ECSA
European Community Shipowners' Associations

TOWARDS A HARMONISED ONSHORE POWER SUPPLY DEVELOPMENT IN EUROPE
EALING WORKSHOP with ASSOCIATIONS

Martin Dorsman
Secretary General

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OPS one of the options; technology neutral approach needed and CBA

OPS is one of many solutions to reduce CO2 and other air-emissions

The technology has the major advantage of being available now and, with further research, could play a dual-role of charging battery-powered short-sea vessels.

But only as clean as the energy consumed

Keep eyes on the target and not focus on one specific technology at the expense of other potentially more effective and cost-efficient methods.

Not all ship types will be suitable to use OPS, other aspects also to take into consideration

- Ships differ in size, type, power demand and trading pattern and OPS may not be practical or feasible for many vessel types, especially in deep sea tramp shipping.
- High operational and capital costs
- Remove taxation on OPS to incentivize use and reward shipowners using OPS
- Requires advanced berth planning
- The complex governance of shore-side electricity projects, from the regulatory structure, co-operation among entities involved, legal obligations and physical infrastructure requirements may also require an acute level of attention to detail to ensure that benefits can be realised in practice, taking into account specific local circumstances in each port.

Revision of AFID should be used to clarify methodology to assess demand and CBA

- **The AFID Directive's current provisions on shore-side electricity could potentially be simplified. According to article 4.5, '*shore-side electricity supply shall be installed as a priority in ports of the TEN-T Core Network, and in other ports, by 31 December 2025, unless there is no demand and the costs are disproportionate to the benefits, including environmental benefits.'***
- It is not clear what methodology is used to assess such demand and benefits and the uncertainly probably does not help solve the 'chicken/egg' problem. From the perspective of a shipowner intending to use shore-side electricity, it would be very important to know in which ports the necessary shore-connections are or will be available. Otherwise, it's difficult to plan such investments and ensure the on-board equipment can be used when calling at port.

Cruise industry's use of OPS

Cruise industry

- **58% of new capacity is committed to be SSE compatible**
- **32% of global fleet capacity already capable of SSE**
- **25% of existing capacity will be retrofitted to use SSE**

Availability at berths for cruise ships (situation mid 2020):

- **The following 14 ports / specific berths are fitted with shore side electricity capability: Greater than 10MW: Brooklyn, Halifax, Hamburg Altona, Kristiansand, Montreal, San Diego, San Francisco Berth 35, Los Angeles, Long Beach, San Pedro Berths 92 & 93, Seattle, Shanghai, and Vancouver Canada Place. 7-9 MW: Juneau**

Thank you!

Martin Dorsman