



Newsletter July 2022

ETA Secretary General participates in the ESPO and Feport Annual Meetings

This last month was filled with activities of different stakeholders. The main two were the annual meeting of the European Sea Ports Organisation (ESPO) and the general assembly of Feport, the Federation of the European Private Port Companies and Sea Terminals.

ESPO held their meeting in the beautiful city of Valencia, hosted by the Valencia port. The theme was “Empowering Europe’s Ports”. The conference featured a number of speakers and panels that covered two days. Here the studies carried out by ESPO were presented, including the regular study on port governance. Needless to say the supply chain disruption was a topic of discussion, but the conference also focused on the green deal and the efforts being made and could be made by ports to mitigate climate change.



The conference also featured a presentation of the first Green Corridor, situated in the north, by Fonden Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping. The company also announced that it is working on a green corridor for the Mediterranean and invited ports to get in touch if they want to be part of this corridor.



Feport’s annual meeting was held in the busy harbour of Hamburg. It was good for ETA to bring to the forefront the issues that currently the tug sector is facing and how the industry is dealing with them, but also to express the impact that the current disruptions have on the port towage sector. This meeting was an excellent set up to strengthen the synergies between the three organisations and explore areas of policy where we can collaborate further, which included the Consortium Block Exemption Regulation (CBER).





EU institutions take further steps to include shipping emissions in the carbon market

The European Parliament's Plenary agreed on including all ships above 400 gross tonnage and offshore vessels in the EU's Emissions Trading System (ETS). This measure implies that all polluters will have to pay for all greenhouse gases they generate when sailing within the EU and 50% of voyages outside of the Union until 2027. After this date, the carbon market will be extended to all emissions generated by ships entering and leaving European ports. Lawmakers granted exemptions for ice-going ships and ships traveling to the European outermost regions (Canary Islands, Madeira and Azores, Reunion, Martinique, etc.)

The European Parliament's position includes as well the creation of a new fund that should support the decarbonization of ports and the maritime sector. This new instrument would be funded by earmarking 75% of the revenues generated by the shipping emissions allowances. These allowances would be paid by the commercial operators through contractual clauses. At the Council, the other EU co-legislator, the member states' ministers agreed on a position on this dossier. The text ensures the application of the polluter-pays principle, making operators pay for the allowances through a clause agreed with the shipowner. But, the institution did not support the creation of a new sectoral fund nor the earmarking of shipping ETS revenues. The Council simply advocates for supporting the greening of the sector through specific calls under the already existing Innovation Fund.

The two co-legislators, the European Parliament and the Council will negotiate a common and definitive text in the upcoming months, this common text will become EU law once it is voted and supported by both institutions and published in the EU official journal.

The EU Council and the Parliament agree on Corporate Sustainability Reporting Directive

The representatives of the EU co-legislators, the European Parliament and the Council reached an agreement on the Corporate Sustainability Reporting Directive (CSRD). This Directive will require businesses to report their impact on the environment, Human Rights, social standards and work ethics as of 2024 in the case of companies already subject to the Non-Financial Reporting Directive, and as of 2025 for those large companies that are not presently subject to the Non-Financial Reporting Directive.



The CSRD will apply to all large companies, thus, those firms with over 250 employees and a turnover above €40M. The Directive will apply regardless of whether companies are listed on the stock market or not. The rules will also be applied to listed SMEs. An opt-out will be possible for SMEs during a transitional period, meaning that they will be exempted from the application of the directive until 2028. The information reported by these firms will be independently certified and audited.

Next events

6-9 September 2022

Tenerife - Spain

ETA 59th Annual Meeting

28 - 30 September 2022

Istanbul

26th Intern. Tug & Salvage Convention

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