



Newsletter July 2023

IMO reaches historical agreement on shipping greenhouse gas emissions

The International Maritime Organization reached a historical agreement at the 80th Marine Environment Protection Committee meeting (MEPC 80) on a revised emissions reduction global strategy for the shipping sector. The 175 members agreed on a text that aims to peak green house gas (GHG) emissions as soon as possible while promoting a just and equitable transition, and “to reach net-zero GHG emissions by or around, i.e. close to 2050, taking into account different national circumstances”.

The agreement establishes a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030. These should represent at least 5%, striving for 10%, of the energy used by international shipping by 2030. The text includes as well a series of emissions reductions “indicative checkpoints” of at least 20%, striving for a 30% reduction by 2030, and at least 70%, striving for 80% reduction by 2040. There are goals for carbon intensity as well, as the sector will have to reduce its CO2 emissions per transport work, as an average across international shipping, by at least 40% by 2030, compared to 2008.



The adoption of other measures like a global carbon price, supported by over 70 developing and developed countries or new marine fuel standards have been postponed and will be up for further debate at future meetings of the MEPC. The agreement is a compromise between a group of 32 countries led by Pacific Island states, which pushed for ambitious and stringent goals and a coalition of 16 IMO members led by China, Saudi Arabia, Argentina and Brazil that resisted the adoption of measures.

"The adoption of the IMO Emissions Strategy is an important development towards the decarbonisation of the shipping industry. Still, this compromise might fall short from the ambitions and expectations supported by the EU and the European maritime sector. Now it is up for the industry and the IMO members to properly implement this Strategy and to strive for the highest emissions reduction. To that effect, the European towage sector has been at the vanguard in the adoption of greener technologies and practices and we are looking forward to playing our part in this global effort", said Anna Maria Darmanin, ETA Secretary General.





The EC presents a legislative package to update maritime safety rules

At the beginning of June, the European Commission (EC) presented its maritime safety package, which contains a number of legislative proposals that aim to modernise EU rules on maritime safety. Furthermore, the package equips the EU, member states and in particular the European Maritime Safety Agency (EMSA) with new tools and a stronger mandate to support safer, greener and smarter shipping.

The package includes a revision proposal of the Directive on Compliance with Flag State requirements, port state control and maritime accident investigation. The first proposal aims at aligning this directive with international rules and facilitates information-sharing between flag States on the results of inspections they carry out and compliance issues in general. Moreover, it strengthens the role of EMSA, which will support this cooperation through a revised professional development and training programme for flag State inspectors.

The Port State Control Directive proposal aims at updating this legislation in order to cover additional international rules, such as new Conventions on ballast water and sediments and removal of wrecks. The proposal also updates the way ships are targeted for inspection to reflect new requirements and will attach more importance to the environmental related performance and deficiencies of ships.

The Directive proposal on Maritime Accident Investigation will align EU law with new international conventions by incorporating accident types currently not covered by the Directive, it extends the Directive scope to cover fishing boats and reinforces the supporting role of EMSA, which will have a pool of experts in different disciplines that will be available upon request, as well as specialised tools and equipment.

Hong Kong Convention on ship recycling to enter into force

With the ratification of Bangladesh and Liberia, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (the Hong Kong Convention) reached the conditions to enter into force as established in the text. These conditions are the ratification of not less than 15 states, not less than 40% of the world's merchant shipping by gross tonnage and ship recycling capacity of not less than 3% of the gross tonnage of the combined merchant shipping of those states mentioned above.



This Convention is aimed at ensuring that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risks to human health, safety and to the environment. The Hong Kong Convention covers: the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling without compromising the safety and operational efficiency of ships; the operation of ship recycling facilities in a safe and environmentally sound manner; and the establishment of an appropriate enforcement mechanism for ship recycling, incorporating certification and reporting requirements.

Next events

19-20 September

Brussels

European Shipping Summit

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

26-27 September

Brussels

Waterborne TP Days



7 - 10 November 2023

Rotterdam

Europort

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