



# Newsletter 4 – March 2019

## OPS Master Plan for Spanish Ports project

2015-EU-TM-0417

Project co-financed by Connecting Europe Facility (CEF)

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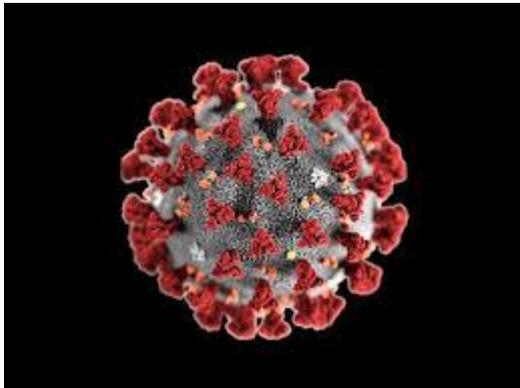
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# COVID19 will not prevent OPS implementation in Las Palmas and Palma de Mallorca



18/03/2020. Project Coordinator informed INEA on precautionary measures to reduce economical impact of COVID-19 taken by Port Authorities and contractors building new OPS facilities in Las Palmas and Palma de Mallorca.

INEA informed “We understand from certain beneficiaries that activities are interrupted and/or delayed. INEA will show flexibility in all cases due to the extraordinary circumstances. (...) Once the situation normalises, we will adapt the grant agreements via amendments (with retroactive effect where needed) “

OPS MASTER PLAN for Spanish ports partnership publicly recognizes INEA management efforts to keep bussiness the least disturbed for the benefit of creation of alternative fuel infrastructure in European ports.

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# Transport Ministers met in Opatija, Croatia, and support on shore power supply to ships at berth – OPS



11/03/2020. Ministers responsible for waterborne transport policy, covering maritime transport and inland navigation, under the chairmanship of Oleg Butković, Minister of the Sea, Transport and Infrastructure of the Republic of Croatia and in the presence of Adina-Ioana Vălean, Commissioner for Mobility and Transport, on the occasion of the Informal Ministerial Meeting in Opatija, reiterate support for the clear vision for green and carbon-neutral ports, including the provision of **onshore power supply** and other alternative fuels like the use of LNG as a transitional fuel, the same as adequate facilities for the reception of waste from ships and hinterland connections to rail and inland waterway transport, reducing pollution of air and water and safeguarding biodiversity, without compromising safety.

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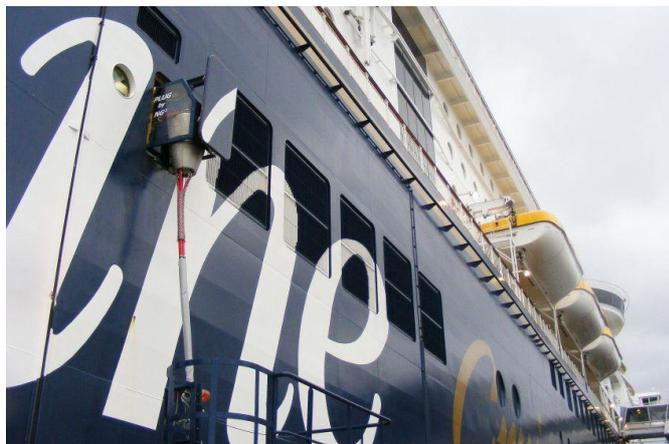
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# Port of Kiel takes another step towards to become carbon neutral by 2050



12/02/2020. Siemens announces Port of Kiel commissioned to build Germany’s largest shore power system to date. With a power of 16 megavolt amperes (MVA), the Siharbor solution will supply two ships simultaneously with certified eco-power, for the first time. This will reduce annual CO2 emissions by more than 8,000 tons. The system is expected to go into test operation within the 2020 cruise ship season. Maritime shipping plays a special role in Kiel. The port is the point of departure for cruises and has ferry connections to the Baltic states and Scandinavia. 32 different cruise ships stopped in 174 times at the port facilities in 2018 (more info [here](#)).

Port of Kiel takes another step towards 2050 carbon neutrality of the Port, as it inaugurated OPS facility at Norwegenkai quay on May 9th for ferris and cruisers, see photo above (more info [here](#)).

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# Port of Barcelona approves Plan to ‘electrify’ all berths



29/01/2020. Port Authority of Barcelona will commission a study to draw a plan to provide on-shore power to all berths in the Port. The Plan will be ready by summer and amount some estimated 60 million Euros to be roll-out within a periodo of 7 years. A more detailed calendar has been published by industry press including El Mercantil (see [here](#)).

New manager to lead this ambitious project will be appointed by the Board of Port Authority soon (see [here](#)).

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# Relevant administrative measure taken to cut down on grid fee on power by National Commission on Markets and Competition (CNMC in Spanish)

24/01/2020. As announced by OPS MASTER PLAN project (see [here](#)), a relevant administrative measure has been adopted today as electric grid fee on power could become charged OPS facilities 'a prorrata' on a ships call basis.

This measure approved by National Commission on Markets and Competition (CNMC in Spanish) and made public at Official Journal today allows for invoicing grid fee on power for temporary contracts on a daily or even hourly basis. This makes OPS facilities being studied financially viable, specially those business cases for cruise vessels.

This relevant financial effect is due both to the cutting on power fee amount to be invoiced to OPS facilities where OPS berths are used by relatively few ships, and also due to lowering of risk to OPS promoters that can now better attribute variable cost to users/clients.

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# Shipping sector proposes USD 5 billion R&D board to cut emissions

Due to its relevance for other projects intending to cut on emissions by ships, OPS MASTER PLAN echoes proposal made to IMO by shipping sector World wide to find the way to meet objectives in fighting global warming.

Proposal includes,

- A new non-governmental Research & Development organisation to pave the way for decarbonisation of shipping.
- Core funding from shipping companies across the world of about USD 5 billion over a 10-year period.
- To accelerate the development of commercially viable zero-carbon emission ships by the early 2030s.

More info [here](#).

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# Santa Cruz de La Palma first port equipped with on-shore power facility for ships at berth



11/01/2020. Port Authority of Tenerife completed civil works and installation of OPS equipment at first of its three ports, Santa Cruz de La Palma, San Sebastián de La Gomera and Santa Cruz de Tenerife.

Pending of correspondent permits and connection to the grid by local DSO, shipping company ARMAS have already planned adaptation of ship using that berth so that neighbours of the Port can benefit noise elimination at night that is inevitably generated by running of its auxiliary engines.

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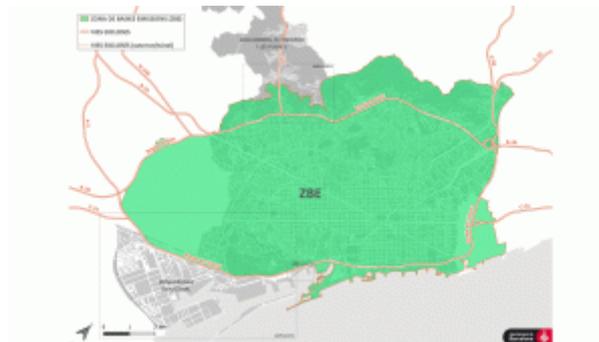
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# OPS among decalogue of solutions to reduce NOx in Barcelona, experts say as noted by LA VANGUARDIA



Low emissions control area in Barcelona

07/01/2020. According experts cited by LA VANGUARDIA, on-shore supply to ships at berth in the Port of Barcelona is considered one of ten solutions proposed to reduce NOx air pollution.

City of Barcelona established extensive low emission control area since first of January including 75 km<sup>2</sup> to secure meeting air quality standards.

More information [here](#).

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## Member States concerned:

España, Gran Bretaña y Portugal

## Calendar:

Comienzo: Noviembre 2016

Fin: June 2021

## Budget:

Total estimated cost for the action: € 4,39 M€

Maximun UE contribution €1.28 M€

Porcentaje EU financial support: 29 %

## Project Coordinator:

Organismo Público Puertos del Estado

[www.puertos.es](http://www.puertos.es)

## Additional Information:

*European Commission*

<https://ec.europa.eu/transport/>

*Innovation and Networks Executive Agency (INEA)*

<http://ec.europa.eu/inea/>

*INEA technical fiche:*

[http://ec.europa.eu/inea/sites/inea/files/fiche\\_2015-eu-tm-0417-s\\_final.pdf](http://ec.europa.eu/inea/sites/inea/files/fiche_2015-eu-tm-0417-s_final.pdf)

## Project website:

[www.porweratberth.eu](http://www.porweratberth.eu)

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