



## Joint Press Release

Brussels, November 30th, 2023

**FEPORT, ETA, EMPA and ECASBA members call on the EU Commission to immediately commission a study on the risks of cargo diversion from European ports and possible solutions to prevent the diversion.**

As risks of cargo diversion to the detriment of EU ports are indeed becoming more and more real with the upcoming entry into force at the beginning of 2024 of EU ETS for shipping, FEPORT, ETA, EMPA and ECASBA members express a major concern regarding the lack of real assessment of the EU ETS for shipping related effects on EU ports. The measures proposed by the EU Commission i.e., the monitoring and the possibility of a review of the Regulation do not constitute the proper response to real risks of cargo diversion to the benefit of non-EU ports in the Mediterranean and the UK.

“We need a real assessment of the impact of ETS for shipping on EU ports to be conducted now and not in two years’ time when cargo will have left some EU ports for good. Port capacities in Southern Mediterranean and other non-EU ports are important and they will continue to grow. They will represent attractive alternatives for the shipping lines which want to avoid ETS. Do we want to wait for this to happen and investments in EU ports to be put on hold or cancelled?” says FEPORT Secretary General, Ms Lamia Kerdjoudj

Ports have not been on the radar of the EU Commission when EU ETS for shipping was discussed, FEPORT, ETA, EMPA and ECASBA members are now in a situation where shipping lines, which do not intend to pass on the additional ETS costs to their customers, will prefer to call non-EU ports with all implications this will have on employment and economic activity for EU ports. Furthermore, the Fit for 55 objectives to reduce emissions will be circumvented. Once the trade routes are shifted and the regulations are bypassed, it will be very difficult to reverse these detrimental effects.

The clock is ticking for EU ports. This is why FEPORT, ETA, EMPA and ECASBA are urging the EU Commission to start a study about the impact of EU ETS for Shipping now. The terms of reference of the study could possibly consider all solutions that are currently proposed by different port stakeholders to avoid cargo diversion.

At the same time, FEPORT, ETA, EMPA and ECASBA call on the Commission to continue to raise its voice within IMO in favour of a global ETS and concurrently to immediately explore the possibility of concluding bilateral agreements with EU neighbouring countries that could adopt legislation similar to ETS and with converging timelines.

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