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**Ealing project - Exploratory analysis of the future implementation of Onshore Power Supply facilities in European ports and relevant technical aspects for Port Authorities**

**ABSTRACT**

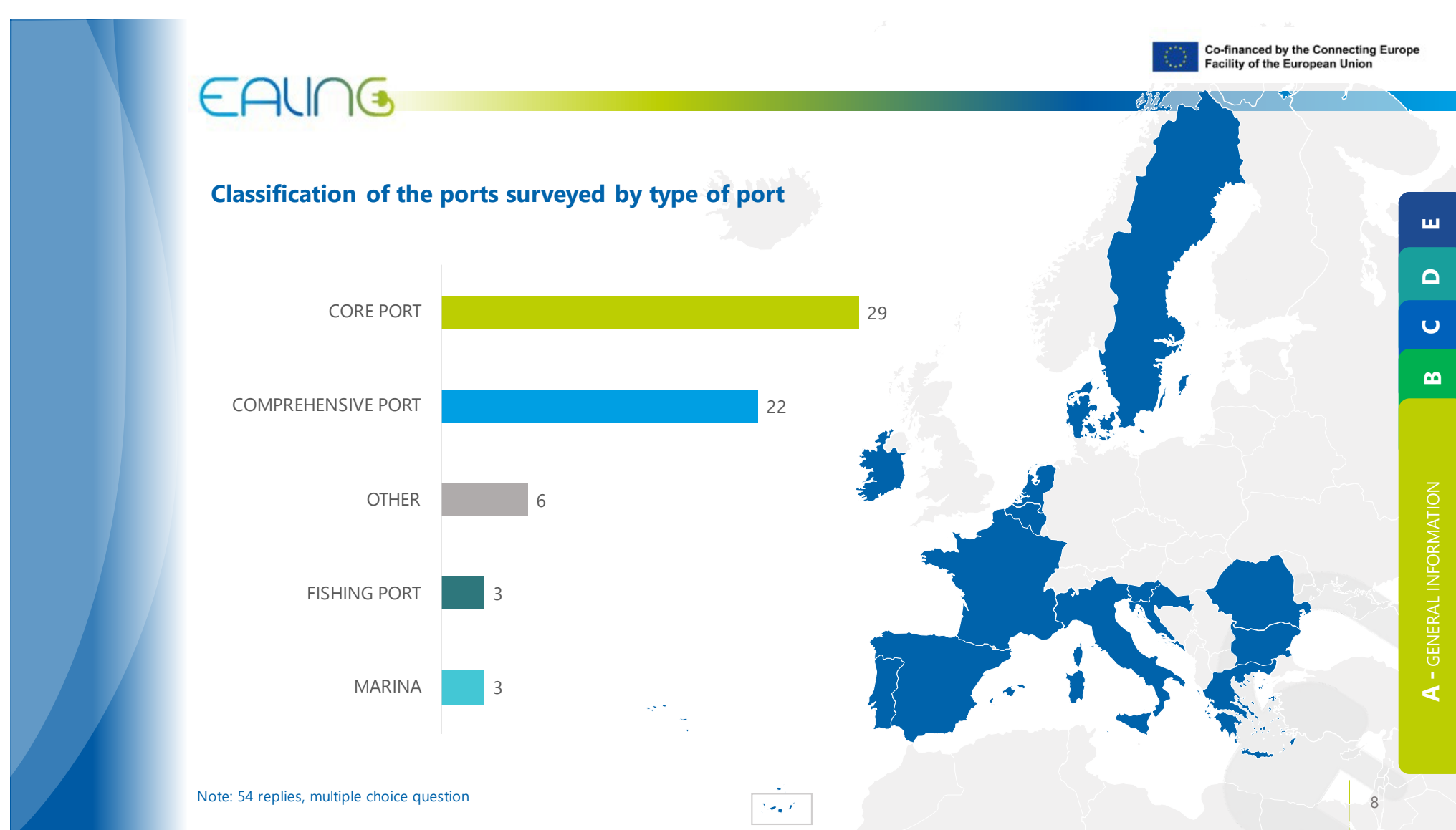
The EALING Global Project is a flagship initiative to accelerate the effective deployment of Onshore Power Supply (OPS) solutions in the EU maritime ports. A questionnaire that has been filled in by 54 EU maritime ports with the objective of gathering information on the status of OPS infrastructure in EU ports on the technical, regulatory, administrative, and other related aspects.

**RESULTS AND LEARNINGS**

The main traffic of the ports is general cargo traffic, representing 79.6% of the total ports surveyed. Dry bulk, Ro-Ro, Ro-Pax and Cruise traffic are also captive to these ports at 70%. This is complemented by container traffic with 66.7%, i.e., 36 of the 54 ports surveyed operate such traffic in their facilities. Regarding port ownership, 64.8% are state-owned and 22.2% of the total are regional and municipal in the same proportion. Concerning the port governance model, 46.3% have the Landlord model whereas 44.4% are Public Service ports. 52 % of the surveyed ports consider OPS as an ambition (in their strategic plan but with no specific plans (28 ports), followed by 40,7% that have already planned this type of facilities (22 ports). The rest of the ports have completed some engineering studies and/or have OPS available in some terminals. 55.6 % (30 ports) are planning OPS installations in Ro-Pax/Passenger terminals, 51.9% (28 ports) in cruise terminals, 42.6% (23 ports) in Ro-Ro terminals and 48.1% (26 ports) in container terminals. It should be noted that installations are also expected in general cargo terminals (25.9 %, 14 ports) and dry bulk terminals at 24.1% (13 ports).

**METHODOLOGY**

The questionnaire was divided into 5 main parts though 27 tailored questions: General information (traffic, governance model), technical aspects (statistical data related to supply points and potential demand), specific regulatory aspects, financing and training. This was replied by 54 entities participating in the results



**MAP OF PORTS PARTICIPATING IN THE SURVEY**

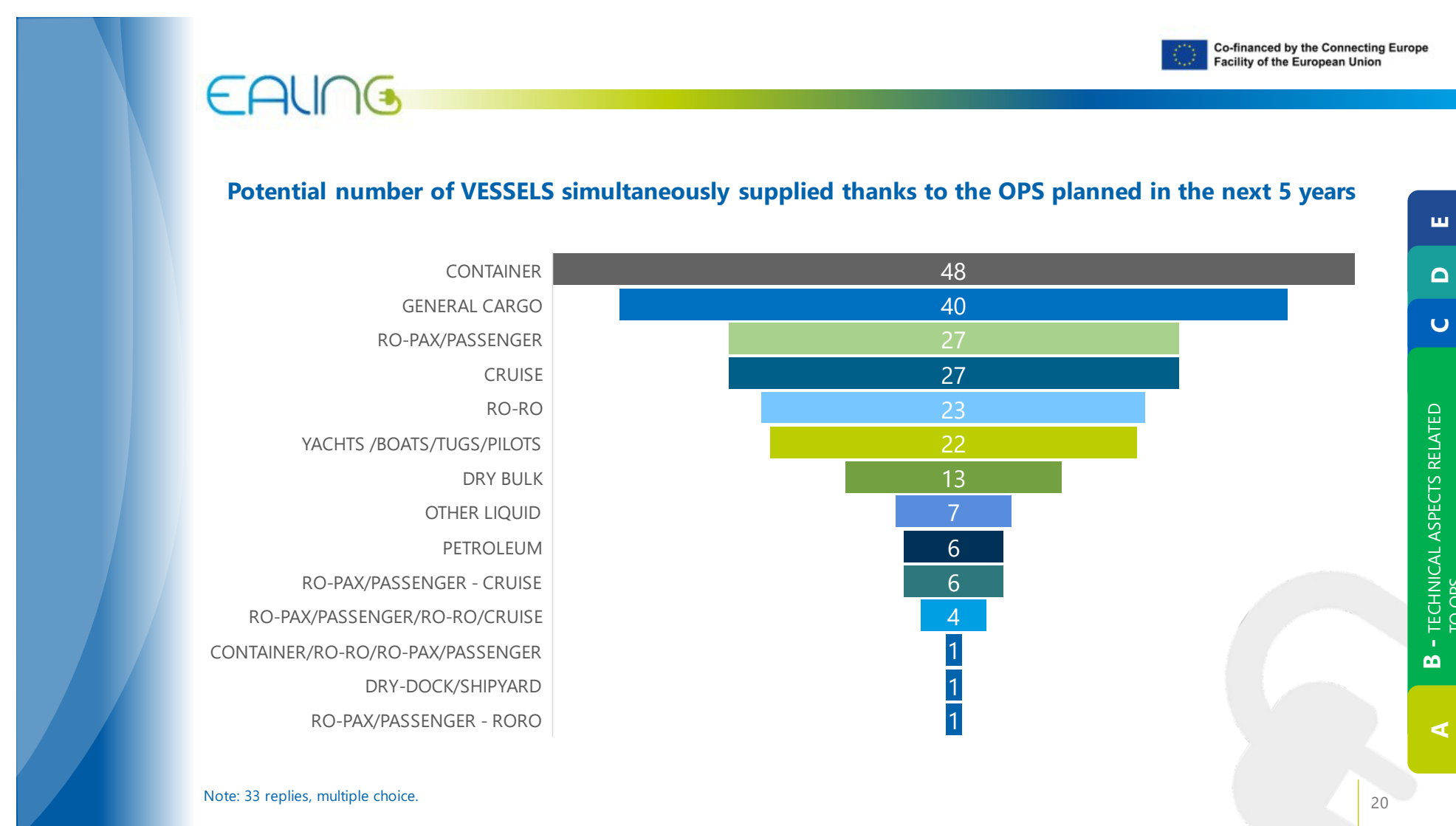
54 Ports from 15 European countries. 30 ports located in the Mediterranean Sea, 16 in the Atlantic ocean, 5 in the Black Sea and 3 in the Baltic Sea

**NUMBER TERMINALS WITH OPS READY**

16 ports were identified as having some of their terminals with OPS solutions in place, while 37 ports do not currently have such facilities. Out of the 35 terminals with OPS, 15 are berths for yachts, tugs, and pilot boats, and 10 are berths serving Ro-Pax vessels.

**FUTURE AND CONCLUSIONS**

According to the results, 155 terminals will be available for OPS supply in the next 5 years, most of them serving container, general cargo, Ro-Pax, cruise, and Ro-Ro traffics. This is a significant change from the current facilities that these ports have at present. The number of vessels that will be supplied with OPS simultaneously amounts to 226, led by container terminals (48 vessels in total), followed by general cargo terminals (40 vessels), Ro-pax traffic (27 vessels). The ports also indicated the main technical/operational/financial difficulties they face/d in planning and implementing OPS solutions in their port/terminals: Cost of installations compared with the cost of operation, electrical power and economic viability of the service, lack of pricing and taxing framework, status and capacity of the port grid, estimation of the power demand, lack of legislative drivers for OPS installation and operation and selection of the service operator were stated.



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