

# Europe's ports at the crossroads of the green transition

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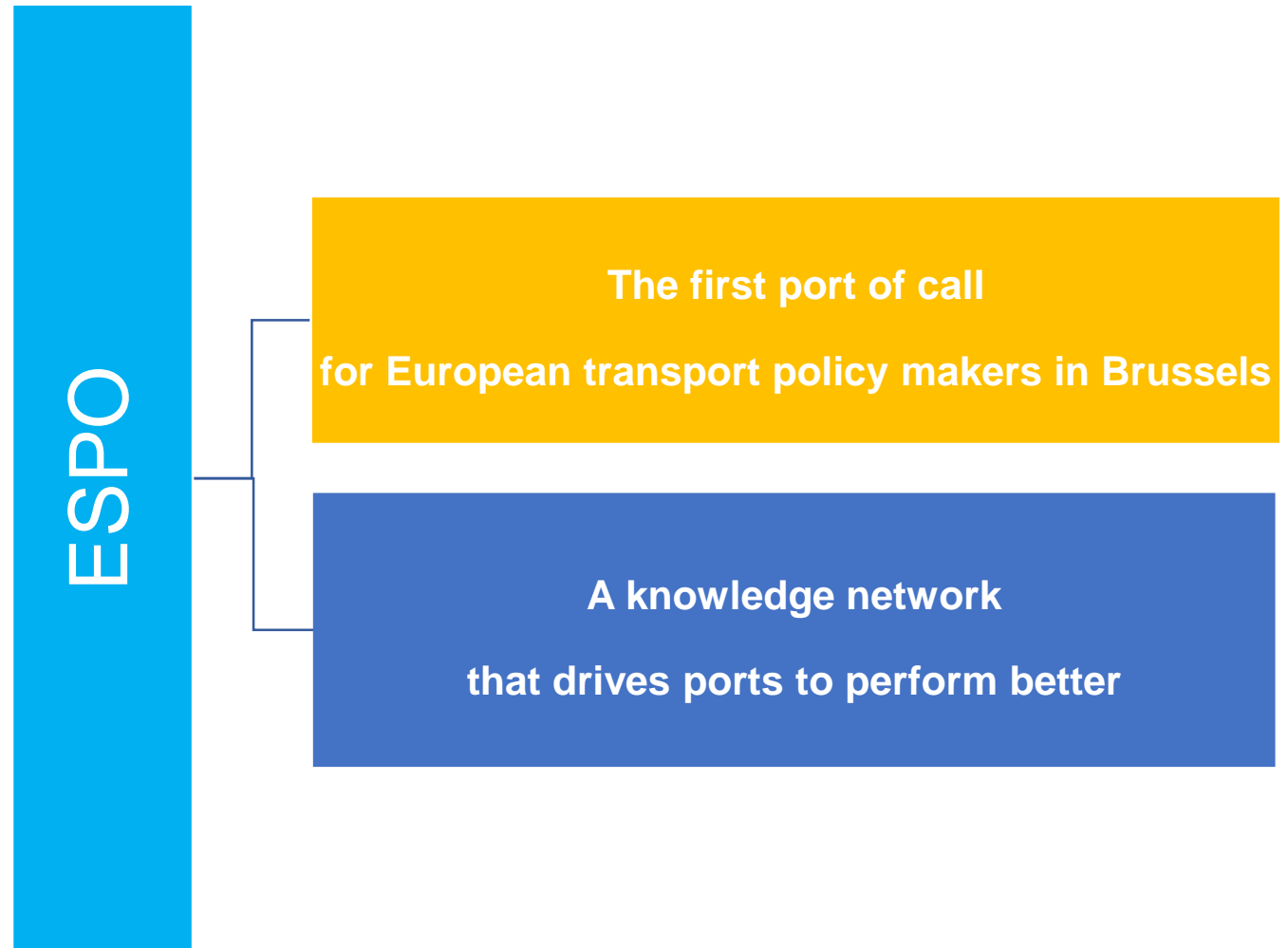
**Debate “Green Deal: Maritime Economy for Climate”**

**Szczecin, 14 September 2021**



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.



## Green Deal - 11 December 2019: Ursula Von der Leyen: “Man on the Moon Moment”



- More than lowering emissions = New Growth strategy
- Transforming the economy, transforming the way we produce and consume
- Sustainable product policy
- “Will frame everything that is happening”

***14 July 2021:  
Fit for 55?***



**Part of delivering on the EU goal of reducing emissions by at least 55% in 2030**



## Fit for 55% Package – key elements for ports



Proposal	Key elements	Possible Impact ports
<b>Alternative Fuel Infrastructure Regulation "AFIR"</b>	<ul style="list-style-type: none"> <li>• OPS for all ports by 2030 (Core and Comprehensive) for container, cruise, passenger, ro ro (&gt;12 lorry drivers): complex scope and thresholds</li> <li>• OPS exemptions: min 2 hours at berth, (low) thresholds, enough shore side power output to cover 90% of demand</li> <li>• Treatment of LNG remains (more or less) unchanged from AFID</li> </ul>	<b>+ Will boost development OPS</b> <b>- Complexity of scope</b> <b>- Big investments</b> <b>- What in case alternative solutions are used</b> <b>- LNG no clear vision</b>
<b>FuelEU Maritime</b>	<ul style="list-style-type: none"> <li>• Gradual reduction of GHG intensity of energy on board ships</li> <li>• Requirement for passenger, ro-pax and ro-ro and container vessels to connect at berth</li> <li>• Port Authorities to issue certificate for non-OPS use</li> <li>• Exemptions: limited as from 2035</li> <li>• Requirement for ship operator to prove fuel compliance</li> </ul>	<b>+ Obligation to use OPS for ships</b> <b>- Administrative burden for ports</b> <b>- Role of port authority?</b>

## Fit for 55% Package – key elements for ports



Proposal	Key elements	Possible Impact ports
<b>REDIII</b>	<ul style="list-style-type: none"> <li>40% renewables in the EU by 2030</li> <li>13% GHG reduction target in transport by 2030</li> </ul>	<b>+ Ports active in renewables (wind)</b> <b>- Oil ports</b>
<b>Energy Taxation Directive</b>	<ul style="list-style-type: none"> <li>Conventional marine fuels to be taxed as from 2023 (gradually)</li> <li>Taxation on bunkering in EU only: unclear scope of proposal</li> <li>Easier to apply OPS/renewables tax exemption through opt-in</li> </ul>	<b>- Bunkering ports</b> <b>- SSS?</b>
<b>EU ETS</b>	<ul style="list-style-type: none"> <li>Scope: intra-EU + 50% incoming and outgoing maritime voyages</li> <li>Possible carbon leakage through evasion not really addressed/no legal recourse</li> <li>Funding for alternative fuels infrastructure in maritime?</li> </ul>	<b>- Competitiveness transshipment?</b>
<b>Carbon border Adjustment Mechanism “CBAM”</b>	<ul style="list-style-type: none"> <li>putting a carbon price on imports of energy intensive products from less climate-ambitious countries.</li> <li>Sectors: steel, iron, cement, fertilisers, aluminium and electricity.</li> </ul>	<b>- Impact on imports and exports through ports?</b>

Is the Green Deal and the Fit  
for 55 *fit for purpose*?



# THE DIFFERENT ACTIVITIES AND RESPONSIBILITIES OF EUROPEAN PORTS

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Gateways to the world

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Essential nodes of the multimodal transport chain

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Hotspots for Europe's industrial activity

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Nodes of energy

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Safe and secure shelters

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Hubs of innovation and digitalisation

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Linking Europe's peripheral regions and islands to the mainland

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Key players in the transport of passengers

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Essential part of an emergency supply chain and facilitators of military mobility

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Clusters of blue growth

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## PORTS ARE MULTITASKERS



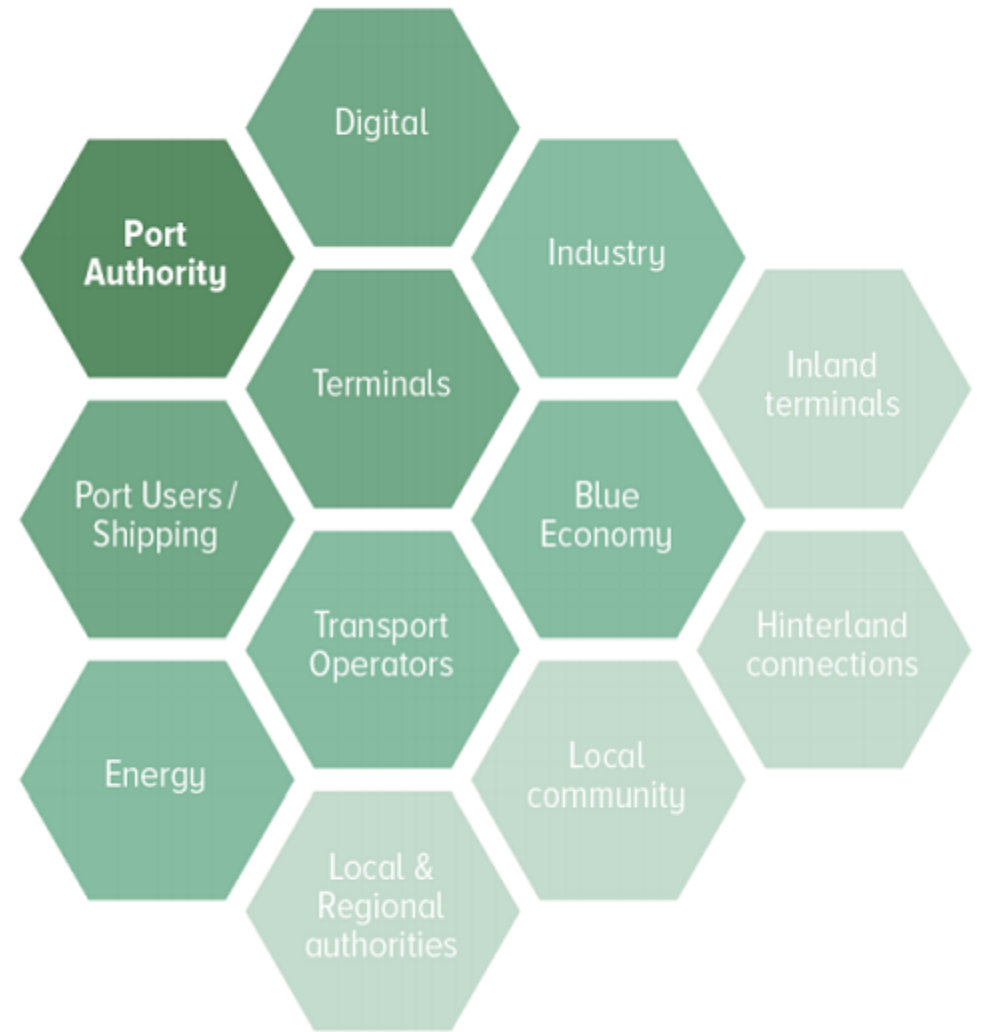
## Port environment, stakeholders and interests




Source: Deloitte ESPO  
study June 2021

[https://www.espo.be/media/Deloitte-ESPO%20study%20-%20Europe%E2%80%99s%20ports%20at%20the%20crossroads%20of%20transitions\\_1.pdf](https://www.espo.be/media/Deloitte-ESPO%20study%20-%20Europe%E2%80%99s%20ports%20at%20the%20crossroads%20of%20transitions_1.pdf)

# Port Governance – The different actors operating in the port area



The background of the slide is a light blue image of a port. On the left, a large white gantry crane stands over a ship. The ship's hull is visible, and it appears to be docked. The water is a pale blue. The overall scene is a typical port environment, used to illustrate the role of ports in the green transition.

# Central message: Ports are partners in the green transition

*We support Europe's goals and ambitions*

## Recognise diversity of ports

- Strategies and role will differ from port to port
- Not all eggs in one basket
- Goal based policy (no technology picking)

## Competitiveness

- Energy taxation framework must avoid relocation of bunkering without emissions gains
- ETS maritime must avoid carbon and business leakage through move of (transshipment) calls outside Europe

## Coalitions of the willing

- Challenges beyond the scope of one port
- Challenges beyond the responsibility of the port managing body
- Policy which stimulates innovation

### Need for investments in basic infrastructure remains

- New roles such as circular economy, blue economy imply well functioning supply chains
- Greening economy sectors imply adapting basic port infrastructure (ex. windmills, pipelines, new connectivities ) => review of TEN-T

### Give ports the tools they need

- To play an active role in the green transition ports need to develop a strategy, make choices
- Ports will take up new functions: co-invest, operate?
- Moving target: more and more short term choices/changes must be made by ports (tension)

### Fit for 55? => Fund for 55 !

- Green transition implies huge investments
- Port authority invests: return on investment in the first place for the surrounding community and economy.
- Need for EU funding and support
- Need for recognition of the critical and essential role of ports



## Green transition: ports are part of the solution

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### Hubs of energy

- On average 40% of throughput of European ports are sources of energy
- Ports will play an equally important role in the production, supply, import, export and storage of clean energies and technologies

### Unique landing points for blue economy

- All blue economy sectors, in particular the offshore renewable energy, need a port (supply of the offshore, bringing on land and conversion of the energy)

### Ideal location for circular economy

- Being the place where a lot of industrial activity is coming together and being in 90% of the cases located in or near urban agglomerations, Europe's ports are ideal locations and matchmakers for the circular economy



**Deloitte**



# Europe's ports at the crossroads of transitions

A Deloitte and ESPO Study

June 2021

# OUR GOOD GREEN PRACTICES

ALL

Energy & Fuels

Climate & Air

Port & City

Waste & Circular

Environment & Biodiversity

## LIST OF PRACTICES

First onshore power supply (OPS) charging station in Poland at the Port of Gdynia

Energy & Fuels | 19 May 2021

Port of Oostende: ISHY project (implementation of hybrid shipping)

Climate & Air | 19 May 2021

Nest boxes for birds and bats at the Port of Le Havre (HAROPA)

Environment & Biodiversity | 06 May 2021

LOOP-Ports

Waste & Circular | 06 May 2021

Lowestoft Eastern Energy Facility (LEEF)

Energy & Fuels | 06 May 2021

Waste Water Treatment Facility at Kiel's Ostseekai

Waste & Circular | 06 May 2021





Thank you!

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■ 14-15.09.2021 SZCZECIN



ZAREJESTRUJ SIĘ

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