



## Newsletter February 2023

### ETA members discussed the feasibility of electrification in the towage sector

ETA organised its Sustainable Conference Electrification and Digitalization of the towage industry on the 2nd of February in Brussels. 55 delegates attended the event, which was dedicated to explore the realities linked to the electrification of tugs, its state of play and the necessary actions policy makers and the industry need to define in order to support this process.

The discussions, smoothly moderated by Nick Price, Century Marine, focused on the different measures companies, ports and policy makers are carrying out in order to make the electrification of the industry a viable and efficient reality.



Konstantinos Rigas, Ports and Inland Navigation, DG MOVE, presented the numerous measures in different policy fields (R&D, Environment, Transport..) the EU is implementing in order to green the maritime sector and specifically, to foster the use of electricity in ports and shipping.

Erik van Schaik, Product Manager Tugs, Damen Shipyards, described the company's latest plans to develop new hybrid and battery powered tugboats like Sparky, Damen's first all-electric harbour tug operated by the Port of Auckland.



Tamer Geçkin, R&D and Electrical Systems Director, Sanmar Shipyards outlined the advantages electricity poses compared to other green solutions like hydrogen or e-fuels and presented Sanmar's Electra 2300SX, a tug designed with 3616 kWh of battery capacity and specifically adapted for ship-berthing and un-berthing operations.

Finally, Rob Smeets, Chief Operations Officer, Port of Antwerp-Bruges presented the Port Authority's plan to go carbon neutral by 2050, which among other measures, implies the greening of the port's fleet with a mix of solutions like the construction of hydrogen and methanol fuelled tugs and the extensive use of shore power and digital solutions to reduce the port's carbon footprint and improve its energy efficiency. You can find all the presentations [HERE](#).







## The EU Commission presents its new Industrial Plan to support and attract the investment in green industries

The EU Commission's, President Ursula Von der Leyen, presented the "Green Deal Industrial Plan", an strategy that should "make Europe the home of clean tech and industrial innovation on the road to net zero". The plan has been developed as a response to American and Chinese initiatives that aim to attract international investment for their strategic green industries, such as the production of batteries, solar panels or wind turbines.

The European plan is based on four pillars: the regulatory environment, financing, skills and trade.

Thus, the Commission will publish a new Net-Zero Industry Act which will identify comprehensive goals for European clean tech by 2030. The Act will simplify the procedures and facilitate the development and investment in new clean tech production sites. In addition to this. This Net-Zero Industry Act will be complemented by the Critical Raw Materials Act, to ensure sufficient access to those materials that are essential for green industries. The Green Deal Industrial Plan shall also amend the rules on Temporary State Aid Crisis and will include the revision of the General Block Exemption Regulation, increasing notification thresholds for support for green investments. This will contribute to further streamline and simplify the approval of Important Projects of Common European Interest.

The Commission will also facilitate the use of existing EU funds for financing clean tech innovation, manufacturing and deployment but, for the moment no new financial mechanism will be proposed.



## IMO agrees on establishing an Emission Control Area in the Mediterranean

The International Maritime Organization (IMO) agreed on designating the Mediterranean Sea as a Sulphur Emission Control Area for sulphur oxides (SECA). This initiative will increase the level of protection and tighten the rules on exhaust gases from ships in the Mediterranean. The measure will eventually cut emissions of these gases by almost 80% and will also reduce emissions of harmful fine dust by almost a quarter.



This measure will enter into force in 1 May 2025. Thus, by then, ships will be required to use marine fuel with reduced sulphur content, from today's 0.5% limit to 0.1%. The Mediterranean Sea will be covered by rules that have already been implemented in the Channel, the North Sea and the Baltic.

## Next events

23 - 24 May  
Rotterdam  
**Tugtechnology**

13 - 16 June 2023  
Alicante  
**ETA 60th Annual General Meeting**

7 - 10 November 2023  
Rotterdam  
**Europort**

