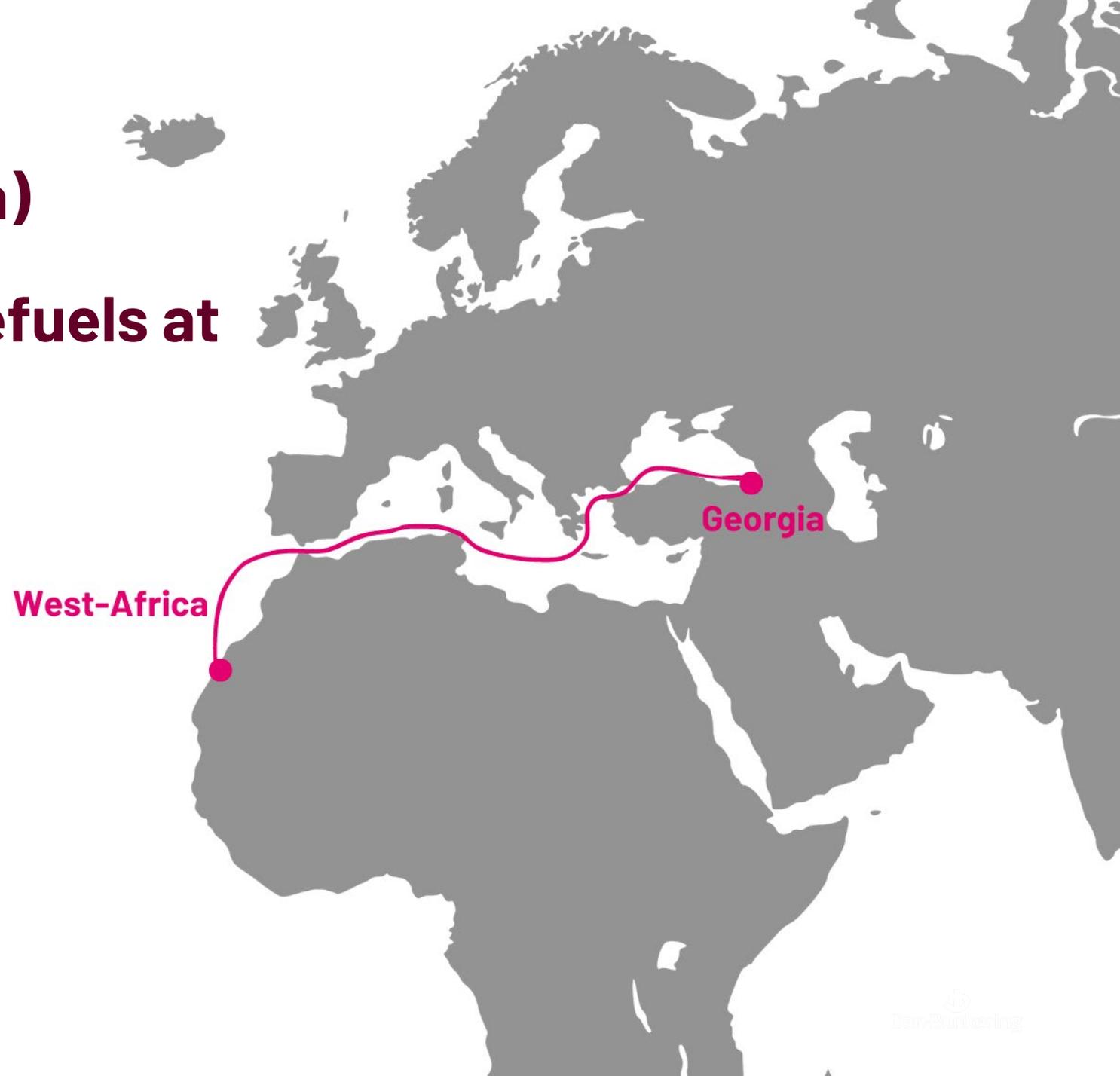




**Some of the questions that
we have been asked**

Is a vessel traveling from Georgia (Black Sea) to West Africa subject to EU ETS if it refuels at an EU port?

- No.
- Bunkering is not considered a port call therefore not covered by the EU ETS.



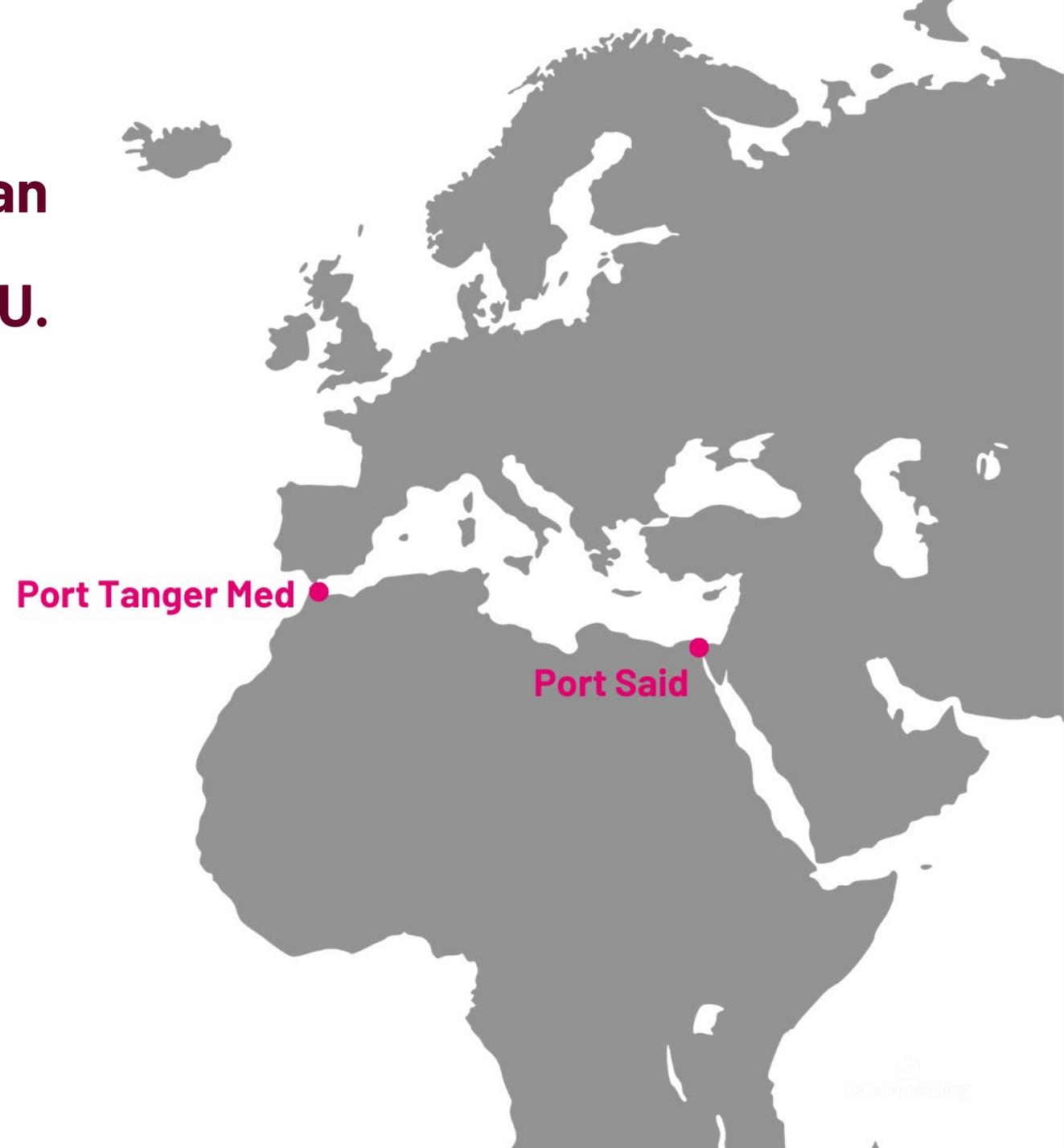
What if I call a non-EU port, but the location of the port is less than 300 nautical miles away from EU jurisdiction, will it still count as EU. (e.g. Gibraltar)?

- Maybe, it depends on the status of the port.
- As an example: a port call at a non-EU port located within 300 nautical miles of EU territory, such as Gibraltar, does not mean it falls under EU regulations. Gibraltar is not considered an EU port, because it is a British Overseas Territory, so it is not part of the European Union.
- Tanger Med and Port Said have been identified as **transshipment ports** and are therefore **not** considered as a port call in relation to the EU ETS.



Latest statement from the EU Commission:

"We are closely monitoring the effects of the regulation and if adjustments are needed we are ready to look at it".



Is it correct that Greenland is not included in the EU ETS?

- **Yes**, since Greenland is neither a member of the EU nor the EEA but only a part of the Danish Commonwealth.
- So, port calls between Greenland and EU port qualify incoming/outgoing voyage meaning 50% EU allowances are required.



NOTE:

Greenland's relationship with the EU is defined through an **Overseas Association Decision**, which covers some trade agreements and cooperation in certain areas but does not extend to participation in the EU ETS.

How are emissions for a voyage from the UK to the EU calculated?

The UK is considered a non-EU country and thereby counts 50% EU allowances.

Will the UK collect the other 50 pct under their UK ETS scheme?

For now, the national UK ETS scheme only applies to domestic shipping.



If I load on December 25, 2023 and discharge on January 26, 2024 - do I need to buy allowances for the entire voyage?

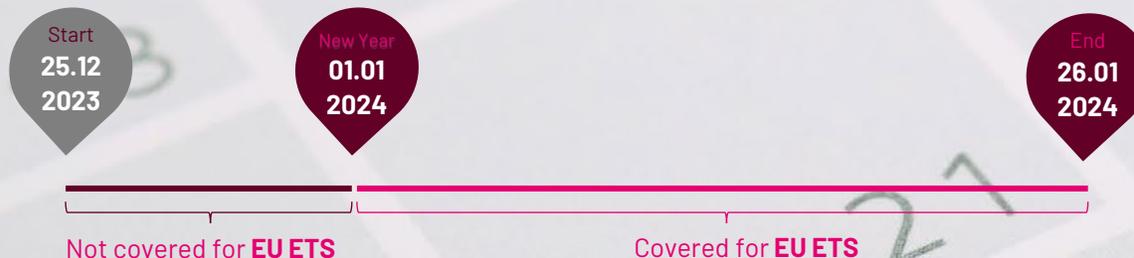
No.

A reporting period begins from 1 January and ends 31 of December, in any given calendar year.



In this particular example, emissions from December 25, 2023 up until December 31, 2023 at 11:59 PM is not to be covered under EU ETS.

However, the emissions deriving from 1 January 2024, at 00.01AM up until January 26, 2024 would have to be part of the emissions reporting for the entirety of 2024.



Are port calls for crew change and receiving spare parts exempted from EU ETS?

Yes.

Other exemptions:

