



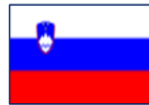
## Business Opportunities within the Energy Transition: EU policy **drivers** and **obstacles** to terminal decarbonisation

Rotterdam, 18<sup>th</sup> of June

# FEPORT members



# FEPORT members perform activities and are present in



# Main figures

FIGURES	
Investment over the last ten years	EUR 70 billion*
Number of employees***	400,000*
Number of companies	2,290*
Throughput in tonnes – 2022	3.5 billion tonnes **
Throughput in TEUs - 2022	96 million TEUs **
EU Imports	€1 126 billion**
EU Exports	€1 300 billion**

\* Source: FEPORT members

\*\* Source: Eurostat: [Maritime freight and vessels statistics - Statistics Explained \(europa.eu\)](https://ec.europa.eu/eurostat/tgm/table.do?tab=table&init=1&language=en&plugin=1)

\*\*\* Employees = work on docks, in logistics and for other port related industries

## How do terminal operators contribute to the decarbonisation of port and maritime ecosystems?

Terminal operators contribute to decarbonisation in different ways:



## How do terminal operators contribute to the decarbonisation of port and maritime ecosystems?

We zoom in on three topics where terminal operators in particular make a difference:



**Greening of cargo handling operations:** Investments to upgrade, retrofit or replace diesel-based cargo handling equipment by green alternatives. Workforce training and investments into digitalisation play an equally important role in this respect



**Decarbonisation of shipping:** Terminal operators collaborate with port authorities, the shipping sector and grid operators to ensure the provision of shore-side electricity



## Greening of cargo handling operations



FEPORT members do the following to ensure the greening of their own operations



**Investments** to upgrade, retrofit or replace diesel-based CHE by cleaner alternatives propelled by electricity or clean fuels



Terminals apply **digitalisation** and **fourth industrial revolution concepts** (IoT, Big Data, AI) to use data obtained versus port equipment sensor networks to optimise operations and better manage equipment



**Workforce training:** Terminal operators invest in training for their employees in areas such as ECO driving, thereby helping workers to reduce energy consumption and wear and tear on equipment during operations

## Greening of cargo handling operations – legislative drivers

EU legislation impacts the decarbonisation of cargo handling equipment and operations in a number of ways:



**Taxation:** The revised Energy Taxation Directive, once adopted, is expected to abolish current tax exemptions for diesel-based equipment



The Non-road mobile machinery regulation requires the phasing out of polluting engines



**EU funding mechanisms** such as CEF and Horizon have allowed support for projects related to the decarbonisation of port equipment



*But what about a clear EU framework for State Aid?*

## Greening of cargo handling operations: **challenges**

A number of challenges impact the greening of cargo handling operations.



Current **trade tensions** impact volume predictability, thereby also affecting investment climate



Certain aspects of the EU **Fit for 55 package** apply to voyages involving ports in the EU, but not when ships call in third country ports, impacting revenues and predictability needed to invest.

## Greening of cargo handling operations: **recommendations**

FEPORT recommends the following to enable terminal operators to green their operations:



Provide sufficient **financial incentives**, for example, through tax reductions or EU and national funding mechanisms (e.g. CEF, Horizon, CEEAG)



Prevent negative **impacts on competitiveness** from EU climate legislation, critically assess the effects of **ETS** and FuelEU and adopt compensation measures if necessary



Improve terminal operators' **access to finance**, for example, by amending the Taxonomy framework



Use the revenues raised through the implementation of the Fit for 55 package to support the **electrification** of port operations.

## Decarbonisation of shipping – legislative drivers

EU legislation stimulates the decarbonisation of shipping, including in ports, in various ways



**Infrastructure:** The Alternative Fuels Infrastructure Regulation (AFIR) requires ports to be equipped to provide OPS to vessels by 2030



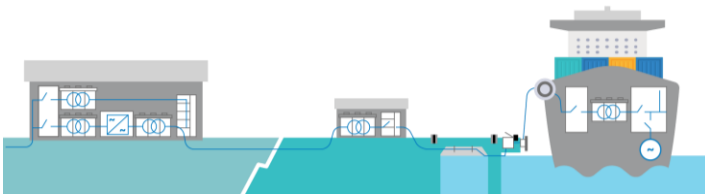
**Financial incentives:** ETS Maritime incentivises shipping to reduce its carbon footprint, by making shipping companies pay allowances based on their emissions



**Network approach:** The EU Global Gateway Green Shipping Corridors initiative seeks to stimulate the uptake of green fuels by ensuring their availability along global trading routes

## Decarbonisation of shipping – **challenges**

EU legislation stimulates the decarbonisation of shipping, including in ports, in various ways



**Infrastructure:** What about the Level Playing Field if Member States differ regarding interpretations of AFIR when it comes to OPS provision, or funding opportunities??



**Competitiveness:** What if ships deviate routes and avoid EU ports, what will this mean for their business case to invest in clean refueling and recharging infrastructure?

## Decarbonisation of shipping: **recommendations**

FEPORT recommends the following to enable terminal operators to support the decarbonisation of shipping



Prevent negative **impacts on competitiveness** from EU climate legislation, critically assess the effects of **ETS** and FuelEU and adopt compensation measures if necessary. Ports cannot invest in infrastructure without predictability regarding volumes



Ensure that funds raised through the implementation of the **Fit for 55 package** can be used to deploy alternative fuels infrastructure in ports



leverage the **Global Gateway** initiative to ensure the availability of green fuels and along major trade lanes, but carefully consider impacts on EU ports competitiveness



**Thank you for your attention**