



**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

EST. SINCE 2018

4 BENEFITS



World wide Med promotion

Meeting & networking sessions organisation



Dialogue with decisions makers

Knowledge & best practices sharing



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

A new “OPS rush” in the Med



“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.

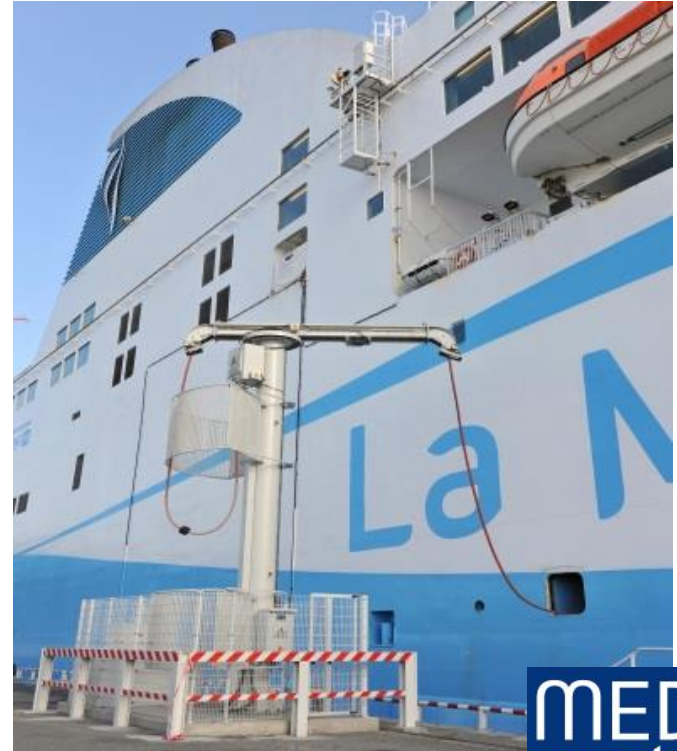


State-of-the-art of the OPS in the Med

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 Mériidionale 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



Valencia

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



Marsaxlokk

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



The Port of Bastia

- 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

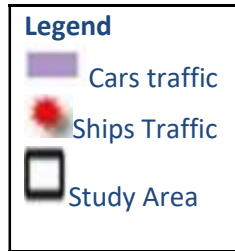


The Port of Igoumenitsa

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.



Inventory Area of air pollutant from the port of La Goulette

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: 1.6MW
- 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



THANK YOU

For your attention



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ports
ASSOCIATION