



EUROPEAN TUGOWNERS ASSOCIATION

Newsletter February 2025

The EU Commission presented its Competitiveness Compass

The European Commission presented its Competitiveness Compass, its working programme and strategic framework for the 2024-2029 term. The Compass builds on the analysis of Mario Draghi's report on the future of European competitiveness presented in September 2024, which included a list of urgent actions for the European Union to improve its competitiveness, closing the innovation gap with the USA and China and increase the Union's autonomy.



The Compass identifies three core areas of action, and a number of initiatives linked to them:

Innovation – In this area the Commission aims to close the innovation gap by creating an environment where innovative start-ups, industrial leadership and the diffusion of technologies across businesses thrive. Concrete initiatives include action plans for advanced materials, quantum or space technologies and the creation of a 28th legal regime that will guarantee one set of rules across the EU.

Decarbonisation and competitiveness – The EU will help bring down high and volatile energy prices through an Affordable Energy Action Plan. Moreover, it will set out a competitiveness-driven approach to decarbonisation through its upcoming Clean Industrial Deal.

Security and resilience – The EU will reduce dependencies and increase its resilience by reviewing the Public Procurement rules to allow for the introduction of a European preference in public procurement for critical sectors and technologies

These three core areas of action are complemented by five horizontal enablers for competitiveness: Simplification, lowering barriers to the Single Market, financing competitiveness, promoting skills and quality jobs and better coordination with national policies.





ETA and 44 European transport organisations call for a stronger EU transport budget

ETA, together with 44 European transport organisations, signed a joint letter that urges EU policymakers to uphold a strong, centrally coordinated transport funding instrument to address Europe's infrastructure, resilience and decarbonisation challenges.

The new European Commission is carrying out a comprehensive review of the EU budget, shifting away from a programme-based budget to a policy-based one, and redirecting the transport funding at EU level towards the individual Member States as part of single national envelopes. This would mean that the budget reserved for EU managed financing instruments like the Connecting Europe Facility would be very limited and allocated for big cross-border projects, while most of funds for transport would be funded through the national plans. This could put transport projects in competition with other type of investments included in the single national plans, like agriculture, social affairs or energy.

Therefore, the transport sector urges the Member States and the Commission to choose an approach that strengthens Europe, to preserve a strong and centrally coordinated dedicated European transport funding instrument that prioritises investments of high European added value, and to refrain from jeopardising the future and competitiveness of Europe's transport network, which is fundamental to achieve Europe's priorities.

The EC includes Tanger Med and Port Said in the implementation list of FuelEU Maritime

The European Commission has presented a draft implementing Regulation outlining non-EEA container transshipment ports excluded from the definition of 'port of call' under the FuelEU Maritime Regulation. The proposed list, mirroring the list of ports under ETS Maritime, does not include Tanger Med (Morocco) and East Port Said (Egypt). This measure is designed to prevent shipping companies from bypassing FuelEU requirements by reconfiguring their routes at the expense of ports in the European Economic Area.



FuelEU Maritime, which is in force since the 1st of January mandates a gradual reduction in greenhouse gas (GHG) intensity for vessels operating within EU ports, starting with a 2% reduction this year and increasing to 80% by 2050. The regulation only covers for the moment all ships above 5,000 gross tonnages calling at EU ports.

In addition to this, the European Commission published the second edition of the European Maritime Transport Environmental Report. The document provides a comprehensive overview of the environmental impact of Europe's maritime sector within the EU, as well as an assessment of practices to make it more sustainable. According to the report, the sector is making progress towards greater sustainability but will need to increase its efforts over the coming years to play its part in meeting 2030 EU climate and environment goals and achieving a climate neutral EU by 2050. You can find the report here.

Next events

European Shipping Summit
Brussels 19-20th March 2025

Tugtechnology
Antwerp 20-21 May 2025

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



Tel: +32 25 17 60 26
info@eurotugowners.com
www.eurotugowners.com