

Fit for 55: Position of European ports (ESPO)

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Green Transition for Maritime Transport, MEDports technical seminar

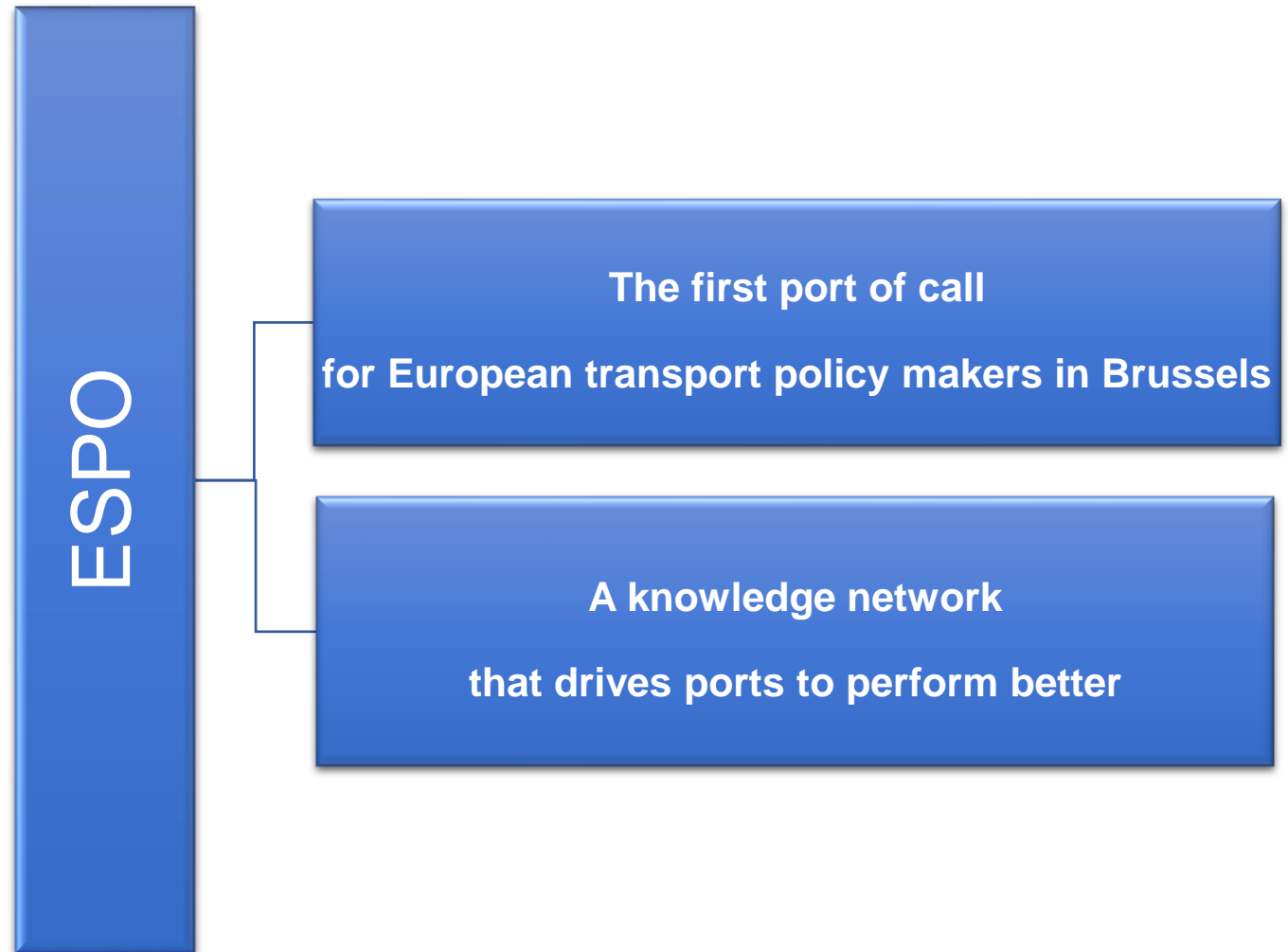


Introduction: The European Sea Ports Organisation (ESPO)



ESPO represents the port authorities, port associations and port administrations of the seaports of 22 Member States of the European Union and Norway at EU political level.

ESPO also has observer members in Albania, Iceland, Israel, Ukraine and United Kingdom.



Ports are partners in the green transition – the greening of shipping is a priority



- **ESPO welcomes the Fit for 55-package** – an ambitious emission reduction path needed for shipping
 - Greening the shipping sector means greening during navigation (95% of total emissions) + at berth (5-6% of total emissions)
 - Individual proposals must work together as part of a cohesive legislative framework

Key proposals	Purpose
Alternative Fuels Infrastructure Regulation (AFIR)	Sets mandatory targets for the deployment of OPS and LNG in ports (supply)
FuelEU Maritime	Introduces requirements for ships to reduce emissions and to use OPS when at berth (demand)
EU Emission Trading System (ETS)	Expands cap and trade of CO2 emissions in the EU to include shipping emissions

ESPO is committed to facilitate the greening of shipping and to lead by example

- European ports are already taking steps to green operations within their own remit
- Aims at lowering emissions at berth by 50% by 2030
- Promotes good environmental management through the EcoPorts Network and the ESPO Green Guide



Demand and supply for OPS a key issue for European ports (AFIR, FuelEU Maritime)



Requirements to use and provide onshore power supply (OPS) in ports is the main priority for European ports

- OPS is an important technology to reduce emissions at berth
- Installing OPS is complex and costly

⇒ OPS should only be installed if it is effectively used

⇒ **Focus** on places/berths/terminals in the port where it makes sense in terms of emissions reduction

“Where it makes sense”-criteria: OPS must be fully used, segment, size of ship, time at berth

- OPS deployment has to be seen together with the availability of the grid: **proposed AFIR scope means current capacity grid x 15**

- Need for funding: at least 50% needed
- No examples of OPS being deployed without public funding
- Need for dialogue between stakeholders and users

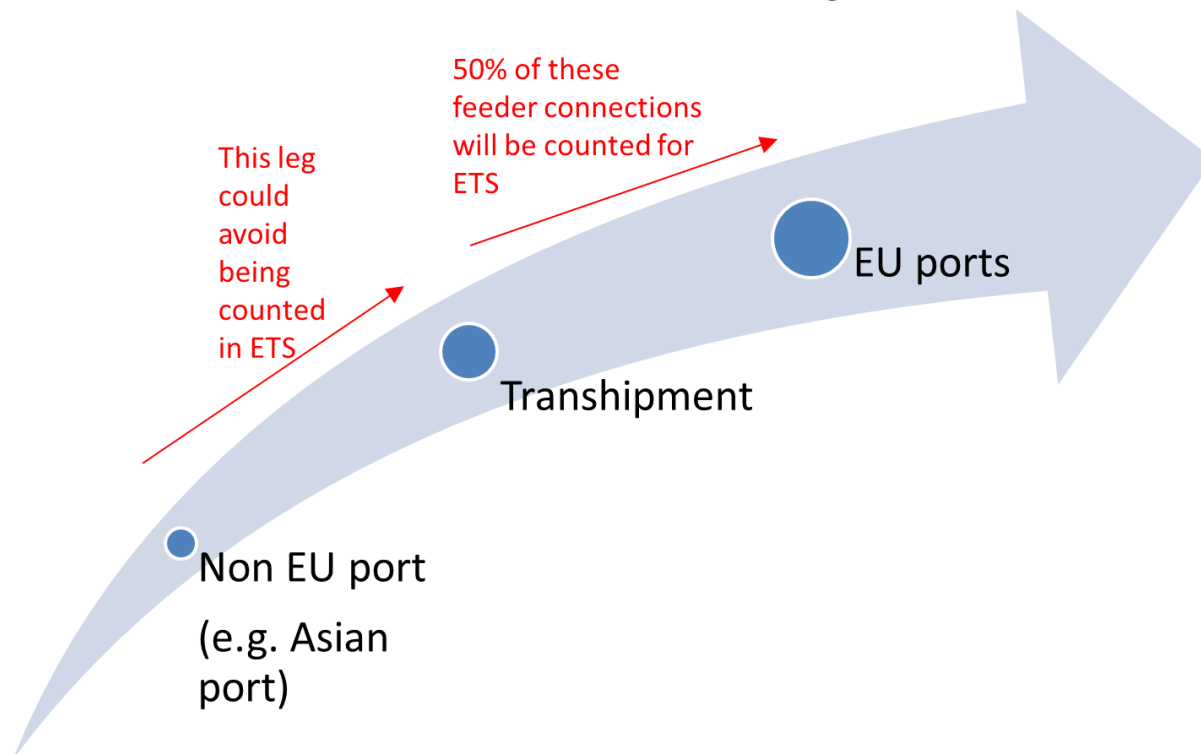


Maritime EU ETS: ESPO calls for an ambitious scope that avoids carbon and business leakage



ESPO welcomes the proposal to include shipping in an Emission Trading System (ETS)

- Puts a price tag on emissions from shipping
- Will generate revenues that should help deliver the green transition in the maritime sector and ports
- Should be combined with a global market-based measure (IMO)



Risk of carbon and business leakage:

The effectiveness of the maritime ETS will be undermined if evasion from a regional ETS is possible
Could divert business from European ports without reducing emissions

-> ESPO calls for the ETS to prevent and, where needed, minimise, the risk of carbon and business leakage.