

TOC
EUROPE



11 - 13 June 2024



Rotterdam Ahoy
Centre



TANGER MED

TANGER MED : Impact of international legislation and regulations of GHG emissions on container transshipment and RoRo traffic

HASSAN ABKARI, MANAGING DIRECTOR, TANGER MED PORT AUTHORITY (TMPA)

TANGER MED : A WORLD CLASS PORT COMPLEX

TANGER MED'S STRATEGIC LOCATION, COUPLED WITH A PROACTIVE APPROACH TO INFRASTRUCTURE DEVELOPMENT, DIGITAL TRANSFORMATION, SUSTAINABILITY, AND STAKEHOLDER ENGAGEMENT, POSITIONS IT PERFECTLY TO EXPAND ITS FOOTPRINT AS AFRICA'S PREMIER GATEWAY.



8.6 M TEUS
CONTAINERS

+6% COMPARED TO 2022



9.3 MILLION TONS
OF HYDROCARBONS

+6% COMPARED TO 2022



2 MILLION
PASSENGERS



459 091
TRUCKS

+13% COMPARED TO 2021



478 589
VEHICLES

+11% COMPARED TO 2022

1st

PORT IN
AFRICA

- 7th Consecutive Year -

1st

PORT IN THE
MEDITERRANEAN

- 4th Consecutive Year -

4th

MOST EFFICIENT
CONTAINER PORT IN 2023

- World Bank & S&P Global Market -

19th/500

CONTAINER PORT
WORLDWIDE

- Alphaliner Ranking -



FACT FINDING

SIGNIFICANT INFLUENCE OF REGULATORY CHANGES ON MARITIME SHIPPING AND THE CRITICAL NEED FOR PORTS TO ADAPT.

OVERVIEW OF EU FIT FOR 55 PACKAGE

DEVELOPMENTS AT THE IMO

PORT LEVEL INITIATIVES

DEVELOPMENTS IN DECARBONISATION OF SHIPPING

MEDITERRANEAN SHIPPING MARKET



9 M TEUS
CONTAINERS



15 MILLION TONS
OF HYDROCARBONS



7 MILLION
PASSENGERS



700 000
TRUCKS



1 MILLION
VEHICLES

EU LEGISLATION ON GHG EMISSIONS OF MARITIME SHIPPING

THE EU AIMS TO REDUCE MARITIME TRANSPORT EMISSIONS BY 55% BY 2030 AND ACHIEVE CLIMATE NEUTRALITY BY 2050 THROUGH THE FIT FOR 55 PACKAGE, AS PART OF ITS COMMITMENT UNDER THE PARIS AGREEMENT.

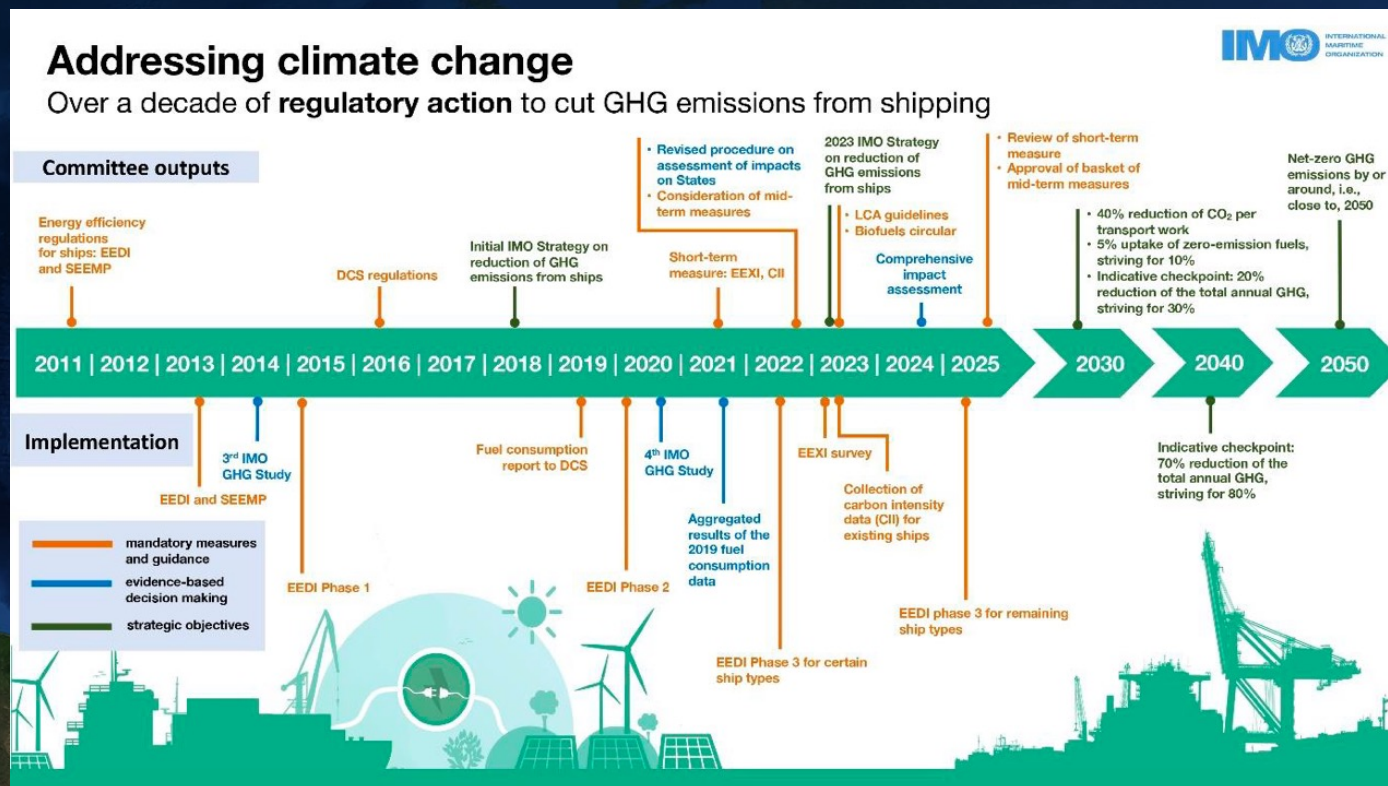
1. EU EMISSION TRADING SYSTEM
2. FUEL EU MARITIME
3. RENEWABLE ENERGY DIRECTIVE III (RED III)
4. ENERGY TAXATION DIRECTIVE (ETD)
5. ALTERNATIVE FUEL INFRASTRUCTURE REGULATION (AFIR)
6. CARBON BORDER ADJUSTMENT MECHANISM (CBAM)



DEVELOPMENTS AT THE IMO

IMO IS SUPPORTING UN SUSTAINABLE DEVELOPMENT GOALS, WITH MARPOL ANNEX VI ADDRESSING AIR POLLUTION FROM SHIPS SINCE 2005.

1. EXISTING REGULATION (EEDI – SEEMP)
2. SHORT-TERM REDUCTION MEASURES (EEXI – CII)
3. 2023 IMO STRATEGY
4. INTERACTION WITH EU REGULATIONS



VOLUNTARY PORTS INITIATIVES

IN ADDITION TO EU AND IMO REGULATIONS, SOME PORTS HAVE VOLUNTARILY IMPLEMENTED ENVIRONMENTAL INITIATIVES TO MITIGATE THE NEGATIVE IMPACTS OF SHIPPING, WITH EXAMPLES FROM THE MEDITERRANEAN AND OTHER GLOBAL PORTS.

Financial incentives based on ESI scores (Port Dues Discounts) :

- **Port of Rotterdam** : -10% if ESI \geq 31.0.
- **Port of Antwerp** : -4% if $31 < \text{ESI} < 50$.
- **Hamburg Port Authority** : -7% if ESI > 20 .
- **Port of Barcelona** : -5% if ESI > 30 .
- **Port of Marseille** : -10% if ESI > 35 .

Green Award Certified vessels (Port Dues Discounts) :

- **Port of Barcelona** : -5%.
- **Port of Hamburg** : -3% (oil & chemical tankers, LNG carriers).
- **Port of Rotterdam** : 6%.

1. SPEED MANAGEMENT

2. GREEN INCENTIVES

3. PERFORMANCE REQUIREMENTS

4. ON SHORE POWER SUPPLY & SUSTAINABLE FUELS

5. GREEN CORRIDORS

6. DEVELOPMENT IN DECARBONIZATION OF SHIPPING

DECARBONIZATION IN MOROCCO AND AT TANGER MED

MOROCCO AIMS TO ACHIEVE 70% RENEWABLES BY 2040 AND 80% BY 2050 IN ITS ELECTRICITY MIX, POSITIONING ITSELF TO PRODUCE AND UTILIZE RENEWABLE E-FUELS FOR SHIPPING.

1. CLEAN ELECTRICITY PRODUCTION

2. ENHANCING ENERGY EFFICIENCY

3. TRANSITIONING TOWARDS GREEN MOBILITY

4. EMBRACING A CIRCULAR ECONOMY MODEL

Shore
Power at
TC4
June 24
San Antonio
Maersk
(333m)



The background is a dark navy blue with several diagonal stripes in lighter shades of blue and teal, creating a modern, geometric pattern.

TANGER MED