



Virtual Partner and interregional Stakeholder Meeting

April 22th 2021, Online

Minutes

Meeting Item	Meeting Topic	Agreed responsibilities
1	Good Practice example “Onshore power supply as another solution to cut emissions in the Port of Hamburg”	Presentation held by Jochen Homann, Environmental Advisor, Hamburg Port Authority
2	Internal discussion Pilot Actions and Action Plans	Presentation on “Pilot Actions” by LP
3	Next virtual meetings	16 June 21 Varna 17 June 21 Nantes Saint Nazaire

K. Witthoff welcomed partners and stakeholders to the 10th virtual partner meeting and welcomed today’s guest speaker from the Hamburg Port Authority (HPA), Mr Homann.

Following to the opening remarks Mr. Homann presented the Onshore Power Supply (OPS) Case Study of the Port of Hamburg illustrating where the OPS are located and why they are part of the activities of the HPA to reduce CO2 emissions in the port. The interesting presentation outlined that, in the case of the Free and Hanseatic City of Hamburg, actually a lot of CO2 emissions stem from the industry located in the port perimeters. Ship emissions only make up 8 per cent of the annual CO2 emissions. However, of those 8 per cent, 64 per cent come from berthing, 29 per cent from shipping and 7 per cent from maneuvering. The emissions at berth predominately come from containerships with 61 per cent, multipurpose, tanker and cruise ships.

The discussion on onshore power supply started with the focus on air quality, with the rising interest in cruises and with that increasing calls in Hamburg. The cruise terminals are located close by residential areas, so the emissions and noise started to become a topic amongst the general public. The presentation illustrated where current OPS are installed, planned and what the targets in emission reductions are by 2025. Of course, there are also challenges to new technologies and they were also what the Q&A circulated around, after Mr Homann made some references to challenges of vessel readiness, level playing field, a business case and



operational model, supply agreements, funding for the connection points, but also the final customer.

Mr Platz asked on additional costs for vessels. Mr Homann mentioned the costs of 10 cent per kilowatt/hour for fossil fuel and 30 cent per kilowatt/hour for OPS due to the high costs in Germany for electricity.

Mr Rah asked whether most vessels were technologically ready to use the offer. Mr Homann mentioned that 40 per cent of the cruise ships calling and 20 per cent of the container vessels calling Hamburg are ready for OPS.

Mr Rah went on to ask if the technology would be economically viable sometime in the future. Mr Homann replied that in the future OPS will be one of the cheapest solutions for zero emissions, compared to alternative fuels. OPS would be cheaper in comparisons if fossil fuel wouldn't be the benchmark.

Mr Mathar asked what the main challenge(s) are at the moment. Mr Homann replied that there is a need to make the OPS offer “fly”, more installations would be needed, fossil fuel needs to be more expensive and there needs to be either a business case or EU regulation.

Mr Di Meglio asked whether there was a study on noise emissions. Mr Homann replied that there was a study for the cruise terminal in Altona and that the terminal operation is a significant source of noise, a reduction of noise due to OPS usage was measurable – however only to a smaller degree. Mr Di Meglio asked, whether a cooperation between ports would be helpful for the acceptance of OPS, to which Mr Homann replied that a key element certainly would be for the EU to push OPS or other clean alternatives. The Port Authority is working in working groups to push the topic and discussion forward and to coordinate activities. The key is that shipowners use it as much as possible. So yes, in a way, cooperation is key. Mr Di Meglio went on to ask about incentives or schemes to shipowners to use OPS more. Mr Homann said, that in Hamburg one solution is the “zero emission at berth standard”. Shipowners can chose means to have zero emissions at berth (a technology open regulation).

Mr Le Clerce asked about the power usage of large container ships and how to assess their requirement. Mr Homann said that they are indeed quite a black box. However, there is a standard of 7.5 MVA max energy supplied to vessels. The power consumption however is also related to the number of reefer boxes onboard a vessel. Hamburg assumes the average power usage of a vessel to be around 2 to 3 Megawatt per call. Mr Le Clerce also asked on the point of view on mobile solutions for OPS. Mr Homann said, there are some good ones available on



the market, but not with the right size. The LNG Barge in Hamburg is a bridging element. It is only for certain vessel types and still a fossil fuel product, and with that not the future. Mr. Le Clerce's last question was on the funding of the OPS. Are they port infrastructure, or terminal infrastructure? Mr. Homann said that they are installed and owned by the Port Authority. The OPS are currently co-financed by a federal Ministry funding scheme.

This closed the guest speaker presentation and the group now went on to the internal project related progress topics.

Mrs. Witthoff informed about the Lead Partner achievements in reporting period 4 and about the survey that identified the most important aspects for the stakeholders in Hamburg are: Infrastructure for alternative power supply / fuels and the Border One-Stop-Shop. The Lead Partner also carried out the survey on the increased professional capacity and asked all partners to do so as well, as it is part of the Interreg Europe requirements. The Ministry of Economy and Innovation is also in talks with their ERDF administration. The desire is, to have the aspects of low-carbon economy being reflected in the new operational programme 2021-2027 in the innovation and logistics section.

The next virtual meetings will take place on June 16 and 17 respectively. The hosts will be Varna and Nantes. This way, other partners get a chance to showcase their port and stakeholders, while it is still impossible to travel due to the pandemic.

R. Di Meglio presented the status quo for Livorno. There has been a further exchange with the IT-FR Marittimo Programme on onshore power supply to curb CO2 emissions in ports and ICT components and port monitoring systems (e.g., sensors) will be formerly delivered in September 2021 to the programme as planned. The Action Plan list of service and action examples are provided for discussion with the policy instrument and an estimated cost are also provided so that they are aware of the necessary effort made for the implementation. For various reasons the communication goal could not be reached last semester, but the contact has now been established with the Meditelegraph-Avvisatore Marittimo to place an article on Smooth Ports activities later this month or early May.

Mr. Le Clerce from Nantes Saint-Nazaire pointed out that the Action Plan with 2 Good Practices and learnings after 1 year of usage of the one-stop-shop are on their agenda. There will be a stakeholder webinar on June 3rd lunch time. The Smooth Ports project will be presented in the framework of the opening of the alternative fuel station. Communication was done via their own newsletter. Nantes also noted that it is a bit difficult to address the policy instrument, now that the old operational programme is ending and the new one is currently under preparation.



Mr. Bevilacqua presented the status quo for the Municipality of Monfalcone. He pointed out some of the current challenges but also mentioned that the final report on carbon footprint and the sustainable urban mobility plan are basis for the Action Plan and that the documents are soon finalized. There is a planned stakeholder workshop on the topic of the Action Plan coming up. More details are hopefully available for the next virtual partner meeting.

P. Dimitrova presented the status quo for Varna. The Action Plan discussion has made great progress and three Actions have been identified. They hope to be able to showcase more details by June 16th, when they are one of the two partners hosting the virtual partner meeting.

End of meeting

Minutes drafted by: Johannes Betz on 29 April 2021