

## OUR VIEW

The terminal shore power system should match the power needs of the vessels for which that terminal is designed.

The number of standards should be streamlined and reduced to make OPS more accessible.

The introduction of OPS should be combined with incentives such as reduced port fees for an extended period.

Funding options should be provided to ensure sufficient shore-side connection points and power supplies as well as providing connection alignment compatibility with the vessels calling the port.

The cost of the shore power supply should as a minimum be comparable with onboard diesel power generation. Lower electricity costs will encourage more rapid uptake and help offset the significant initial investments.

# Onshore-Power Supply

Onshore-Power Supply (OPS) for maritime transport is important to minimize shipping's negative impact on local air quality. Danish Shipping supports further deployment of OPS and believes that efforts in promoting it combined with mandatory requirements within IMO and EU are important.



OPS for ships at berth has the potential to reduce local air pollution as well as greenhouse gas emissions. Air quality has an important impact on health, and by limiting e.g. particulate matters and NOx, heart disease and asthma may be reduced. However, a positive health and climate impact requires that the electricity produced is based on renewable energy.

Both cruise, passenger and cargo ships are obvious ship types for shore power electricity as they have a high electricity consumption at berth. Making use of OPS requires substantial investments on board and at shore. Moreover, ships' electrical power specifications may vary and hence require ways to adapt the shore-side electricity source for the specific ships.

Despite challenges, such as numerous different technical standards for outlet sockets, electrical installations onboard etc, both the IMO and the EU identify OPS as an important technology to address air pollution and climate change.

For instance, shore-side electricity was singled out by the IMO as a short-term measure in the Initial IMO strategy on reduction of GHG emissions from ships in 2018.

With the EU legislation FuelEU Maritime in place, passenger, cruise and container vessels above 5.000 GT calling EU ports must use either OPS or zero-emission technologies while at berth in Trans European Transport Network (TEN-T) ports from 2030. The obligation is extended to all ports with OPS facilities in 2035.