



Side-session ENVIRONMENT

Shore Power offers promising carbon cuts - but are we on track?

About:

As a technology, On-shore Power Supply (OPS) offers a very efficient way to make use of green electricity without large conversion losses. By 2030, all major EU ports must provide OPS for passenger ships. Cruises and ferries are prepared to turn off their engines while at berth and on shorter segments, even to install large capacity batteries to convert from liquid fuel to electric drive of the ship.

However, the demand for power in the ports is already much higher than current capacity. More and more cruise ships visit EU ports, and more and more ferries plan to go hybrid or all electric. Therefore, the necessary electrical infrastructure from the power utility, through a high-capacity grid, to high-power connection points in the port has to be mapped out. This must involve all stakeholders.

Ultimately, there must also be agreement on who pays for what. Just because the port is obliged to provide OPS doesn't mean that they will select high-capacity OPS to charge batteries on-board, unless there is a reasonable funding model; also involving upstream costs.

Additionally, some of the EU ETS funds collected from maritime should go back to the sector, but how? Investments in shore power infrastructure would provide a neutral, but much needed, support for both ports and port users.

Speakers:

- **Mike Corrigan**, CEO, Interferry
- **Samuel Maubanc**, Director General, CLIA Europe
- **Isabelle Ryckbost**, Secretary General, ESPO
- **Inesa Ulichina**, Sustainable Shipping Policy Officer, T&E
- **Jörgen Bjerre**, European Commission

Moderation: Claes Berglund, Director of Public Affairs and Sustainability, Stena

09:30-10:30

Auditorium 120