



Newsletter November 2022

EU Parliament and Council discuss a final agreement on shipping emissions legislation

The Council and the European Parliament have now both discussed and voted upon the salient regulations that fall under Fit for 55 package that relate to the maritime sector. Indeed, it has been a few busy months in this respect.

Particularly three regulations were of interest to us as the towage sector, and all in all the outcome of the voting was generally positive for our industry. FuelEU Maritime, which delineates the amount of alternative fuel that should be used as specific milestones until 2050, has been voted upon in the European Parliament. The EP has sought more ambitious targets than the European Commission had outlined. Nonetheless this covers vessels that are above 5000GT. Both the European Commission and the European Parliament texts refer to an analysis to be carried out by 2030 to understand whether vessels between 400GT and 5000GT should also be included following 2030.



Another regulation is the EU MRV regulation, this requires vessels to monitor, report and verify the fuel consumption used. This regulation was under review. The Institutions, have for a few years, been emphasising that shipping needs to contribute to the reduction of emissions and this regulation was one of the tools to this end.



There again, in October, the EU Parliament has voted on this regulation, the application of this regulations shall be for vessels above 5000GT. As with FuelEU, the EU Parliament and the European Commission have agreed in their text that the Commission should review, by 2030, whether vessels between 400GT and 5000GT should also be included in the EU MRV. In both the above cases the final Council text also stipulates that these regulations should be applicable to the vessels above 5000GT.

Finally there is the EU ETS scheme, the European Commission recommended that this Regulation covers vessels above 5000GT. The European Council also finally agreed on the same size of vessels to be covered by the scheme. The European Parliament has, however, lowered the threshold to vessels above 400GT. Nonetheless, there are a number of vessels that would be expected and this would include towage. EU ETS is currently being negotiated between Council and the EP for a final text.





ETA, together with EMPA, wins the International Tug & Salvage Safety Award

The ETA, together with the European Maritime Pilots Association, has received the Safety Award at the 26th International Tug & Salvage Convention (ITS) for its Common Guidelines for Efficient and Safe Harbour Operations, which ETA and EMPA published in June 2019. The award recognizes the work carried out by the ETA Nautical Technical Committee and the two associations' endeavours to drive up standards of communications between tug masters and pilots during pilotage and towage manoeuvres.

We want to thank all those who voted for us during the last weeks, the event's organizers, Riviera Maritime for a successful ITS Convention and EMPA for the great cooperation we have had during the last years. We want to send special thanks Capt. Kimmo Lehto, Chairman of the ETA's Nautical Technical Committee who was in charge of coordinating this project.

ETA, together with 9 stakeholders calls for a revision of CBER

ETA, together with 9 EU associations representing different stakeholders in the transport and logistics sector signed a letter calling for a revision of the extension of the Consortia Block Exemption Regulation.

These 10 associations asked the EU Commission in July for a review of CBER which was responded by the EC with a the 'Call for Evidence' published on 9 August.

The 10 associations, argue that there have been enormous changes that have occurred in the container shipping market since the last renewal of the Regulation in 2020. These have shown that the nature of the Block Exemption has allowed carriers to benefit from important market developments. Furthermore, these benefits are not being fairly shared with the different actors in the industry and the consumers as it is the objective of the CBER.



The EU co-legislators agree on the EU Directive on adequate minimum wages

The EU Council and EU Parliament supported a final text on a European Directive on adequate minimum wages. This EU law will require member states that have a statutory minimum wage to establish procedures that should ensure it is "adequate".

This adequacy should be periodically checked so the minimum wage can be recalculated if circumstances change. The Directive proposes that member states use the reference values of 60% of the gross median wage or 50% of the gross average wage.

As these thresholds are higher than the minimum wage in many EU member states minimum salaries are likely to be increased in the coming years.

Next events

14-17 November 2022

Lisbon

**Transport Research Arena
Conference**

European Tugowners Association
Rue des Colonies 11/ Koloniënstraat 11
Brussels 1000



1st December 2022

Brussels

**FEPORT 7th Annual Stakeholders
Conference**

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