



Newsletter 3 – December 2019

OPS Master Plan for Spanish Ports project

2015-EU-TM-0417

Project co-financed by Connecting Europe Facility (CEF)

<p>Member States involved: Spain</p>
<p>Implementation schedule: Start date: November 2016 End date: December 2019</p>
<p>Budget: Estimated total cost of the action: €6,206,574 Maximum EU contribution: €1,641,815 Percentage of EU support: 26.46%</p>
<p>Project Coordinator: Organismo Público Puertos del Estado www.puertos.es</p>
<p>Additional Information: <i>European Commission</i> https://ec.europa.eu/transport/ <i>Innovation and Networks Executive Agency (INEA)</i> http://ec.europa.eu/inea/ <i>INEA's fact-sheet:</i> http://ec.europa.eu/inea/sites/inea/files/fiche_2015-eu-tm-0417-s_final.pdf <i>Project website:</i> www.porweratberth.eu</p>

- **CLIA Spain for ‘La Opinión de Málaga’, 30 % of cruisers are ‘OPS ready’ and 18 % are being adapted; 70 % of new orders will be prepared to plug-in**
- **Ms Ursula von der Leyen, ‘Commission will take action in relation to maritime transport, including to oblige docked ships to use shore-side electricity’**
- **Port of Barcelona, Palma de Mallorca, Las Palmas and Tenerife committed to provide electricity at berth that is 100 % renewable**
- **Lack of ships OPS ready identified as main obstacle to develop on-shore power supply in ports**
- **Germany joints efforts with OPS Master Plan while launching concrete measures to promote shore-generated power in an effort to make EU ports cleaner**

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- **Las Palmas Port Authority calls for tenders to build a new OPS facility at fishing dock**
- **Advance notice of 7 administrative proposals to promote on-shore power to ships at berth**
- **Baleares Port Authority calls for tenders to build a new OPS facility at Muelle de Paraires**
- **Project partners met on the 12th and 13th September to approve first draft of OPS Master Plan**
- **“El Port de Barcelona leads Power-to-Ship working group of World Ports Climate Action Program (WPCAP)” – El Estrecho Digital, Canary Ports y El Mercantil**
- **Port of Valencia aims at building its own electric sub-station for ships to stop engines and plugin to the grid**
- **Port Authority of Las Palmas starts off administrative procedure to procure OPS facilities at fishing dock**
- **Port of Barcelona wants to provide on-shore power at all berths close to the City**

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- **CLIA Spain for ‘La Opinión de Málaga’, 30 % of cruisers are ‘OPS ready’ and 18 % are being adapted; 70 % of new orders will be prepared to plug-in**

23/12/2019. CLIA Director for Spain Alfredo Serrano, declared to ‘La Opinión de Málaga’ 70 % of new orders for cruisers are set to incorporate electric connection on board so that they will be able to switch-in the grid.

Also, Alfredo Serrano noted that almost half of the cruiser fleet (48 %) includes either ‘OPS ready’ vessels, or vessels being adapted nowadays to be able to take power from shore.

Port of Málaga due to attractive sunny beaches, and amazing cultural and art opportunities offered by Picasso Museum and Centre Pompidou, has one of the highest potentials for growth among European Ports for the cruising industry. On-shore power supply for cruisers is being analysed in Málaga due to its more than 300 ship calls annually where stays at berth last for some 15 hours in average.



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- **Ms Ursula von der Leyen, ‘Commission will take action in relation to maritime transport, including to oblige docked ships to use shore-side electricity’**

12/12/2019. (Copied literally from European Sea Ports Organization-ESPO)

The Commission published its Communication on the European Green Deal (please click [here](#)). The Communication lists a number of new policy initiatives/legislative proposals and is accompanied by an annex which indicates the timing each initiative/proposal will come out.

The Commission will propose the first European Climate law by March 2020 which will enshrine the 2050 **net zero emission objective** (climate neutrality) into legislation. By summer 2020, the Commission will propose a revision of the current GHG reductions target for 2030 to at least 50% and towards 55%.

With regard to the transport sector, the Communication points out that a **90% reduction in transport emissions is needed by 2050**. The Commission will publish a **strategy for sustainable and smart mobility in 2020** that will address this challenge and tackle all emission sources. The Communication highlights that a **substantial part of the 75% of inland freight carried today by road should shift onto rail and inland waterways**. The Commission is also likely to withdraw and present a new proposal for the **Combined Transport Directive** aiming to support short sea shipping. With regard to the pricing measures for transport, the Communication highlights that fossil fuel subsidies must end and current **tax exemptions including for marine fuels** will be closely checked in the revision of the Energy Taxation Directive aiming at how best to close any loopholes. The Commission

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will also propose the **inclusion of shipping in the EU Emissions Trading System (ETS)**.

Regarding the alternative fuels, the Commission will **review the Alternative Fuels Infrastructure Directive and the TEN-T Regulation** to accelerate the deployment of zero- and low-emission vessels in 2021. In particular, the Communication makes a reference to ports saying that the Commission will take action in relation to maritime transport, including to **regulate access of the most polluting ships to EU ports and to oblige docked ships to use shore-side electricity**.

On air quality, the Commission will adopt in 2021 a **zero-pollution action plan for air**, water and soil. It will also propose to **revise air quality standards** to align them more closely with the World Health Organization recommendations.

On green financing, the Commission will present a **Sustainable Europe Investment Plan** to help meet the additional funding needs. As part of the Sustainable Europe Investment Plan, the Commission will propose a Just Transition Mechanism, including a **Just Transition Fund**. The Just Transition Mechanism, which will focus on the regions and sectors that are most affected by the transition, will draw on sources of funding from the EU budget as well as the EIB group to leverage the necessary resources. The proposal for the Just Transition Fund and the Sustainable Europe Investment Plan will come out in **January 2020**.

- **Port of Barcelona, Palma de Mallorca, Las Palmas and Tenerife committed to provide electricity at berth that is 100 % renewable**

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28/11/2019. When ships sail, they burn fossil fuel like heavy fuel oil or natural gas, thus contributing to the emissions of greenhouse gas effect, whereas at berth they can plug-in to the electric grid.

Port of Barcelona, Palma de Mallorca, Las Palmas and Tenerife will be offering electric connections in 2020 as demonstrative pilots to make ships stay in port fully sustainable. This is so because they commit to supply electricity 100 % renewable including hydroelectric, wind or solar:

- Port of Barcelona, at container terminal BEST will build a connection point for container vessels of global leader MSC among its 8.500 containers size fleet
- Port of Palma de Mallorca will provide Muelle de Paraires with two connection points for ferry liners TRASMEDITERRANEA and BALEARIA responsible for serving Baleares
- Port of Las Palmas will offer 32 connecting points at Muelle Pesquero for all fishing ships at repair
- Ports of Santa Cruz de La Palma, San Sebastián de la Gomera and Santa Cruz de Tenerife will make connecting points available to ship-owners FRED OLSEN and ARMAS as they provide domestic transportation in Canarias.

This Port Authorities commitment adds on efforts of international Community at the occasion of the 25 United Nations Climate Change Conference (COP25) while

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demonstrates how innovation can contribute to preserve the planet and realize a fair energy transition.

Note: Electric vaults at Port of Barcelona, Palma de Mallorca, Las Palmas and Tenerife integrate in OPS Master Plan for on-shore power supply to ships in port. Project *OPS Master Plan for Spanish ports* is co-financed by the European Union.

- **Lack of ships OPS ready identified as main obstacle to develop on-shore power supply in ports**

20/11/2019. Managers of Port Authorities confirmed main barrier for supplying on-shore power at berth to be -indeed- lack of ships adapted for being connected to the grid; other two relevant difficulties are, power availability from the distribution grid necessary to satisfy demand from big ships as cruisers, containerships and ferries, and the cost of electric supply.

Poll was launched at meeting gathering port managers on the 19th and 20th November in the Port Authority of Valencia, and 69 votes resulted in the following,

Main barriers hampering OPS implementation

1. Ship-owner reluctance to be trapped under another port service provider 3 %
2. Lack of flexibility of port managers to offer shipping lines adequate financial incentive 12 %
3. Unavailability of electrical power at site and/or on time 13 %

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4. Non OPS-ready ships resulting a *chicken-egg* dilemma 23 %
5. Opposition of captains and crew members to *do things differently* 6 %
6. Attitude of shipping in refusing to take externalities on board 7 %
7. Price of fuel favouring fossil against renewables 14 %
8. Subnormal utilization of electrical infrastructure 7 %
9. Apparently environmental benefits of LNG as fuel for the future shipping 7 %
10. Intricated procedure involving many agents to build an OPS facility 7 %

Sum 100 %

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- **Germany joints efforts with OPS Master Plan while launching concrete measures to promote shore-generated power in an effort to make EU ports cleaner**

21/10/2019. Federal Ministry for Economic Affairs and Energy services informed OPS Master Plan leader that on October the 10th in Kiel, various German States Government representatives signed a memorandum intended to realize -in brief- the following measures,

1. limit EEG surcharge supporting renewables to only 20 % for OPS – mid 2020
2. new possibility for DSO to offer separate grid fees based on a daily price where ships offer interruptible electricity demand which serves the system – from beginning of 2020
3. examination whether and by what statutory rules legal certainty can be further increased for the operation of shore-side electricity supply facilities
4. allocation of 140 million Euro for OPS in German ports from the ‘Energy and Climate Fund’
5. initiative at European level for further action to make use of shore-side electricity in ports.
6. the Bund-Länder working group on OPS, led by the Federal Government Maritime Coordinator, will be consulted to accompany the implementation of the measures listed under 1.-5. by the summer of 2020.

OPS Master Plan for Spanish ports is pleased to see German some proposed measures (measures 2 and 3) already accommodated in its administrative package proposed (see [here](#)) and welcomes high level decisión made to further cooperate at EU level towards OPS promotion (measure 5).

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- **Las Palmas Port Authority calls for tenders to build a new OPS facility at fishing dock**

14/10/2019. Las Palmas Port Authority calls for tenders to build a new OPS facility at fishing dock where repair and laid-up vessels are currently being supply with energy with electrogen groups.

The new facility paves the way for fishing vessels to plug-in so that polulation living close to the Port will no longer suffer noise impact of those thermic engines.

The new facility will include 16 doublé vaults to provide 80 kW electric power each and amounts some 700.000 Euro.

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- **Advance notice of 7 administrative proposals to promote on-shore power to ships at berth**

OPS MASTER PLAN for Spanish ports Project advances proposals to promote on-shore power to ships at berth,

Measure 1	Up to 50 % reduction on port fees granted to ships using OPS facilities	APPLICABLE
Measure 2	Reduction –almost elimination- of electricity tax 5 % -> 0,5 €/MWh	APPLICABLE
Measure 3	Legal framework for OPS provision at RD Ley 15/2018	APPLICABLE
Measure 4	Electric grid fee on power ‘a prorrata’ on a call basis	ON 1/1/2020
Measure 5	Granting of ‘extra points’ to tenders including OPS while calling for building/operating new port terminals	ELABORATION
Measure 6	Exemption of port fees on land to conduits where electric cables are laid	PROPOSED
Measure 7	IVA exemption on OPS	UNDER COM ANALISYS

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- **Baleares Port Authority calls for tenders to build a new OPS facility at Muelle de Paraires**

18/09/2019 Baleares Port Authority [announces](#) today its call for tenders to commissioning two connection points at Muelle Paraires to supply on-shore power to ships.

Port Authority evidences its commitment before population settled close to Muelle Paraires where noise and vibrations, and air pollution released by running auxiliary engines of ships at berth, will all be avoided.

Electrical vaults are located both extremes of the quay, one at low voltage for fast-ferris and the other one at medium voltage for conventional ferris; both vaults will follow international standard ISO 80005.

This initiative is key component of global Project OPS MASTER PLAN for Spanish ports as it includes the first medium voltage connection to the grid to supplying high power to vessels. The whole Project OPS MASTER PLAN for Spanish ports is financed by the EU.

Total budget for these two vaults, and necessary electro-mechanical and civil works amount 2,1 million Euro. This cost is co-finances at 20 % rate by Connecting Europe Facility instrument. This new facility will be available by 2020.

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- **Project partners met on the 12th and 13th September to approve first draft of OPS Master Plan**

13/09/2019. Annual meeting for the Project was organized at premises of High School of Electrical Engineers of Polytechnical University of Madrid. The meeting reviewed state of four pilots including provision of OPS facilities in ports of Santa Cruz de Tenerife, Las Palmas, Palma de Mallorca and Pasaia; partnership very much appreciated Port of Barcelona Authority request to join the Project by building a new OPS facility for containerships in the Port.

Main result from discussions can be summarized in a package of some 25 individual OPS facilities to be provided during next 2020-2025 period. This package of proposed OPS facilities is neither considered a closed list nor the total amount for the Plan estimated at 200 million Euros be fix but rather conditionate by available funding. The execution of above-mentioned OPS pilots will contribute to adjust that cost and gain experience to identify more viable locations for new OPS facilities and check viability of those already proposed. All these facilities will serve power to ro-ro & ferry (17 facilities-21 vaults), container (6 facilities-10 vaults) and cruise fleets (10 facilities – 17 vaults); also, to fishing vessels (32 vaults) and Search and Rescue National Company – SASEMAR (18 vaults).

Also, partners discussed on identified barriers and possible measures to help OPS Master Plan be realized; measures include administrative, financial, technical, environmental and disseminative measures.

Finally, partners paid visit to laboratory of Centre of Automated and Robotics under CSIC & ETSII (UPM) where OPS crane prototype fully design and built by students was shown. This prototype activity under the OPS Master Plan is considered a

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reciprocal benefit initiative for both University and port industry willing to promote OPS. The prototype has been designed on the three fold technical requirements being fully electrical powered itself, able to be operated remotely on board and adaptable to as many as possible cases (quays-ships couples); a demo video is available [here](#).

- **“El Port de Barcelona leads Power-to-Ship working group of World Ports Climate Action Program (WPCAP)” – El Estrecho Digital, Canary Ports y El Mercantil**

14/08/2019 Port de Barcelona leads **Power-to-Ship** working group of **World Ports Climate Action Program** (WPCAP) to promote electrification of quays in ports around the World.

This initiative -one of the most relevant of **World Ports Climate Action Program** – joins main international ports that are committed to reduce air emissions and fight against climate change: Los Ángeles, Antwerp, Hamburg, Rotterdam and Vancouver, and Barcelona.

For more info, visit:

- <http://elmercantil.com/2019/08/13/el-port-de-barcelona-disposara-dalternatives-als-combustibles-fosiles-el-2020/>
- <http://www.canaryports.es/texto-diario/mostrar/1502189/port-barcelona-lidera-acciones-wpcap-fomentar-electrificacion-muelles>
- <https://www.elestrechodigital.com/2019/08/14/el-puerto-de-barcelona-lidera-un-proyecto-internacional-para-fomentar-la-electrificacion-de-muelles/>

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- **Port of Valencia aims at building its own electric sub-station for ships to stop engines and plugin to the grid**

13/08/2019. As announced by Economía3, Port of Valencia is willing to provide for its own sub-station to eventually reach energy self-sufficiency, among other measures. This infrastructure will allow ships to stop their engines and plugin the grid while calling at the Port, thus importantly reducing air emissions within the Port of Valencia. This electric sub-station that is planned to be commissioned by last quarter this year, will provide for 40 MW of power in total though it will be realized in two 20 MW steps each, amounting an approximate 8 million Euros investment.

- **Port Authority of Las Palmas starts off administrative procedure to procure OPS facilities at fishing dock**

23/07/2019. The Board of APLP met this morning to initiate formal procedure to procure OPS facilities for fishing vessels at berths located in so called Muelle Pesquero.

By approving ToR and correspondent Budget, APLP will soon launch tender to equip Muelle Pesquero with 16 double electric sockets. Fishing ships being repair on board and laying at berth could then be supplied with power from the grid.

This new ‘green’ initiative will facilitate repair works on board without causing noise to neighborhood and substantially improve air quality in the City of Las Palmas.

- **Port of Barcelona wants to provide on-shore power at all berths close to the City**

16/07/2019 Port Authority of Barcelona announced -vowed by its Presidency through digital media El Periódico- its intention to “provide all quays close to the City with on-shore power so that ships can plug-in and avoid any emission release; President stated “we will reduce NOx emission by 35 % in 2023”.

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