

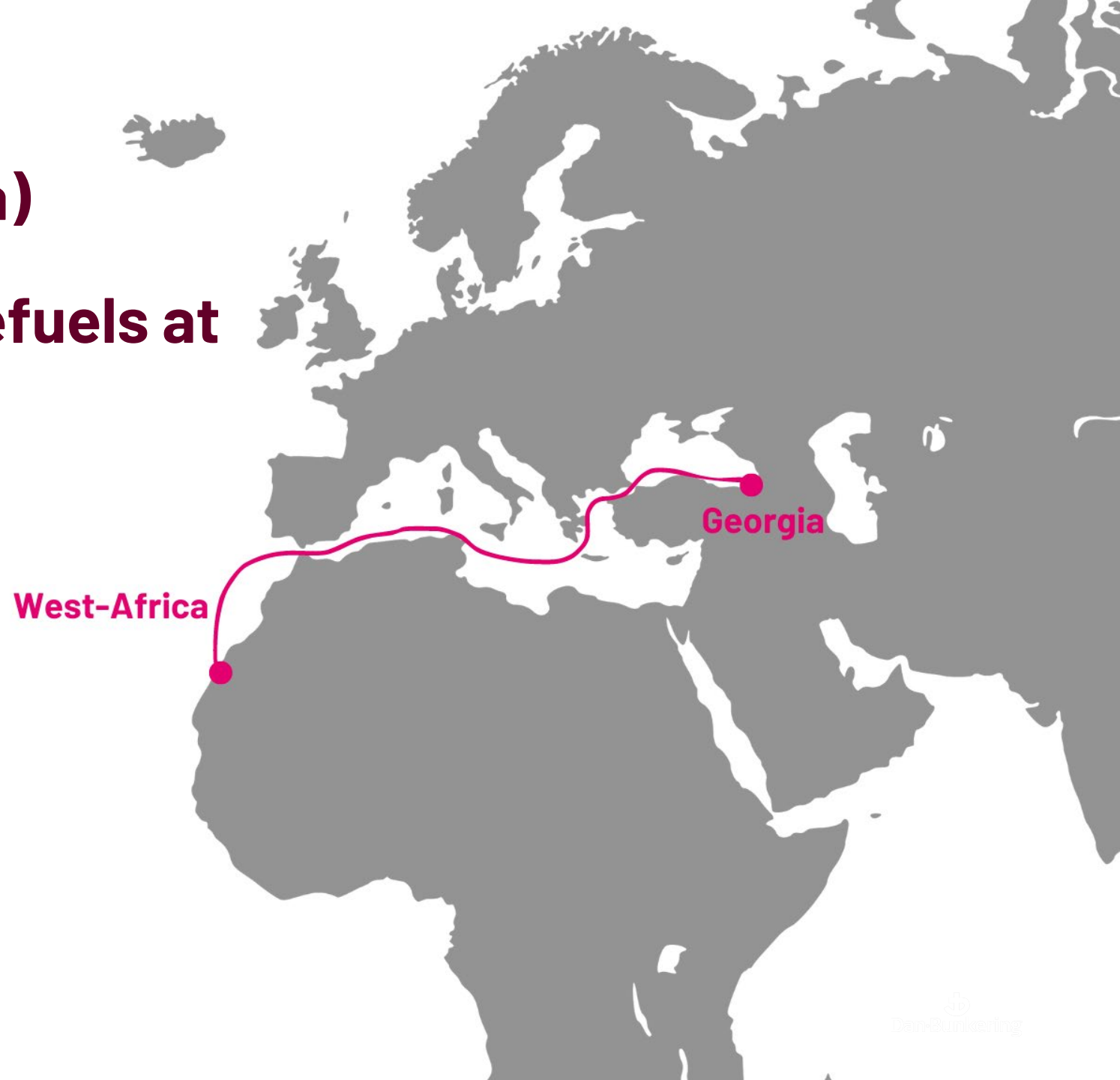


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# Some of the questions that we have been asked

# 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".*

Port Tanger Med ●

Port Said ●

## 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?

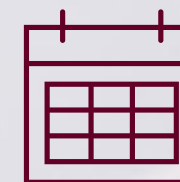
No.

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:

