

News & events

13.09.2018

Underwater ROS workshop at the BtS confirmed on 2nd of October 2018



**IQUA
Robotics**

Defining a ROS package to
standardize underwater messages

Breaking the Surface (BtS) workshop, which brings together a significant part of the marine community will be held from 30 September until 7 October 2018 in Biograd na Moru, Croatia. On 2nd October 2018., in the scope of the BtS , [the Computer Vision and Robotics Research Institute](#) of the University of Girona along with [IQUA Robotics](#) is organizing a workshop to discuss the adoption of conventions in the underwater ROS community. If you plan to attend the underwater ROS workshop please fill this [confirmation form](#) and [here](#) you can find for more information about the meeting.

18.07.2018

FIRST HYDROGEN POWER PLANT IN US PORT

Toyota is building what it calls the world's first Megawatt-scale 100% renewable power and hydrogen plant at the US Port of Long Beach.

The Tri-Gen facility will be the first Toyota facility in North America to use 100% renewable power using bio-waste sourced from California agricultural waste to generate water, electricity and hydrogen.

“For more than twenty years, Toyota has been leading the development of fuel cell technology because we understand the tremendous potential to reduce emissions and improve society,” said Doug Murtha, group vice president- Strategic Planning.

“Tri-Gen is a major step forward for sustainable mobility and a key accomplishment of our 2050 Environmental Challenge to achieve net zero CO2 emissions from our operations.”

Hydrogen power

When it comes online in 2020, Tri-Gen will generate approximately 2.35 megawatts of electricity and 1.2 tonnes of hydrogen per day, enough to power the equivalent of about 2,350 average-sized homes and meet the daily driving needs of nearly 1,500 vehicles.

The power generation facility will be 100% renewable, supplying Toyota Logistics Services' (TLS) operations at the port.

Tri-Gen is a key step forward in Toyota's work to develop a hydrogen society. In addition to serving as a key proof-of-concept for 100% renewable, local hydrogen generation at scale, the facility will supply all Toyota fuel cell vehicles moving through the Port, including new deliveries of the Mirai sedan and Toyota's Heavy-Duty hydrogen fuel cell class 8 truck, known as Project Portal.

Grand plans

To support these refueling operations, Toyota has also built one of the largest hydrogen fueling stations in the world on-site with the help of Air Liquide.

Toyota continues to partner with a broad range of companies to develop new hydrogen stations. That includes a partnership with Shell that represents the first such collaboration between a major automotive and major oil company.

18.07.2018

ECSA welcomes the signature of the EU-Japan Economic Partnership Agreement (EPA)

The EU and Japan yesterday signed the EU-Japan Economic Partnership Agreement during the 25th EU-Japan summit in Tokyo. The European Shipowners welcome the signing of a highly ambitious trade agreement between two of the world's largest economies. "At a time that unilateralism and protectionism are rising, the EU and Japan are sending a strong message in support of free, fair and rules-based trade", said ECSA's Secretary General Martin Dorsman.

The agreement with Japan will remove the vast majority of customs duties that cost EU companies exporting to Japan €1 billion a year and will lead to a substantial increase of the EU exports to Japan. "It also contains obligations to maintain open and non-discriminatory access to international maritime services such as transport and auxiliary services, as well as access to ports and port services," Dorsman reiterated.

"Shipping needs global trade to exist and global trade cannot exist without an efficient shipping industry. Around 90% of world trade in goods is carried by the international shipping industry and European shipowners control 40% of the world's merchant fleet and operate shipping services all over the world," he concluded.

European Shipowners look forward to the quick ratification by the European Parliament and the Japanese Diet and the efficient implementation of this agreement.

Martin Dorsman
Secretary General

16.07.2018

ECSA - THE LATEST FROM BRUSSELS

ECSA met DG ENVI to discuss ship recycling

The ECSA secretariat met with ENVI Director Mr. Sadauskas and two of his staff members to discuss the latest state of play of the ship recycling dossier. ECSA presented its paper of estimates on the recycling capacity needed for EU shipowners. Quite an extensive discussion followed whether EU shipowners could and should make use of existing EU yards. Mr. Sadauskas informed the secretariat that they were making calculations together with EMSA based on actual ship recycling figures. We agreed to be in contact on this. ECSA informed the Commission about the different initiatives the industry is taking – drafting a position paper, the drafting of a joint industry letter to Commissioner Vella and the up-coming visit to Alang. The new visit to Alang was warmly welcomed by the Director. He made reference to very critical reports about the real situation in India by the former case handler and was really interested to see what kind of progress has been made. ECSA also brought forward the question of having Turkish yards on the list. The Commission acknowledged the sensitive question but referred to higher levels within the Commission that are dealing with the EU – Turkey relations. They informed the secretariat that the Cyprus delegation, when relevant to the discussion, has brought forward their concerns and firm position about Turkey in all meetings.

European Parliament's Transport (TRAN) Committee discusses the Port Reception Facilities Directive

On the 10th of July the TRAN Committee discussed the draft report of MEP Gesine Meissner (ALDE, DE) concerning the Port Reception Facilities for the Delivery of Waste from Ships. MEP Meissner provided an overview of the main points included in the draft report. She stressed the need to investigate to what extent Sulphur, extracted from air emissions by open loop scrubber systems, would have a negative impact on the receiving surface water. Whilst many MEPs welcomed the draft, they did raise some issues that required further clarification, such as: the 100 % indirect fee system, the exclusion of small ports, the inclusion of more types of waste, the green ships concept, incentives for fishermen to fish for litter and short sea shipping provisions. MEP Deirdre Clune (EPP, IRL) mentioned the proposal from the Commission (COM) to MEPC 73 on the action plan on marine litter, and the fact that in the proposal the COM proposes the 100% indirect system to the international level, while it has not even been agreed yet at the EU level. The COM thanked the rapporteur and stressed that the proposal only looks at ship-generated waste, reflecting MARPOL provisions. In response to the request by some to add more waste streams to the proposal, the COM recalled that this would go beyond MARPOL and that it would be difficult to enforce too. On short-sea shipping, the Commission supported the objective, but the definition refers to all intra-EU traffic, therefore it would exclude too many ships from the scope of this directive. On the points raised regarding not to oblige

vessels leaving EU ports to deliver all waste, the COM said that this could be accepted but that there should be strong guarantees that ports outside the EU can handle this waste. MEP Meissner concluded by saying that she was aware that the Greens wanted to include offshore platforms to the scope of the directive, but that it should be analysed further. ECSA had been in touch with a few MEPs before the discussion and was pleased to see its concerns reflected upon in the meeting.

ECSA speaks at a Visa code and Humanitarian Visas hearing in the European Parliament

The European Parliament's Committee on Civil Liberties, Justice and Home Affairs (LIBE) last week organised a hearing on Community Code on Visas (Visa Code). The hearing was chaired by MEP Juan López Aguilar (S&D, Spain) who is also the rapporteur of the file. He expressed his frustration that this file is taking so long time to get anywhere. The process in the Council has been blocked by discussion on security rather than focusing on people who want visas for legitimate purposes. Tim Springett, the chair of ECSA Social Affairs Committee was invited to comment on behalf of ECSA and European Transport Workers Federation (ETF). He made detailed comments on a number of articles and specifically underlined the necessity to ensure multiple-entry visas for seafarers for joining, leaving and taking shore leave from ships. He reminded that the single-entry visas make it challenging for seafarers to join and disembark from ships when they are in the Schengen area. He welcomed the fact that the application processing time in the new proposal has been suggested to be reduced, and the validity of such visa proposed to be made longer than is currently the case. Both the Austrian Presidency's representative and the Commission's representative mentioned the seafarers' special situation in their interventions, and a few MEPs also acknowledged the challenges. The Austrian Presidency said they are keen to make sufficient progress with the file so that it can be concluded before the EP elections next year. MEP López Aguilar was obviously pleased with this promise. Please find ECSA, ETF and ITF position paper on the matter [here](#).

THE WEEK AHEAD

17.7 - 2nd Technical workshop on CE Delft study short term measures CO2 emissions reduction - Brussels

ECSA
