



Newsletter May 2022

Delays in the Port of Shanghai: ETA and logistics stakeholders met with the EU Commission to discuss preventive measures

Feport, the Federation of European Private Ports Companies and Terminals, has raised the alarm at a Brussels level about the current delays in Shanghai port. At the moment, there are a multitude of tankers and cargo ships awaiting to load and unload merchandise at the port of Shanghai. The terminals are being affected by the anti-COVID-19 measures implemented by the Chinese authorities, which has slowed down operations and created a logistical quagmire with an impact on the global shipping sector.

The difficult situation in the port of Shanghai could cause massive disruptions in European terminals once the port authorities are able to resolve the “logistical clog”, as hundreds of ships could simultaneously head for EU ports in a short time. This could congest European terminals and put an excessive strain on the logistics chain. Feport was calling for an urgent meeting between the European Commission and the transport stakeholders to discuss ways in which Europe can prepare itself for a sudden influx of container and goods ships coming from Shanghai and China.



ETA has also issued a press release in support of Feport calling for such a meeting, as well as some other transport stakeholders.

The European Commission called a meeting of all the transport stakeholders on the 3rd of May. Present at this meeting were all the different modes of transport, land and maritime, and the relevant stakeholders such as shippers. From the European Commission's side there were representatives from both DG Move (dealing with transport) and DG Comp (dealing with competition).

The discussion was focused on what is happening in Shanghai, with the Commission asking for feedback

from Stakeholders who have members in Shanghai and what the current situation is in European ports. Stakeholders had different views of what the current situation is, nonetheless, it was a good exercise to explain the present situation of each mode of transport. Some solutions to the Shanghai clog have been proposed, this included temporary additional space for port terminals and additional space for trucks to wait.





EU adopts its fifth round of sanctions against Russia

The European Council adopted the fifth round of sanctions against Russia for its illegal war of aggression against Ukraine. This time, the sanctions are imposed as well on the Russian shipping industry.

Thus, the EU has approved the prohibition to provide access to EU ports to the 2873 vessels registered under the flag of Russia. There are special derogations for agricultural and food products, humanitarian aid, and energy. Russian shipowners

have been lately switching the flag of their vessels at a record rate in order to circumvent the EU sanctions. Russian shipowners have been registering dozens of vessels in the Marshall Islands and St. Kitts "open registries" but according to the EU guidelines on these sanctions these re-flagged vessels fall within the scope of the ban as well.

Further restrictive measures will be adopted in a near future by the Council. Those could affect Russian energy exports like oil and gas, but also the transport by tanker of these kind of energy products. ETA published in March a common position supporting its Ukrainian member, Donmar, the Ukrainian maritime community and backing the adopted EU sanctions.

European Parliament Transport Committee discusses shipping emissions legislation

Several EU directive proposals are being discussed at the moment at the European Parliament Transport Committee. These involve a series of dossiers which address shipping emissions such as the revision of the Alternative Fuel Infrastructure Regulation (AFIR), FUEL EU Maritime and the review of the European Emissions Trading System (ETS).



Concerning the first dossiers, AFIR and FUEL EU Maritime, the legislators agreed on prioritising onshore power supply in those ports where it is a cost-efficient solution, taking into account the level of traffic and the emissions savings that this option would generate. Moreover, the discussed amendments would also, if approved, oblige member states to ensure an appropriate number of refuelling points not only for LNG, but also for ammonia and hydrogen at TEN-T core maritime ports.

Moreover, the Transport Committee adopted the draft opinion of rapporteur Novakov on the legislative proposal to bring the maritime sector into the ETS. The Committee's position proposes that a dedicated Maritime Transition Fund shall be established by the Commission to support and accelerate projects and innovations to speed the sector towards a decarbonised future. Moreover, the adopted position also addresses the issue of carbon and business leakage, as this proposed legislation could force ships to reroute or fill their tanks outside the EU in order not to comply with the EU legislation.

Next events

7-9 September 2022

Tenerife - Spain

ETA 59th Annual Meeting

28 - 30 September 2022

Istanbul

26th Intern. Tug & Salvage Convention

