



EUROPEAN TUGOWNERS ASSOCIATION

Newsletter September 2024

ETA response to the consultation on the Monitoring, Reporting and Verification Regulation

The Monitoring, Reporting and Verification Regulation (MRV Regulation) is a cornerstone of the EU policies addressing shipping emissions. From 1 January 2025, the MRV regulation will also apply to general cargo ships between 400 and 5000 GT and offshore ships of 400 GT and above. Thus, the owners of these type of ships will have to abide by the EU law and monitor their emissions, report and verify them annually by accredited independent verifiers. The European Commission (EC) is planning to clarify what qualifies as an offshore ship in a Delegated Act with a list of types of ships that fall under that category, and has opened a public consultation on this matter before adopting the Delegated Act.



The European Tugowners Association adopted a position on the matter which was submitted. The document points out the ambiguity of the Delegated Act when it comes to the term "offshore ships" as it could lead to various interpretations that may jeopardise the uniform application of the MRV Regulation, including within the towage sector.

One vessel category indicated in the Delegated Act's list is "offshore tug/supply vessel." The ETA response points out that an Offshore Tug and an Offshore Supply Vessel are different vessels. Whereas the latter is a type of vessel carrying out an activity that is offshore, the former is a classification of a tug (and not a vessel type) and may carry out work that is not offshore; indeed, many times, such a vessel does not do offshore work.

The ETA proposed to remove the ambiguity stated above and to remove concerns of misinterpretation or different interpretations of the regulations by replacing the reference to "Offshore Tug/ Supply Ship" with "Offshore Supply Vessel". Since this will effectively capture vessels that carry out on shore work and supply offshore installations.

You can find the document with the ETA response to this public consultation [here](#).





Turkish Parliament approves a carbon pricing scheme for the shipping sector

The Turkish Parliament supported the inclusion of shipping CO2 emissions in the new national Emissions Trading System. This national carbon pricing scheme aims to align with the EU's carbon market which, since 2024, covers shipping CO2 emissions and from 2026 onwards, it will also account for methane and nitrous oxide emissions.

The Turkish presidency is expected to issue regulations detailing the types of ships affected, emission fee rates, and procedures for monitoring, reporting, and verifying emissions. This new policy is projected to regulate over 10 million tons of CO2 emissions annually.

ETA together with its stakeholders in Brussels has expressed its concerns regarding the increase of EU container transshipment traffic in Turkish ports which could indicate that some companies are bypassing EU carbon taxes. The inclusion of shipping emissions in the Turkish ETS could mitigate potential loopholes that favour carbon leakage.

Greenport Alliance completed the first milestone

The EU funded project Greenport Alliance completed its second work package, which focused on analysing the port services sector and academia's needs and identifying the existing commercial drivers that foster the greening of the industry. ETA was the leading organisation of this work package and was responsible for the drafting of one of the project's deliverables, the Needs Analysis Report that contains the findings of the three different surveys developed by the stakeholders and designed for the pilotage and towage industries and academia.



The results show that there is a general awareness in both industries concerning the efforts to go greener. However, this is not always translated into more sustainable daily practices and behaviours. The industry's respondents generally believe that developing new courses and training can positively impact efforts to reduce the carbon footprint of port services activities. Nevertheless, this widespread support was qualified by some participants who highlighted safety standards as the most important factor in the industry, which should not be sacrificed for the sake of emissions reduction or sustainability.

The academic Greenport Alliance consortium partners were responsible for collecting academia's views on the adoption of sustainability principles in maritime education. The results demonstrate a consensus on the added value academia could have in addressing sustainability challenges in port services. Still, in spite of this, the majority of the survey's participants expressed limited participation in training or workshops on this matter, which could suggest a lack of these. This explains the mixed results regarding the respondents' confidence in explaining these subjects. Even if the majority of participants in the survey believe their curriculum effectively covers current maritime sustainability challenges, there is still room for improvement in this aspect.

Next events

12 November
Rome

ETA Sustainable Conference

14 November
Edinburgh

BTA Safety Seminar

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