



**ECSCA**

European Community Shipowners' Associations

# **Towards a harmonised Onshore Power Supply development in Europe**

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## OPS one of the options

### Technology neutral approach 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.
- Standardization of connections, cables, voltage, frequency
- 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
- Requires advanced berth planning
- Port infrastructure; space requirements at terminal/dock
- 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 increased 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 Energy Taxation Directive

- Position paper by ECSA, CLIA Europe, Interferry and EuDA
- Removing the disincentive for the greener option of using shore-side electricity is needed
- Mandatory tax exemption would facilitate ships to significantly reduce CO2 and other air emissions as well as noise while in port
- Electricity supplied to the ship for charging batteries or for direct consumption so engines can be switched off should be subject to the same tax treatment as fossil fuels

## Revision of Energy Taxation Directive

- Technology neutral approach to encourage towards transition
- new technologies being developed such as renewables and low carbon fuels
- Current Directive is not providing equal treatment of energy supplies to the shipping industry
- Hampering investments in the uptake of cleaner technologies, such as shore-side electricity, fuel cells, ammonia, methanol, etc.

## Revision of Renewable Energy Directive

Under REDII, each Member State must set an obligation on fuel suppliers to ensure that renewable energy makes up at least 14% of the energy used in that Member State in the transport sector.

The achievement of the target is facilitated by :several multipliers on energy content

- a multiplier of 4 for renewable electricity consumed in road transport
- a multiplier of 1.5 for renewable electricity consumed in rail transport
- a multiplier of 1.2 for renewable fuels consumed in maritime and aviation transport
- a multiplier of 2 for advanced biofuels and biogas

## Revision of Renewable Energy Directive

- Commission should address fuel suppliers
- Introduction of sub-targets to make low- and zero carbon fuels available for shipping
- Increase of the multiplier for renewable fuels used in the maritime sector

# Revision of AFID

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.'*



## Revision of AFID: methodology to assess demand and CBA

- Not clear what methodology is used to assess such demand and benefits and the uncertainty 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.
- Other technologies may in the future represent more effective and cost-efficient means of reducing emissions at berth, especially as the sector will longer-term be operating on low or zero-emission fuels

# Cruise industry's use of OPS

## Cruise industry

- **50% 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**