



ICOMIA
INTERNATIONAL COUNCIL OF
MARINE INDUSTRY ASSOCIATIONS

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Quarterly EU Report



logos

Executive Summary

A lot of relevant updates have taken place over the last months, many of which are cross-cutting over to other files. This is mainly the case with files which concern water, as the **Water Framework Directive** and the **Marine Strategy Framework Directive** are going to start influencing and dominating other environmental and product-related legislation. We have therefore introduced some of the latest steps taken by the industry and the institutions both in relation to the WFD (review in 2019, substances, etc.) and the MFSD (in relation to the GES of EU seas and potential measures taking place as a result of this, paired with the need for more transnational cooperation).

These developments are taking place due to a series of global trends which are turning into legislative measures and targets which encourage the reduction and or facing out of emissions to air, water and soil, more pressure on restrictions and use/phase out of SVHCs, and more parallel legislative measures affecting the whole globe (EU, US, Canada, Australia) via UN and IMO (Asia will follow). Therefore, there needs to be more attention placed on global developments.

Regarding the **carcinogens at work** proposal, there have been key updates for ICOMIA both in the second (inclusion of diesel engine exhaust emissions, mineral oils, PAHs, benzene, etc.) and third amendments. We have also included a key update on the possible revision of the EU legal framework regulating occupational exposure to reprotoxic substances.

The **Port Reception Facilities** proposal has also seen developments, as the European Parliament and the Council reached a provisional agreement on the Commission's proposal. The two institutions managed to reach an agreement on the Commission's proposal during the third round of informal negotiations (trilogue) which took place on 12 December. The agreed rules will enable a mix of incentive and enforcement measures such as a targeted inspection regime, supported by a digital reporting system, as well as cost recovery systems, based on an indirect fee which will give incentives for 'green ships' that demonstrate sustainable waste management on board.

There have also been several updates in the field of **timber**, considering the recent meetings of EU TR expert groups in this field (although no specific news on teak).

LOGOS has also added a series of updates in relation to the **Ship Recycling Regulation**, specifically mentioning the importance of the inventories of hazardous substances when recycling the ships, and also providing updates on the addition of new shipyards to the regulation.

There have also been some developments around the **Biocidal Products Regulation**, considering that there have been a couple of press releases from the ECHA. We have also included the position of the European Association of SMEs, highly criticising the red tape derived from compliance with BPR and REACH in the EU.

Due to the recent political updates on the **trade** domain, we have also incorporated detailed information on the ongoing EU-US trade war, as well as Brexit, complemented by the Trade for All Strategy implementation.

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