



Newsletter December 2022

ETA Secretary General participates in the Global Maritime Logistics Dialogue at the International Transport Forum

During our last Annual Meeting in Tenerife, in September, one of the speakers at our conference was Olaf Merk of the International Transport Forum of the OECD. He presented the findings of the report he penned and published earlier this year on the Global Maritime Logistics Trends.

As a follow up to this report, the ITF organised a Global Maritime Logistics Dialogue in Paris on the 2nd December. ETA was amongst the stakeholders invited to this meeting. The aim of this dialogue was to discuss and give feedback on the models that were used to collect data and also identify additional data, which may need to be focused upon in the future.



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.



The Consortium Block Exemption Regulation was also a topic of discussion during this meeting, whereby the different stakeholders gave their view on this piece of regulation. The Competition Authorities of Hong Kong, Germany and Mexico presented their views from an Authority perspective, on the CBER. It was interesting to note that the German authority does not see any need for the extension of the CBER, at least not in its current state.

The absence of the European Commission, particularly DG Competition and DG Move was particularly noted by the European stakeholders. As a follow up to this meeting, the European Stakeholders have asked to meet with the Cabinets of both DG Competition and DG Move jointly. We hope that this meeting will happen in January.





The EU Parliament and Council agree on bringing shipping emissions into the EU's carbon market

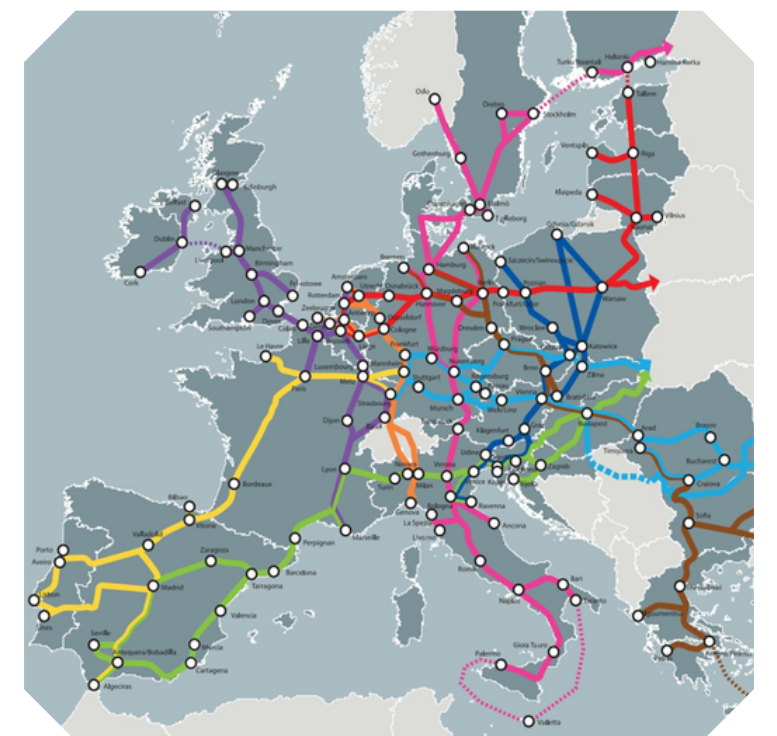
The EU co-legislators, the Parliament and the Council, agreed to include maritime transport's emissions within the EU's emission trading scheme (ETS). This decision will oblige ship operators to pay for their carbon emissions, making the European Union the first world's polity that takes this measure.

This agreement on the maritime sector's greenhouse gas emissions was only one part of a wider revision of the ETS legislation. These negotiations between the co-legislators will continue and they are expected to conclude before Christmas with an overall agreement on this dossier. Under the deal, vessels travelling within the EU will have to pay for 100% of their emissions. Moreover, 50% of the emissions generated by vessels coming and leaving the EU will be covered. These measures will be implemented gradually, starting at 40% in 2025, moving to 70% in 2026, and reaching 100% by 2027. Furthermore, non-CO2 emissions, such as methane and nitrous oxide, will be included from 2026 onwards.

In addition to this, the negotiators agreed on earmarking the revenue generated by 20 million CO2 pollution credits to fund the greening of the maritime sector via an innovation fund. The legislation will apply to all ships over 5,000 gross tonnes but this measure will be reviewed by the European Commission in the coming years.

New EU Transport Corridors: one step closer

The Council approved a common position on the European Transport Network Regulation (TEN-T). The revised law requires higher logistics standards and ambitious goals to connect 424 major EU cities with ports, airports and railway terminals. These revised Regulation includes as well provisions to make these EU transport corridors more resilient to the effects of climate change.



The European Union aims with this Regulation to support the timely completion of the core network by 2030, the extended by 2040 and wider, comprehensive network by 2050.

In addition to this, the Council has agreed on the inclusion of a new transport corridor connecting the Black sea ports of Varna and Bourgas in Bulgaria with the Albanian port of Durres in the Adriatic sea, connecting these two countries with North Macedonia.

The new TEN T regulation is expected to be signed in the second half of 2023, once the co-legislators conclude the institutional negotiations.

Next events

2nd February 2023

Brussels

ETA Sustainability Conference

27-30 June 2023

Location to be confirmed

ETA 60th Annual General Meeting

