

## MedCruise attended the 2nd meeting of the Sustainable Ports Sub-group, March 2021

The 2nd meeting of the Sustainable Ports Sub-group took place on 3 March 2021 online. The meeting was chaired by Mr Kostas Rigas, Unit D.3 Ports and Inland Navigation of the Directorate-General for Mobility and Transport (DG MOVE).

The meeting started with a welcome from Ms Daniela Rosca, Head of Unit D.3 of DG MOVE.

### PLANNING OF FUTURE WORK

The Deputy Head of Unit D.3 of DG MOVE, Mr Jorgen Bjerre, highlighted the key points of the Sustainable and Smart Mobility Strategy (December 2020) for the Sub-group:

- Best practices followed by the most sustainable ports must become the new normal and enable more sustainable forms of connectivity.
- Inland and sea ports have a great potential to become new clean energy hubs for integrated electricity systems, hydrogen and other low carbon fuels, and testbeds for waste reuse and the circular economy.
- Deployment of renewable and low carbon fuels, feeding stationed vessels with renewable power instead of fossil energy, greening port services and operations and optimisation of port calls to make ports clean.

Taking into account the targets of the Sustainable and Smart Mobility Strategy (December 2020), the Commission proposed starting to work on the following work streams:

#### 1. Support the Study on the Capacity for Greening of European Sea Ports

The Study came out after a proposal from the European Parliament on a survey basically pairing the economic development and investment with green objectives. The objective is to identify the factors

affecting the capacity for greening of European seaports paired with economic development. For this, the Sub-group will mainly look into EU ports where their policies are the LNG and also the international law that applies to the EU.

The scope will be the environmental effects of the ship operations, of the port operations themselves, and of hinterland connection activities (vicinity ports).

The Study will identify the adverse environmental effects pertaining to ports - legislation and policies addressing them and those which are not addressed, and the impediments for ports in pursuing green objectives - , the authorities' good practices of policies and incentives to help the ports attain green objectives and the ports' good practices in pursuing economic development paired with green objectives.

The Study will have a duration of two years and the final report is expected to be published in Autumn 2023.

#### 2. Support EMSA study on OPS

Mr Ricardo Batista, Project Officer at EMSA presented the development status of EMSA's project on the Guidance on Shore Side Electricity. The objective of the Guidance is to assist the Port Authorities and Administrations with reference elements in order to assist Planning, Technical and Operational Decision Making on Shore Side Electricity.

The scope of the Guidance covers from the reception interface in the port up to the ship-shore interface on the ship. This is in line with the IMO Guidance.

EMSA Guidance is structured into two parts:

**PART I:** Equipment and Technology.

Introduction and Overview of Equipment and

technologies available SSE infrastructure projects.

**PART II: Planning, Operations and Safety.**

Support to Project, Implementation and Operation of SSE facilities.

The Guidance will be finalised by the end of April.  
Publication date to be decided.

### **3. Collect and categorise best practices in terms of use of alternative fuels and clean energy for port operations**

The work stream should first deliver a list of current (and developing) best practices; secondly, identify and collect all relevant information and finally, categorise and present the information in a useful way. In the future, depending on how it is developed, the sub-group could consider preparing some guidance.

#### **INFORMATION FROM THE COMMISSION ON CURRENT INITIATIVES**

##### **EU Fuel Maritime**

This is an initiative which is currently under development in DG MOVE, which looks at the development of alternative fuels. Meeting the climate targets would require significant progress on two aspects:

- Improvement of energy efficiency (covering logistics, design, technical improvements and operations) - i.e. using less fuels.
- Greater use of sustainable alternative fuels - i.e. using cleaner fuels.

In 2018, from around the 44 million tons of fuel that was consumed in voyages to/from EU ports or between EU ports, the vast majority was conventional fuel products (HFO, Lighter oil products - MGO, MDO, etc.). LNG represented only a 5% and the rest of alternative fuels represented less than 1%.

The general objective of the FuelEU Maritime initiative aims at increasing the uptake of sustainable alternative fuels in EU maritime transport with a view to reducing emissions from the sector. The fuels

concerned consist of low and zero carbon alternative fuels and include: liquid biofuels, e liquids, decarbonised gas (including bio-LNG and e-gas), decarbonised hydrogen and decarbonised hydrogen derived fuels (including methane, and ammonia) as well as electricity.

The present intervention is focused on demand side aspects in order to complement the existing regulatory framework on supply (RED II) and infrastructure (AFID), which will also be subject to amendment in 2021.

The barriers have also been identified in the initiative: lack of predictability and high risk of investment choices, technological aspects and price factors, interdependency, carbon leakage potential and split incentives, etc.

#### **Current Provision on Alternative Fuels Infrastructure**

**Shore side electricity** shall be installed as priority in ports of the TEN T core network and in other ports by 2025 (unless no demand and costs are disproportionate to benefits). Where applicable, Member States should set targets for infrastructure for shore side electricity at maritime and inland ports in the national policy frameworks. At the time of the meeting, there were only 30 OPS installations all over EU ports.

Ms Valeria Mangiarotti, MedCruise SVP and Director of Sustainability and Environmental Issues, expressed her concern about the use of OPS in those ports that receive three-four cruise calls simultaneously. This observation was considered as a possibility for further study by ESPO, EMSA...

**Natural Gas:** Member States have to ensure that an appropriate number of LNG refueling points for ships/vessels are put in place in maritime/inland by 2025/2030 to enable circulation throughout TEN-T core network. This means that not every single EU Port needs to have it, but there has to be a strategy in place to ensure that vessels can circulate with LNG across the TEN-T core network. According to the Member States reporting at the time of the meeting,

there might only be around 30 LNG bunkering facilities in EU ports.

Regarding the revision of the Alternative Fuels Infrastructure Directive, the EC informed that the open party consultation was concluded in June 2020 and that at the date of the meeting the evaluation was completed and the impact assessment was ongoing. Looking into the legal proposal, it is scheduled for June 2021 as part of the “fit for 55” package and there will be a full alignment with FuelEU maritime initiative. The main aspects will be: strengthening of provisions on OPS, the future role of LNG and the infrastructure for other sustainable fuels.

## **Taxonomy**

Taxonomy regulation, Regulation (EU) 2020/852 adopted in June 2020, establishes a classification system for sustainable and economic activities in order to incentivize sustainable investments. It covers sectors with high potential contribution, including transport and identifies the economic activities and the screening criteria for 6 sustainable objectives: climate mitigation and adaptation, protection of water and marine resources, pollution prevention, circular economy and biodiversity.

The objective is to boost investments in green and sustainable projects in line with EU policies and Paris Agreement and it will apply primarily to the market-based instruments.

At the date of the meeting the EC was preparing the first Delegated Act listing specific activities and screening criteria for climate mitigation and

adaptation.

The general principle in taxonomy will be updated as knowledge, policy context and technologies evolve; for maritime it will be aligned with IMO work.

The EC informed about the main concerns from the stakeholders:

- Criticism on exclusion of infrastructure and vessels, dedicated to storing/transportation of fossil fuels;
- The use of renewable energy in transport needs to be recognised;
- Criteria for alternative energy use for hybrid/dual fuel vessels too stringent; For ports, the scope for climate mitigation and adaptation is too narrow.

## **EUROPEAN FLAGSHIP ACTION FOR ONSHORE POWER SUPPLY (OPS) IN PORTS**

The coordinator of the project made a presentation on the topic. The project aims to accelerate the effective deployment of OPS solutions in EU maritime ports.

The EALING global project is divided into three sub-projects:

- EALING Studies: Implementation of the first phase of the Global Project;
- EALING Works Valenciaport: Preparation of the electrical grid of the Port of Valencia for OPS;
- Future OPS pilots and works Actions.

## **ANY OTHER BUSINESS**

Next meeting will take place in June (date TBA).•