



EUROPEAN TUGOWNERS ASSOCIATION

Newsletter April 2025

ETA held its workshop on decarbonisation through behavioural change

ETA, together with the European Maritime Pilots Association (EMPA) and the European Dredgers Association (EuDA) organised a workshop on the role behavioural change can play in the decarbonisation of the port services sector's

emissions. The workshop was part of the European Shipping Summit, the most important event in the maritime sector in Brussels. The summit brought together a big number of policy-makers, shipowners and academics.



The workshop highlighted the port services sector's efforts to reduce its carbon footprint by improving coordination and communication with stakeholders like ship management, vessel traffic services and terminal operators. The speakers underlined as well the relevance of human behavior and the efficient use of existing technologies as the quickest and most efficient solution to reduce the industry's carbon footprint. Speakers called for a comprehensive European Port Strategy, which acknowledges the full complexity of the logistics ecosystem within ports, putting safety of port workers and residents, navigation and port assets in the center. Furthermore, they highlighted the role of ports as innovation and green energy hubs, a role that should be considered and fostered in the upcoming Strategy. In conclusion, the three associations' representatives called for a European Port Strategy that adopts a human-centred approach. This would help make the maritime sector more attractive to young talent while promoting a more inclusive workforce.

The workshop showcased as well the Greenport Alliances project, implemented by a consortium of maritime academies, shipping associations and consultancies. Prof. Eker İşcioğlu (Piri Reis University) presented the findings obtained so far by project partners ETA and Mar.Te and the selected best practices, those are the basis for the development of curricula for students, professionals and educators. These shall be developed in the upcoming months by the Nikola Vaptsarov Naval Academy with the collaboration of the consortium members.





The European Commission evaluates the potential inclusion of small ships under the EU MRV regulation

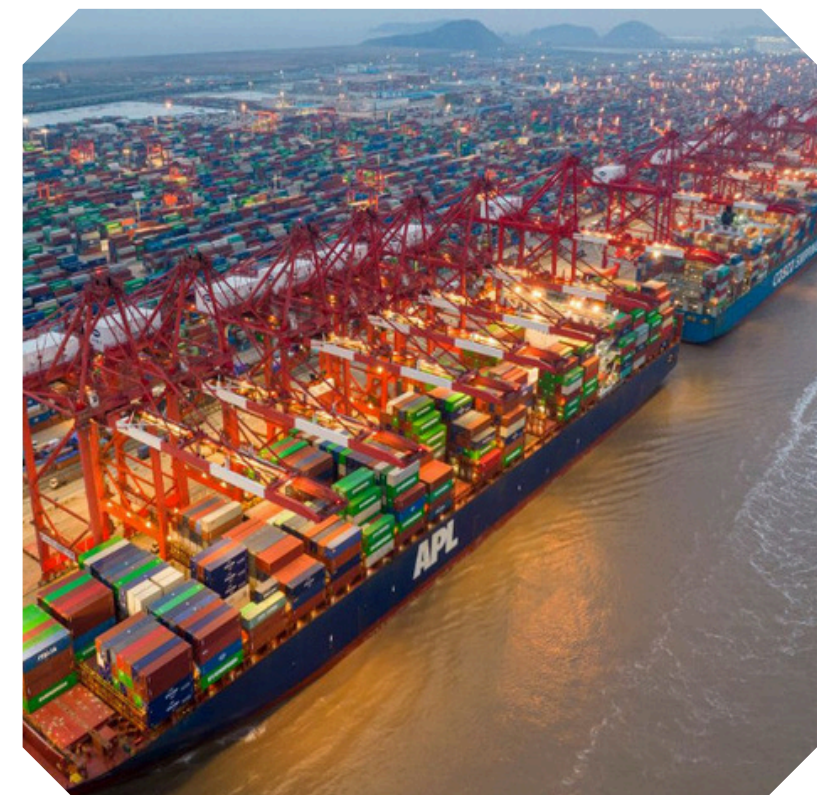
The European Commission has released a report evaluating the potential inclusion of small ships, ranging from 400 to 5,000 gross tonnage, under the EU regulation for the Monitoring, Reporting, and Verification (MRV regulation) of maritime greenhouse gas (GHG) emissions.

The analysis reveals that over 5,300 smaller vessels, which collectively emit approximately 11 million tonnes of CO₂ annually, are currently not covered by the legislation. Incorporating these ships into the regulation could increase the emissions covered by the legislation by about 9%, while also expanding the number of regulated vessels by around 42%. However, and in line with the Commission's commitment to avoiding disproportionate administrative burdens, the analysis also evaluated the administrative costs associated with MRV procedures. The report projects that the recurring annual administrative costs for smaller vessels will be similar to, or slightly higher than, those for larger vessels. This would imply an excessive bureaucratic burden for many SMEs that would have to monitor, register and report a big number of data.

The analysis also suggests that this balance could change if the GHG emission reductions from incorporating smaller vessels into other GHG mitigation policies, such as the EU ETS and FuelEU, are considered. A further assessment of these potential benefits will be conducted as part of the 2026 review of the EU ETS Directive.

The Commission published its report on monitoring the ETS

The European Commission released its first report on the implementation of the EU Emissions Trading System (ETS) extension to maritime transport. This report provides an initial assessment of its impact from the start of its application on January 1, 2024, through the end of the third quarter of the same year. ETS covers the emissions of around 12.000 large ships and is key to ensure the fair contribution of shipping to the EU's climate objectives.



The document examines various strategies for avoiding ETS costs, such as relocating transshipment activities or adding evasive port calls. However, the document does not find any evidence of major changes in the market being directly attributable to the introduction of the EU ETS. Furthermore, the data provides no evidence of a modal shift towards road transport or an increase in the use of smaller ships. In addition to this, the report finds no evidence of reduced shipping services to EU islands or outermost regions.

To mitigate evasion risks, the ETS Directive establishes a strict definition of "port of call" to prevent companies from making artificial stops for evasion purposes. It also excludes "neighbouring container transshipment ports" from this definition. In line with this, the Commission has identified neighbouring transshipment ports, such as East Port Said in Egypt and Tanger Med in Morocco, which together account for around 70% of transshipment activities in non-EU Mediterranean countries.

Next events

[Tugtechnology](#)
[Antwerp 20-21 May 2025](#)

[ETA Annual Meeting](#)
[Syracuse 3-6 June 2025](#)

