boluda Corporación Marítima received the Lifetime Achievement award for his successful years at the helm of the company, leading it to become one of the most important global towage firms, with presence in 5 continents.

We would like to congratulate Riviera Maritime Media for successfully organizing this event and bringing together the towage sector once more after difficult times.







## EMSA presents the European Maritime Profile, and a new study on underwater noise

The European Maritime Safety Agency (EMSA) has presented the EU Maritime Profile, a platform providing detailed, relevant and up-to-date statistics highlighting the importance of individual sectors and domains within the maritime transport sector in the EU.

Data used in this platform has been extracted from EMSA's own databases as well as from external sources. The EU Maritime Profile will be regularly updated with new data and analytics as they become available.

The platform presents its information in 6 different sections dedicated to the EU maritime economy, the maritime cluster in the EU, maritime safety, environment and emissions and seafarers. You can find the EU Maritime Profile [here](#).

Furthermore, the EMSA has published a new study on the policy, research and impacts of continuous underwater noise in Europe. The main aim of this work is summarising the status regarding continuous underwater radiated noise from shipping in European waters, and providing recommendations on possible future activities.

The study is focused on four main topics, characteristics and quantification of noise sources from various ship types, impacts on marine fauna, existing policies and mitigation measures, for the abatement of ship noise. You can find the study [here](#).



## IMO members call for more measures to reduce shipping emissions

More than 50 Climate Vulnerable Forum countries (CVF), from Africa, Asia, Latin America, the Middle East and the Pacific have called for the International Maritime Organization (IMO), to establish a greenhouse gas levy on international shipping. This proposal, called the Dhaka-Glasgow Declaration, was launched at the COP26 climate summit. The document urges the international community accelerate action to keep the 1.5 degree temperature goal within reach.

IMO's 77th Environmental Protection Committee Meeting (MEPC 77) which, will take place later this month, will discuss a proposal for a \$100 carbon tax for shipping by two members of the CVF, the Marshall Islands and Solomon Islands.

Furthermore, 13 nations, among which Belgium, USA, Denmark, United Kingdom, Finland, France, Germany, Norway and Sweden, also used the framework of the COP26 climate summit to back tougher climate goals for shipping. The initiative demands IMO to take action to set ambitious targets in order to achieve zero emission shipping by 2050. Moreover, the 13 countries request IMO members to work at the international level to adopt such an objective and to approve goals for 2030 and 2040 that place the sector on a pathway to full decarbonisation by 2050.

The current IMO emissions goal only aims for a 50% reduction by 2050 compared to 2008. At the moment IMO members are negotiating an emissions strategy which should be adopted in 2023.

### Next events

1st December  
Brussels

**FEPOR 6th Annual Stakeholders'  
Conference**

29th - 30th November  
Rotterdam

**BIMCO Towage & Salvage  
Masterclass**

26th January  
Brussels

**ETA 4th Autumn Conference**

