MEDports Association
Baltic Ports Organization

Onshore Power Supply

Webinar

11 February
10:00-11:45am CET
The MEDports Association

A thriving Association gathering the ports authorities in the Med basin

Enhancing ports cooperation in Med

6 MAIN GOALS

ACHIEVE
A well balanced association between the northern and southern borders of Med

EXAMINE
Issues related to port activities and maritime sector

INFORM
its Members and seek common positions

PROMOTE
MED interests on the international scene

FACILITATE
The creation of maritime trade links in MED area

IMPROVE
The world visibility of the MEDports

4 BENEFITS

World wide Med promotion
Meeting & networking sessions organisation
Dialogue with decision makers
Knowledge & best practices sharing

22 PORT AUTHORITIES
70% of the total Mediterranean traffic

ALGECIRAS
ARTEN
BARCELONA
BASTIA
BIJAR
BERJIT
CARTAGENA
CIVITAVECCHIA
GIOVINCENTI
LUKA KOPER
MALTA FREEPORT
MARSEILLE FOS

MOROCCAN PORTS AGENCY
SEIFTON GROUP
Sète
SKIKDA
TANGIER MED
TARANTO
TOULON
TUNISIAN NATIONAL PORTS
VALENCIA PORT
VENICE

2 Associate members
PORT TRAINING INSTITUTE
IMFAM
The MEDports Family in two words

A thriving Association gathering the ports authorities in the Med basin

- Est. since 2018
- 4 Benefits:
  - Worldwide Med promotion
  - Meeting & networking sessions
  - Dialogue with decisions makers
  - Knowledge & best practices sharing
- 3 Technical Committees:
  - Business Development Committee
  - Cooperation Committee
  - Promotion Committee
OPS in the Med:
Next logical step in view of the EGD
and the Mediterranean ECA
A Response to Environmental Issues
“Plans to protect air and water, wilderness and wildlife are in fact plans to protect man.”
Stewart Udall, US Secretary of the Interior, 1960s
Potential new ECA Zone in the Med

When sustainable endeavours match environments requirements

- Virtually all the Med States joined the Barcelona Convention of 1995,
- Perspective of the implementation of an ECA zone: 1/3 of the global shipping crossing the Med impacted,
- Study of DNV GL: By 2050, the total electricity generating capacity for industrial ports to increase more than tenfold,
- Renewables could account for at least 70% of their total electricity generation, compared to 5% today.
State-of-the-art of the OPS in the Med
Marseille-Fos, pioneer of the OPS

First shore-to-ship power supply

- 2015: Installation of first OPS plants,
- 2017: Regular connexions with calling ships of La Méridionale and Corsica Linea,
- In 2020, 6 connectable ships (ferries and RoRo) and 3 connected points,
- In 2022, all the berths equipped,
- 2023: 50% of ships supplied.

- Max. power: 1.44 MW
- Green-certified national grid
- Objective: Onsite-produced photovoltaic energy.
The rising number of OPS projects

West Mediterranean realizations

- Barcelona, Spain:
  - Connection points: 2 (Yachts)
  - Maximum Power capacity: 2MVA
  - Holder of the OPS system: Terminal operator
  - Source of electricity: national grid
  - Pillar of its strategic plan

- Valenciaport, Spain:
  - Leading the Power-to-Ship working group of the WPCAP since 2019
  - Medium voltage electricity (20kV) generated by 3 substations
  - 2 ongoing European projects with the Fundacion Valenciaport
The rising number of OPS projects

West Mediterranean realizations

- **Algeciras, Spain:**
  - Studies started in 2014
  - 4 ferry berths to be connected in Tarifa and Algeciras
  - Budget of €30 millions

- **Malta Freeport, Malta:**
  - 1 connecting point, LNG to Power Floating Storage
  - Max. power: 2.4 MW
  - Lead time of the project of OPS in 2 terminals of 24 months
  - Evaluation cost of €12.5 millions
The rising number of OPS projects

West Mediterranean realizations

- **Toulon, France:**
  - First Med port to electrify all its wharves
  - 6,500 hours/year to be electrified
  - 80% of emission time erased
  - Source of power: hydrogen, photovoltaic and national grid

- **Sète, France:**
  - Realization of the “Green Harbour” project: Hydrogen power supply
  - By 2023, 30% of free-carbon passengers and Ro-Ro calls

- **Bastia, France:**
  - Wharves electrification studies started in August 2020
The rising number of OPS projects

East Mediterranean realizations

- Igoumenitsa, Greece:
  - ECOPORTS-ESPO certified
  - ALFION project for OPS and charging stations for vehicles to reduce the carbon footprint

- Koper, Slovenia:
  - Participation in the European ELEMED program
  - Ro-Ro berths in Killini supply in the TEN-T framework
The OPS and non-EU ports

The OPS in the Southern Mediterranean

- La Goulette, Tunisia (OMMP): feasibility study for a better port-city integration,
- Morocco (ANP): Cooperation agreement with the MASEN (Moroccan Agency for sustainable energy), project of reducing the emissions by 125mt.
The OPS and non-MPA ports

Other Med ports with OPS

- Livorno, Italy: 1 OPS berth (cruise), capacity 12 MVA, underutilized
- Genoa, Italy: High voltage capacity
- Ancona, Italy: 2 connecting points (Shipyards), max power: 1.6 MW
- Antibes, France: 1 connecting point (Maxi Yachts), max. power: 1.2 MW
- Palma de Mallorca, Spain: 1 connecting point in 2020 (ferries), max. power: 1.6 MW
- Killini, Greece: pilot installation of the ELEMED project: 1 berth (Ro-Ro); support of Piraeus (Greece), Lemesos (Cyprus) and Koper (Slovenia)
Conclusion:
The Role of Cooperation
The necessity of cooperation to go further

Cooperation, the only way to achieve successful further OPS

- Need of active cooperation
  - Better harmonization
  - Better interoperability
  - Common interests

- How?
  - Knowledge exchange,
  - Common projects,
  - Regional inclusion

- Opportunities to go further
  - EALING,
  - This very webinar
  - Roles of the Valenciaport Foundation and the WPCAP

Baltic Ports Organization

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THANK YOU
For your attention