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To: [ECSA - Committee Safety & Environment](#); [ECSA - National Associations](#)
Cc: [ECSA - Secretariat](#)
Subject: ECSA C-13324 For information - EU ETS: discussions during yesterday's Council of Transport Ministers
Date: Τρίτη, 5 Δεκεμβρίου 2023 3:18:32 μ.μ.
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To ECSA - Committee Safety & Environment
ECSA - National Associations
ECSA - Secretariat

Ref. ECSA C-13324

05-12-23

For information - EU ETS: discussions during yesterday's Council of Transport Ministers

Dear Members,

We would like to inform you that the Council of Transport Ministers discussed yesterday the implementation of the EU ETS for shipping as an 'any other business' item.

This exchange followed a letter from the Croatian, Cyprus, Greek, Italian, Maltese, and Portuguese Ministers to the Commission calling for measures to be taken to avoid traffic diversion to ports located near the EU.

During the meeting, the seven co-signatory Member States stated that immediate measures should be taken to address traffic diversion from Mediterranean ports. Another five Member States supported the implementation of the EU ETS as planned as from 1st January 2024.

The Commissioner for Transport concluded by saying that the Commission will carefully monitor the effects of the EU ETS in the future. If there is a diversion of traffic to ports located near the EU, the Commission will extend the list of neighbouring container transshipment ports.

The extension of the list would in practice mean that the scope of the EU ETS would be likely broadened for container vessels calling at EU ports.

Background

The EU ETS provides for an exclusion from the definition of 'port of call' of stops of container ships in a container transshipment port located less than 300 nautical miles from a port under the jurisdiction of a Member State. The port's share of transshipment of containers must exceed 65 % of the total container traffic of that port during the most recent twelve-month period for which relevant data are available. East Port Said in Egypt and Tanger Med in Morocco are defined as neighbouring container transshipment ports in the corresponding implementing act, which was [published](#) in the official journal on 27 October 2023 and entered into force on 20 November (ref: C-13265 of 02-11-23).

In practice, it means that a stop of a container vessel in East Port Said in Egypt or Tanger Med in Morocco on its way from Europe to Asia will not be counted as a port of call. Allowances for half of the emissions from Europe to Asia will have to be surrendered.

I remain at your disposal if you have questions.

Best regards,

Fanny

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Transparency Register: 59004966537-01