

2023

Annual Report



ECDSA

European Community Shipowners' Associations

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"European fleet ownership enables the EU to play a leading role in the global supply chains and makes European shipping a strategic asset for our continent."

It is my pleasure to introduce the ECSA Annual Report 2023, the first report after almost ten years. A lot has been achieved in the past year. Navigating through the complexities of post-pandemic recovery and geopolitical unrest has been a challenge for the shipping sector.

However, through these years of high uncertainty, ECSA has emerged stronger and more adaptable. Revising the ECSA's statutes, simplifying the decision-making processes, achieving financial stability and attracting and retaining top talent was made a top priority to make the organisation fit for purpose. I take pride in the significant contributions made to transform ECSA into a growing, dynamic and resilient organisation.

These efforts have already paid off as we see ECSA becoming a focal point for policy makers, media, and other stakeholders in the European arena. New full and observer members coming on board shows the growing influence of ECSA.

I extend my sincere gratitude to former President Claes Berglund and incoming President Karin Orsel for their invaluable contributions during this period of transition.

Their dedication and collaborative spirit have played a crucial role in steering ECSA through these uncertain times and contributing to its positive evolution. The commitment and hard work of the entire team have been pivotal in shaping the organisation's response to these unprecedented circumstances.

The EU shipping fleet is one of the largest and most innovative fleets in the world, representing almost 40% of the 2020 world fleet. It creates 2 million jobs, employing 685,000 people, and contributing EUR 54 billion each year to the European GDP. European fleet ownership enables the EU to play a leading role in the global supply chains and makes European shipping a strategic asset for our continent.

With many opportunities ahead of us, I remain confident in the collective strength and capabilities of ECSA. Together, we look towards a future of growth, resilience, and continued success.

Philippos Philis
President
ECSA

"Raising awareness about the strategic role of shipping to Europe's security and stressing the need for enhancing the competitiveness of the industry in Europe remains one of the top priorities for ECSA."



The political landscape has changed dramatically in recent years. The pandemic, the war in Ukraine and the energy crisis that followed, the climate crisis and the adoption of the most climate ambitious targets and measures internationally - the Fit for 55 climate package- are some of the developments to name.

This has been well reflected by the EU political agenda, which in 2023 shifted to enhancing the security of our continent and to supporting the competitiveness of strategic sectors of the European economy. Against this backdrop, the strategic importance of shipping to the European energy, food and supply chain security came into the forefront.

Much more is needed to keep leadership at international level. Investments in clean fuels for shipping, keeping our seafarers on board and upskilling our workforce for the green and digital transition, securing European ship financing and funding, are just a few of the topics ECSA worked on in 2023. Many successful steps forward were made. It is encouraging that the European Parliament and the Council have recognised the need to prioritise investments in clean fuels for shipping under the Net Zero Industry Act.

The European Commission reaffirming the recognition of the Philippines' training and certification system was a major development, that ensures that more than 200.000 Filipino seafarers can continue to work on EU-flagged vessels.

We welcomed the increased climate ambition of the Fit 55 package and played a constructive role in the design of the new policies. One of the successes of the sector was that we spoke with one voice on the need to support the energy transition, and we achieved to earmark almost 2 billion Euro under the ETS innovation fund.

Raising awareness about the strategic role of shipping to Europe's security and stressing the need for enhancing the competitiveness of the industry remains one of the top priorities for ECSA.

To that end, it will be key to further build broad coalitions and find common ground as much as possible with industry stakeholders, environmental organisations and the unions. We were proud to lead the organisation of the first European Shipping Summit in Brussels, bringing together eight partner organisations, industry stakeholders, NGOs and unions. Industry leaders, policymakers and well renowned speakers were among the participants of the Summit.

The press has called the ECSA team a 'crack squad of the industry's leading policy experts' when ranking ECSA among the Top 10 of the most influential organisations in maritime regulation. It is certainly a quality that could help put forward the new priorities of the sector in the run-up to the European elections in June 2024 and map out the new political dynamics in Brussels.

Sotiris Raptis,
Secretary General
ECSA

Royal Belgian Shipowners' Association



Croatian Shipowners' Association Mare Nostrum



Joint Cyprus Shipowners' Association



Danish Shipping



Estonian Shipowners' Association



Finnish Shipowners' Association



Armateurs de France



Verband Deutscher Reeder



Union of Greek Shipowners



Irish Chamber of Shipping



Confederazione Italiana Armatori



Lithuanian Shipowners



Fedilshipping



Malta International Shipowners' Association



Koninklijke Vereniging van Nederlandse Reders



Norwegian Shipowners' Association



Associação de Armadores da Marinha de Comercio



Slovenian Association of Shipowners

Asociación de Navieros Espanoles



Swedish Shipowners' Association



ECSA BOARD OF DIRECTORS

The ECSA Board brings together the Directors of 20 national member associations from the EU and Norway. The Board is chaired by the ECSA President who serves for two years. The current President of ECSA is Philippos Philis, Chairman and CEO at Lemissoler Navigation Co. Ltd, and the current Vice-President is Karin Orsel, CEO of MF Shipping Group.



Philippos Philis
President



Karin Orsel
Vice-President



Director: Ludwig Criel
Alternates: Wilfried Lemmens



Director: Mario Mattioli
Alternate: Laurence Martin



Director: Igor Budisavljević
Alternates: Marko Domijan



Director: Vytautas Lygnugaris
Alternate: Gintautas Kutka



Directors: Nicolaos Hadjioannou
Alternates: Themis Papadopoulos



Directors: Christian Cigrang
Alternates: David Luty



Directors: Torben Carlsen
Alternates: Anne H. Steffensen



Director: Marily Frangista
Alternate: Filippos Lemos



Director: Vahur Ausmees
Alternate: Inno Borodenko



Directors: Jan Valkier
Alternate: Annet Koster



Director: Björn Blomqvist
Alternate: Tiina Tuurnala



Directors: Harald Fotland
Alternate: Harald Solberg



Director: Philippe Louis-Dreyfus
Alternates: Jean-Philippe Casanova



Director: Rui Raposo
Alternate: Duarte Rodrigues



Directors: Thomas Rehder
Alternate: Martin Kroeger



Director: Boris Vidmar
Alternate: ---



Directors: Nikolaos Veniamis
Alternates: Vasileios A. Papagiannopoulos



Director: Juan Riva
Alternate: Elena Seco



Director: Giuseppe Oliveri
Alternate: James Doorley



Directors: Claes Berglund
Alternate: Anders Hermansson



ECSA Secretary General
Sotiris Raptis

A new ECSA is born (2020 - 2023)

In the past few years, ECSA has strived to become an extrovert, outward-facing and proactive organisation, to represent the interests of European shipowners. In December 2023, ECSA was listed among the 10 most influential in maritime regulation by Lloyd's List.

In the words of Lloyd's List "the European Community Shipowners' Associations has evolved into a dynamic and important body for shipping."

This strategic shift was set in motion in 2020. Acknowledging the significance of the shipping sector in the political sphere, especially within the climate discourse and the then upcoming Fit for 55 package, European shipowners transitioned to become a proactive and positive voice. This transformation was deemed essential to navigate the shifting political landscape and effectively address the challenges presented by the new EU reality.



New strategy



Aligning to the newly defined vision, mission, and values, a new strategy for the organisation was developed to ensure value creation for ECSA members. This strategy introduced a deliberate focus on identifying and prioritising key aspects crucial to the maritime industry's competitiveness and sustainability. By fostering collaboration and forging strategic coalitions among diverse stakeholders, including industry leaders, policymakers, and environmental advocates, ECSA aims to leverage collective expertise and perspectives. The strategy places an increased emphasis on enhancing communication channels, employing targeted outreach efforts, and facilitating transparent dialogues to effectively convey ECSA's vision, initiatives, and industry-wide impact, thereby fostering understanding, trust, and robust support within the maritime community and beyond.



New statutes and new budget



To implement an ambitious strategy, the organisation needed to be fit for purpose. The ECSA Board started the process to update ECSA's statutes, streamlining the decision-making processes of the organisation. Alongside this effort, a revised membership fee structure was introduced. To further enhance accountability and clarity, a new transparent system in finances and budget allocation was implemented. These changes aimed to ensure the adequate allocation of resources towards fulfilling the strategic objectives of the organisation.



New team



A committed, dynamic, and professional team has been at the heart of ECSA's transformation. The ECSA Secretariat was strengthened through targeted recruitment campaigns, with 80% of the current team being recruited from 2020 onwards.

Through dedicated efforts and strategic initiatives, ECSA strived to create an environment conducive to attracting, retaining, and leveraging the potential of talented individuals who align with the organisation's vision and goals.


Secretariat



Sotiris Raptis
Secretary General



Katalin Dobranszky
Senior Director for Finance,
Fiscal and Social Affairs



Luisa Puccio
Senior Director for Shipping
Policy and Communications



Fanny Lossy
Director for Climate,
Environment and Safety




Eurico Ortiga
Director, Social and
Legal Affairs



Evina Fotiadou
Policy Advisor



Marius Dejarnac
Policy Advisor, Shipping
& Trade Policy



Ulrik Tønnesen
Policy Advisor, Environment,
Safety and Offshore



Lasse Qvist
Communications Officer



Livia Riparbelli
Policy Assistant



10 STAFF MEMBERS



7 NATIONALITIES



10 LANGUAGES

European Shipping Summit

www.slido.com
SS23



European Shipping Summit 2023 A landmark event for shipping's strategic role

Shipping is the cornerstone of European food, energy and supply chain security. Navigating the complex terrain of global competition and geopolitical upheavals and addressing in parallel the challenges of environmental sustainability and digital transformation pose a formidable challenge.

How can we maintain and enhance the industry's competitiveness amidst fierce global competition and geopolitical turmoil, while delivering on the green and digital transition?

European shipowners, industry stakeholders, NGOs and key policymakers came together to discuss this pressing question during the inaugural European Shipping Summit, held in Brussels on 19 and 20 September 2023.

With over 600 attendees over the course of two days, the event achieved a remarkably successful debut and solidified its status as the main event for European shipping. ECSA led the organisation of this event, from content to communications to logistics, and coordinating the work of eight partners organisations.

The halls of the Brussels Royal Museum of Fine Arts came to life as delegates, speakers and sponsors moved between the 12 sessions curated by shipping stakeholders, bringing expertise from across the whole supply chain. The enthusiasm of the first day set the tone for lively discussions at the high-level conference, opened by former Commission President José Manuel Barroso and featuring top industry and institutional speakers. More than 250 delegates joined ECSA for the high-level gala dinner in the main foyer of the Museum, where European Commission Vice-President Margaritis Schinas delivered his keynote speech.



ECSA sessions at ESS 2023

In addition to overseeing the overall organisation of the European Shipping Summit, ECSA co-hosted four well attended side-sessions. These sessions delved into critical topics, including the upskilling and reskilling of the maritime workforce, ship finance, decarbonisation of the maritime industry, and the implementation of the FuelEU Maritime Regulation. Many compelling perspectives emerged during the event:

- The importance of open markets for Europe's prosperity remains indisputable. At the same time, we must safeguard the competitiveness of Europe's strategic sectors, including shipping.
- Prioritising the development of a robust fuel supply, and enhancing European ship financing are crucial steps toward accomplishing the energy transition of European shipping.
- Strong, global regulations are crucial for ensuring fair competition and maintaining a level playing field in the industry.
- Seafarers are the beating heart of shipping. We need to upskill and reskill our seafarers to ensure they are ready to navigate the challenges posed by clean fuels and emerging new technologies.
- Digitalisation and decarbonisation will create new challenges for seafarers. While these changes bring about new complexities, they also create avenues for improved job prospects, particularly for newer generations, and offer a chance to enhance diversity within the industry.

In the words of Commission's Vice President Schinas at the European Shipping Summit Gala Dinner, in the last twenty years *"the European shipping sector has gone from strength to strength, growing to be the largest, safest and most reliable in the world, showing its resilience and capacity for innovation"*.

We saw all these qualities on display at the European Shipping Summit, where stakeholders across the European maritime ecosystem came together in a true collaborative spirit to speak with one voice.



#ESS2023 in pictures





A new security landscape



A new European security landscape

"Global integration and open economies have been a force for good for our businesses, our competitiveness, and our European economy. And that will not change in the future. But we also have to be clear-eyed about a world that has become more contested and geopolitical. This is why the topic of economic security has become a priority for us and for many of our partners." **Ursula von der Leyen**, June 2023

Europe has found itself confronted by the war in Ukraine and an unfolding geopolitical crisis. The consequent energy crisis as well as the introduction of the US Inflation Reduction Act have worked a wake-up call for prompting a re-evaluation of its security landscape.

Shipping's Strategic Role and the Net-Zero Industry Act

Through the rapidly evolving geopolitical situation, the EU has remained committed to its decarbonisation goals, recognising the imperative to reduce its dependence on fossil fuels. In response to the US Inflation Reduction Act, securing economic and technological leadership emerged as a new priority for the EU. This shift materialised in the announcement of a new Green Deal Industrial Plan in February 2023, followed by a proposal for Regulation on a Net-Zero Industry Act (NZIA).

Against this background, shipping has taken centre stage. The uncertainties of recent years have underscored the pivotal role of shipping in ensuring energy security, food security, and the security of consumer goods. ECSA successfully engaged with policy-makers across the spectrum, advocating for the acknowledgment of this crucial role in the Net-Zero Industry Act.

The Net-Zero Industry Act is a great opportunity to enhance the competitiveness of the EU shipping sector by directing essential investments toward clean technologies and production capacity of shipping fuels. Taking into account the ECSA position, in December 2023 the European Parliament and the Council underscored the critical importance of investing in clean fuels for shipping. Parliament and Council specifically identified sustainable alternative fuels for shipping as an integral component of the industrial technologies that will be fostered under the Net Zero Industry Act. Negotiations are expected to conclude in early 2024 and will lay the foundation for ECSA's push on strategic supply of shipping fuels to continue in the next legislative term.



Energy Transition



Navigating the energy transition

The year 2023 marked significant milestones in the environmental and climate agenda. At the EU level, crucial agreements were reached on various aspects of the Fit For 55 package, bearing substantial implications for the shipping sector's decarbonisation pathway.

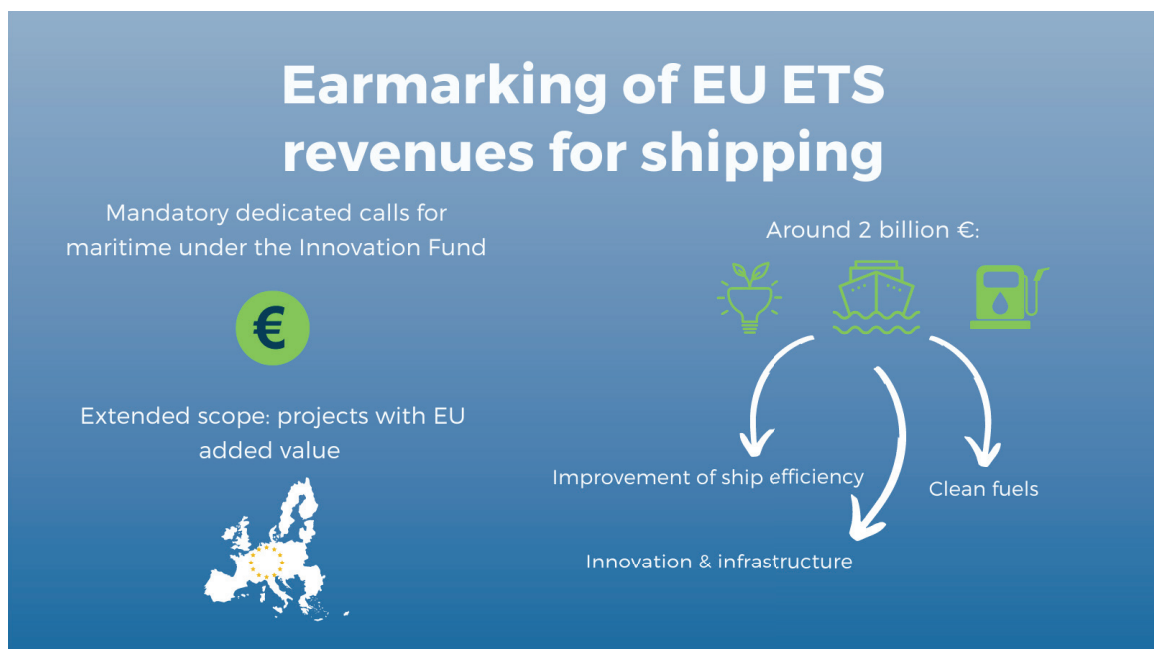
Internationally, IMO Member States achieved a groundbreaking agreement in July 2023 on the Strategy on Reduction of GHG Emissions from Ships, marking a strong ambition to achieve net-zero GHG emissions from international shipping by 2050.

Recognising the sector's responsibility in addressing the climate crisis, European ship-owners have been proactively engaged in shaping the EU climate package.

EU ETS: 2 billion Euro for maritime decarbonisation

The extension of the EU Emissions Trading Scheme (EU ETS) to cover the shipping sector as of January 2024 is one of the main elements of the Fit For 55 Package. From the early days of the political process, ECSA strongly advocated to ensure that the regulatory framework to be fit for purpose and workable for the shipping sector. Through strong advocacy, ECSA succeeded in convincing policymakers to earmark 20 million allowances, equivalent to approximately 2 billion Euro, from the ETS to the EU Innovation Fund. This allocation is specifically earmarked for the maritime sector, making it the sole industry to receive such support. It is noteworthy that shipping is the only sector for which no EU territory requirements are applied. Any financing for shipping under the Innovation Fund should bring 'EU-added value' instead of being carried out in the EU.

Following ECSA's position, the Directive also mandated the pass-through of the EU ETS costs to the commercial operators of the vessels, adhering to the "polluter-pays principle", to implement a phased-in inclusion of shipping emissions over three years. Furthermore, special considerations for ice-class vessels, small islands, and outermost regions have been agreed upon under the EU ETS.



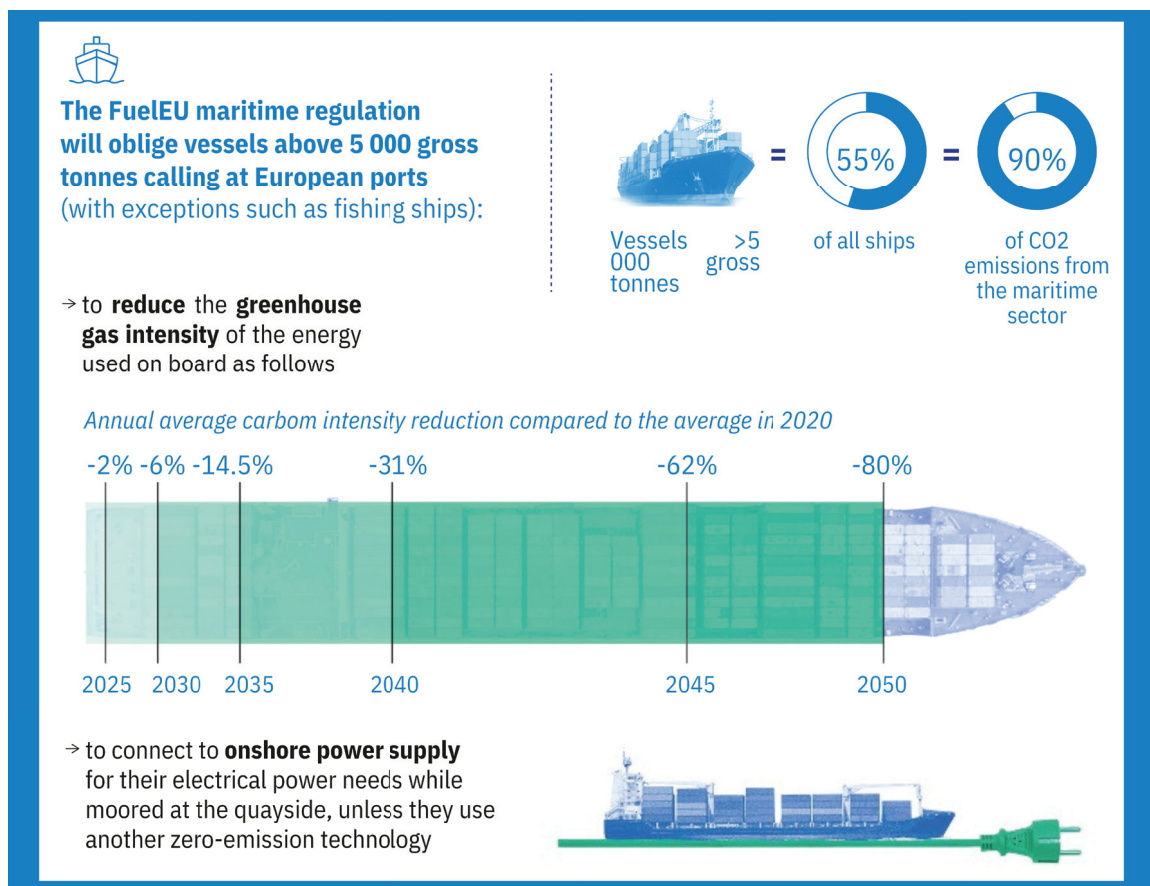
Innovation Fund - how to decarbonise shipping

Making clean fuels available in the market

In order for the shipping industry to meet its ambitious decarbonisation targets, affordable clean fuels must be made available in the market. This was the key message brought forward by ECSA in 2023.

Clean fuels are a scarce commodity. Although all sectors of the European economy need access to clean fuels and energy sources, developments across the transport sector risk diverting crucial quantities away from shipping and other hard-to-abate sectors, which have no other alternatives to decarbonise. In a major intervention widely reported in the Brussels media, ECSA urged the Parliament and the Council to oppose further incentives for the use of additional quantities of biofuels and RFNBOs in heavy-duty road transport. The Parliament ultimately rejected this proposal.

A fuel standard for ships calling at EU ports was introduced for the first time by the FuelEU Maritime Regulation, another proposal under the Fit For 55 Package. The Regulation puts forward intermediate targets for carbon intensity improvements up to 2050. ECSA's advocacy has successfully brought the focus on fuel suppliers, putting in place the building blocks towards ensuring a consistent and affordable supply of low- and zero-carbon fuels.



FuelEU Maritime timeline (source: European Council)

ECSA has successfully advocated for fuel production requirements in the new Renewable Energy Directive. Member States with maritime ports shall ensure that as of 2030 the share of renewable fuels of non-biological origin in the total amount of energy supplied to the maritime sector is at least 1.2%. This comes on top of the binding sub-target for Member States to ensure that 5.5% of renewable energies supplied to the transport sector will be made up advanced biofuels and renewable fuels of non-biological origin (RFNBOs). This is a vital step to that clean marine fuels become commercially available in the market.

Enhancing Competitiveness



Enhancing the Competitiveness of European Shipping

European shipping competes on the global stage. Global challenges can only be addressed through coherent regulation ensuring a level playing field at international level. A fit for purpose regulatory framework is crucial to ensure that EU shipping companies remain globally competitive.

Financial and Fiscal Framework: Safeguarding Shipping as a Strategic Asset

The establishment of fit for purpose financial and fiscal frameworks is integral to safeguarding shipping as a strategic asset for Europe and to ensuring that European shipping companies remain globally competitive.



Fostering a strong ship finance community in Europe is essential for the European shipping sector considering its reliance on banking finance, particularly among Small and Medium Enterprises (SMEs). The past 15 years have witnessed a steady decline in European ship finance, influenced by stringent banking capital requirements. Against this background, ECSA spearheaded an extensive campaign, successfully advocating for the explicit recognition of ship finance within the Banking Regulation. This is a significant step forward to signal the importance of the shipping industry to the European finance community, thereby strengthening the sector's financial foundation.

ECSA established a strong network of European financing and funding stakeholders, with the European Banking Federation emerging as a key knowledge partner, to support these outreach efforts.



Another key element that drives investors' decisions is sustainable finance. ECSA has been tracking both regulatory and private initiatives that shape ship finance. These initiatives define parameters for sustainable shipping. Recognising the multifaceted nature of the shipping industry, ECSA has been advocating against a one-size-fits-all approach, particularly in ship finance and funding.



ECSA closely monitors developments related to the fiscal rules. Through active engagement, and in cooperation with ICS, CLIA and WSC, shipping has successfully achieved a carve-out from OECD Pillar II minimum global top-up tax, in recognition of the strategic importance of the maritime transport sector. While global efforts are underway to define technical details and provide implementation guidance, the EU has already required Member States to transpose the rules. This fragmented implementation may lead to inconsistencies, putting the competitiveness of the European shipping industry at risk. To support national initiatives, ECSA commissioned a legal analysis highlighting risks from differences in rule implementation across EU states and global jurisdictions.

Securing global shipping lanes

Amidst this intricate landscape, the spectre of uncertainty persisted into 2023, exacerbated by the outbreak of the Israel-Hamas war in October. The risk has escalated for vessels transiting through the affected areas and particularly the Red Sea, resulting in targeted incidents from November 2023 onward. The potential repercussions on global trade routes remain under intense scrutiny, and the industry deals with the ongoing challenges posed by the geopolitical uncertainty.

The Secretariat has kept a close relationship with the EU External Action Service and the European and Member State-led missions (EUNAVFOR Atalanta and EmaSoh AGENOR) in risk areas. Bilateral meetings were held with the Senior Coordinators for the EU Coordinated Maritime Presence for the Gulf of Guinea and the North-Western Indian Ocean, as well as the Commander-designate of Mission AGENOR. ECSA and its members were hosted by the Maritime Information and Awareness Center (MICA) and Operation Atalanta for a visit of the Center and the Naval base in Brest.



Seafarers in the spotlight



Seafarers in the spotlight

Seafarers play a crucial role in the global economy, facilitating international trade, and connecting nations across the seas. They are the beating heart of the maritime transport industry.

EU Recognition for Filipino Seafarers

Following many years of uncertainty, in March 2023 the Commission reaffirmed its recognition of the Philippines' training and certification system, acknowledging its compliance with the requirements of the Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW). This landmark decision followed years of continued efforts by ECSA and ensured that more than 200.000 Filipino seafarers can continue to work on EU-flagged vessels. ECSA, in collaboration with industry stakeholders, seafarers' representatives, and the government of the Philippines, worked to ensure that a robust training and certification system remains in place. This collaborative effort includes the establishment of the International Advisory Committee on Global Maritime Affairs (IACGMA) in early 2023, a welcomed development acknowledged jointly by ECSA and the International Chamber of Shipping.



ECSA President Philippos Philis meeting with the President of the Philippines



Signing the Memorandum of Understanding to establish the IACGMA

Upskilling and reskilling for a future-proof workforce

The green and digital transformation of shipping will affect seafarers, as their daily tasks will be impacted by changes in vessel technology, fuel types, and safety regulations. To ensure that the industry's workforce remains competitive and future-proof, 800.000 seafarers need to be upskilled and reskilled the next ten years.

In 2023, the conclusion of the SkillSea project marked a significant milestone in this effort. Developed by ECSA and its social partner the European Transport Workers Federation (ETF), this EU-funded project engaged a cross-sectoral consortium from 16 European countries. The project delivered new educational packages on green and digital skills, updating training curricula on key topics such as sustainable ship operations and cybersecurity.

SkillSea laid the foundations for the establishment of two new fora dedicated to skills development, to create a sustainable skills strategy for European maritime professionals. The Maritime Education and Training Network (MET-NET), bringing together maritime education providers to exchange expertise and best practices, is already up and running. The EU Maritime Skills Forum, which will bring together employers, employees and academia, will be launched in 2024.

ECSA brought upskilling and reskilling to the top of the Parliament's agenda at a dedicated Parliamentary breakfast in December 2023. The event was co-hosted by MEP Elissavet Vozemberg-Vrionidi (EPP) and Josianne Cutajar (S&D) and brought together the EU Presidency, the Commission, unions and industry representatives.



Diversity and inclusion

The need for new skills also creates an opportunity to increase diversity in the industry. Diversity brings unique skills, creativity, and leadership. Diversity drives innovation and fosters a more inclusive working environment. Diversity will increase the competitiveness of the shipping industry. Together with industry leaders, educational institutions, and organisations dedicated to diversity and gender equality, ECSA is dedicated to promote the growth and success of women and underrepresented groups in shipping.

Throughout 2023, ECSA continued to disseminate the results of the WESS project via dedicated webinars and events. Together with ETF and ICS, among others, ECSA is officially supporting the 2024 Diversity and Inclusion Honours in Maritime, organised by WISTA Belgium with the endorsement of the upcoming Belgian Presidency of the EU Council, WISTA International and the Commission's Women in Transport Platform for Change.

Upholding Global Maritime Standards

Shipping is a global industry. Vessels operate in many different jurisdictions and employ a truly international workforce. A fragmented regulatory framework based on regional/national rules makes compliance and enforcement extremely challenging for all parties involved. Therefore, to ensure safe operations and allow for smooth enforcement and compliance, the industry requires global regulations.

A new ECSA position paper was adopted on the topic supporting, as a matter of principle, that any specific national regulatory measures on wages should be consistent with international law and principles. ECSA calls on the EU to firmly support the international framework such as the United Nations Convention on the Law of the Sea (UNCLOS) and the Maritime Labour Convention (MLC), which as a matter of principle is the only way to regulate seafarers' conditions of employment through the flag state.



Communications and outreach

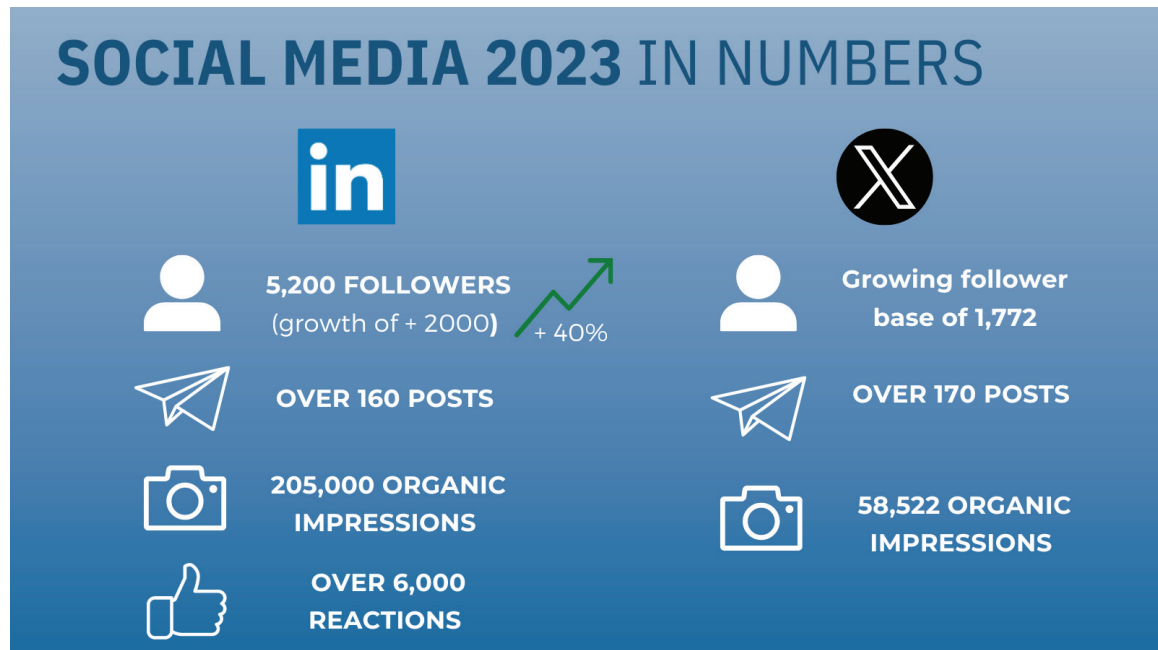


Communications & Outreach

The new ECSA strategy made communication a top priority, with a focus on improving both internal and external channels. This involves targeted outreach efforts and proactive media engagement to effectively convey ECSA's messages. Communication is organised by the comms-team of ECSA, while the outreach to stakeholders and in conferences is carried out by members of the policy team.

A renewed focus on social media

ECSA strategically focuses its social media efforts on LinkedIn and X (Twitter), recognising these platforms as optimal channels to disseminate key messages to Brussels' policymakers and stakeholders. The past year witnessed a transformation in our social media approach, marked by increased frequency, more innovative content, an enhanced visual identity, and the introduction of new formats.



ECSA Election Digest: A Bi-Monthly Political Update

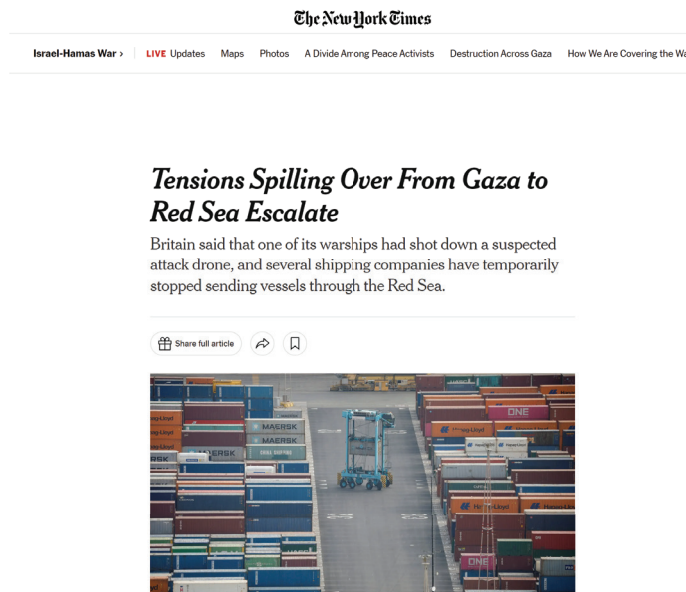
Introduced in the second half of 2023, the ECSA Election Digest seeks to guide the members through the 2024 European elections. This bi-monthly newsletter captures crucial updates and news related to the elections. Each edition delves into the political



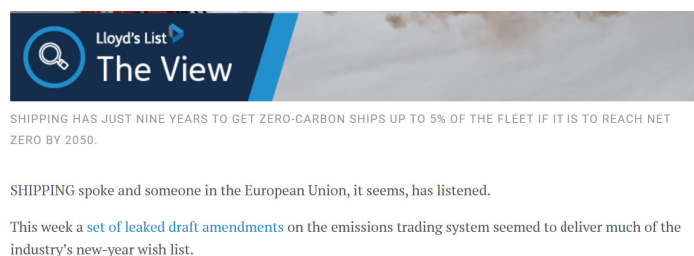
ECSA in the media: Shaping the Narrative

ECSA's press releases and statements have consistently played a crucial role in increasing awareness of the European shipowners' stance on policy developments within Brussels and the broader maritime sphere. These statements serve a strategic purpose, actively contributing to shaping the narrative surrounding policies in the maritime industry. ECSA has focused on quality over quantity, seeking the most impactful means to communicate its messages effectively.

Strategic campaigns, such as ECSA's engagement in the fuel debate surrounding the legislation on emissions standards for trucks, put ECSA on the radar of regulators and media beyond the maritime sphere and strongly contributed to the visibility of the organisation. ECSA prioritised active engagement with Brussels journalists and international maritime media, establishing the organisation as a point of reference.



ECSA quoted in the New York Times on the situation in the Red Sea



Lloyd's List' take on ECSA's outreach: "Shipping spoke and someone in the EU has listened"

OUTREACH IN NUMBERS

120+

Meetings with policy makers



350+

meetings with industry stakeholders



21

Press releases and statements published



18

Events organised



100+

speaking engagements at external conferences, workshops and events



65+

+ Meetings of Committee, Working Group and Task Forces



170+

Bilateral meetings with member associations



4

Hosted 4 board meetings









ECSA

European Community Shipowners' Associations

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