



ECG

The Association
of European
Vehicle Logistics

Maritime & Ports Working Group

Webinar, 22 April 2021
14:00 - 15:30 CET

Kindly sponsored by



General introduction to the meeting



Oliver Fuhljahn, Rhenus Cuxport
Chairman of the M&P WG



Agenda

- Approval of the minutes from the last meeting
- Update on Piraeus Port Authority (PPA): **Panagiota Sdoukou**, ECG
- Emissions reporting: **Andreea Serbu**, ECG
- Energy Efficiency Existing Ship Index (EEXI)
 - ECG's EEXI Briefing Paper: **Panagiota Sdoukou**, ECG
 - Impact on the industry: **Jan Thore Foss**, UECC
- **Coffee break - Networking**
- Handling AFVs in Maritime transport:
 - Updates from the industry
 - Update from EMSA's kick-off webinar on APVs guidelines in maritime transport: **Mike Sturgeon**, ECG
- Update on ECG activities: **Mike Sturgeon**, ECG
- Round table
 - COVID
 - Brexit
- AOB
- Update on next meeting
- 15:30 CET Meeting close
- **15:30 – 16:00 CET Networking**



Approval of the minutes from the last Teams meeting on 20 January 2021





Piraeus Port Authority (PPA): Update

Panagiota Sdoukou, ECG

Update from meeting with PPA on 15 April 2021

Two tugboats required for Pure Car and Truck Carriers (PCTC) when entering the Port of Piraeus

- Pilot's decision PPA doesn't have a say in this
- PPA has requested the pilots to be rational when it comes to the number of tugs used and our members are reporting that the situation has improved but they still sometimes insist on two tugs when one is sufficient e.g. no account of bowthrusters
- PPA is involved in policy discussions to bring the Piraeus pilot operation under their control but this will be a long (2 years) debate



Lower priority is given to Pure Car and Truck Carriers (PCTCs)

- PPA has a clear regulation of first come, first served
- Pilot's decision made based on traffic, arrival and departure schedule
- PPA has pushed for more pilots and pilot boats to avoid delays. Latest schedules have 27/30 pilots instead of 20/30 available previously. An order is about to be placed for 7 new pilot boats
- Increased availability of pilots should allow the first come, first served principle to be respected



‘High & Heavy’ Ro-Ro units, there seems to be a shortage of qualified drivers available to PPA for loading/unloading

&

Procedure for appointing sufficient stevedores per shift in order to serve Ro-Ro customers simultaneously with other operations

- Since 2018 PPA has been focused on training their staff
- Since 7 April, PPA has contracted with a 3rd party that will provide drivers, operators and stevedores as required
- ECG Members have reported that they already see improvement



Additional information

PPA asked ECG to tell its members the following:

- No tariff amendments in 2021
- Discussions will start in August 2021 regarding 2022 tariffs
- They will appoint the sub-contractor in the coming days to develop their new terminal
 - Project will take 2 years
 - Capacity will be similar but possibility to add multi-deck car park
- They are about to implement a new INFORM terminal operation system and ask everyone to be tolerant during this phase



Emissions reporting

Andreea Serbu, ECG

Standardisation of emissions reporting in FVL

- Main topic of the Sustainability WG since the end of 2019 - Chaired by Mats Eriksson (Axess Logistics) & Vincent Benoit (Stellantis)
- Strategic objective of ECG for 2021

Strategic Objectives 2021.

- CO2 reporting standardisation
- Digital vehicle scan - standardisation
- E-gate - Driver app



INFORMATION & AWARENESS



NETWORKING & INTEGRATION



EDUCATION



STANDARDISATION



LOBBYING & REPRESENTATION

Why focusing on standardisation of emissions reporting?

OEM Interviews

(ECG, 2020)

Main findings:

100%: emissions will be used in procurement in the near future & a specific standard is needed for FVL

More than 50% calculate emissions with 'homemade' tools

ECG Members Survey

(ECG, 2020)

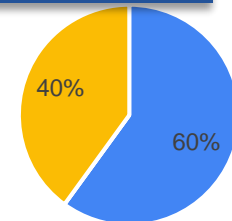
Main finding:

Fragmentation in

- Customers demands
- Methodologies and tools used
- Frequency of reporting



Do you report on emissions to your customers?



■ Yes ■ No ■ Sometimes

Reporting by mode: ship



Global Logistics Emissions Council Framework

for Logistics
Emissions
Accounting and
Reporting

Version 2.0

<https://www.smartfreightcentre.org/en/how-to-implement-items/what-is-glec-framework/58/>

What do we know so far?

globally recognized methodology for harmonized calculation and reporting of the **logistics GHG footprint** across the **multi-modal supply chain** for shippers, carriers and logistics service providers

- Built on already existing methodologies
- Upcoming ISO/AWI 14083 based on the GLEC (in 2022)



Maritime emissions

Complex: vessel types, sizes and fuels



<https://www.clean-cargo.org/>

- Initiative focussed on emissions from global container cargo but also looking now at Ro-Ro
- ECG in contact since June 2020
- Several ECG Members operating ships have been contacted by Clean Cargo
- In December 2020 they developed a Ro-Ro methodology which at the moment:
 - Works for PCTCs
 - Does not work for Ro-Pax, Ro-Cargo, Con-Ro



Clean Cargo *Challenges*



Some OEMs committed to CC

BMW, Daimler, RNM, Volvo Cars + VWG in process



Currently the proposed methodology gives **unbalanced results** for different types of vessel – no fair comparison possible



It comes at a **cost** for ECG Members (but any solution will)



Clean Cargo was financed by Clean Shipping Index via a MoU which has now come an end – they have now **resource issues to continue working on the Ro-Ro methodology**



Summary



Standardisation of emissions reporting in FVL is needed for all modes of transport

For Ro-Ro shipping Clean Cargo is the only potential solution



- **ECG cannot fully support Clean Cargo until**
 - The methodology works for all vessel types
 - All (or at least most) OEMs support it

ECG is in contact with Clean Cargo representatives and hopes that they will be able to solve internal issues and produce a methodology which works for all Members

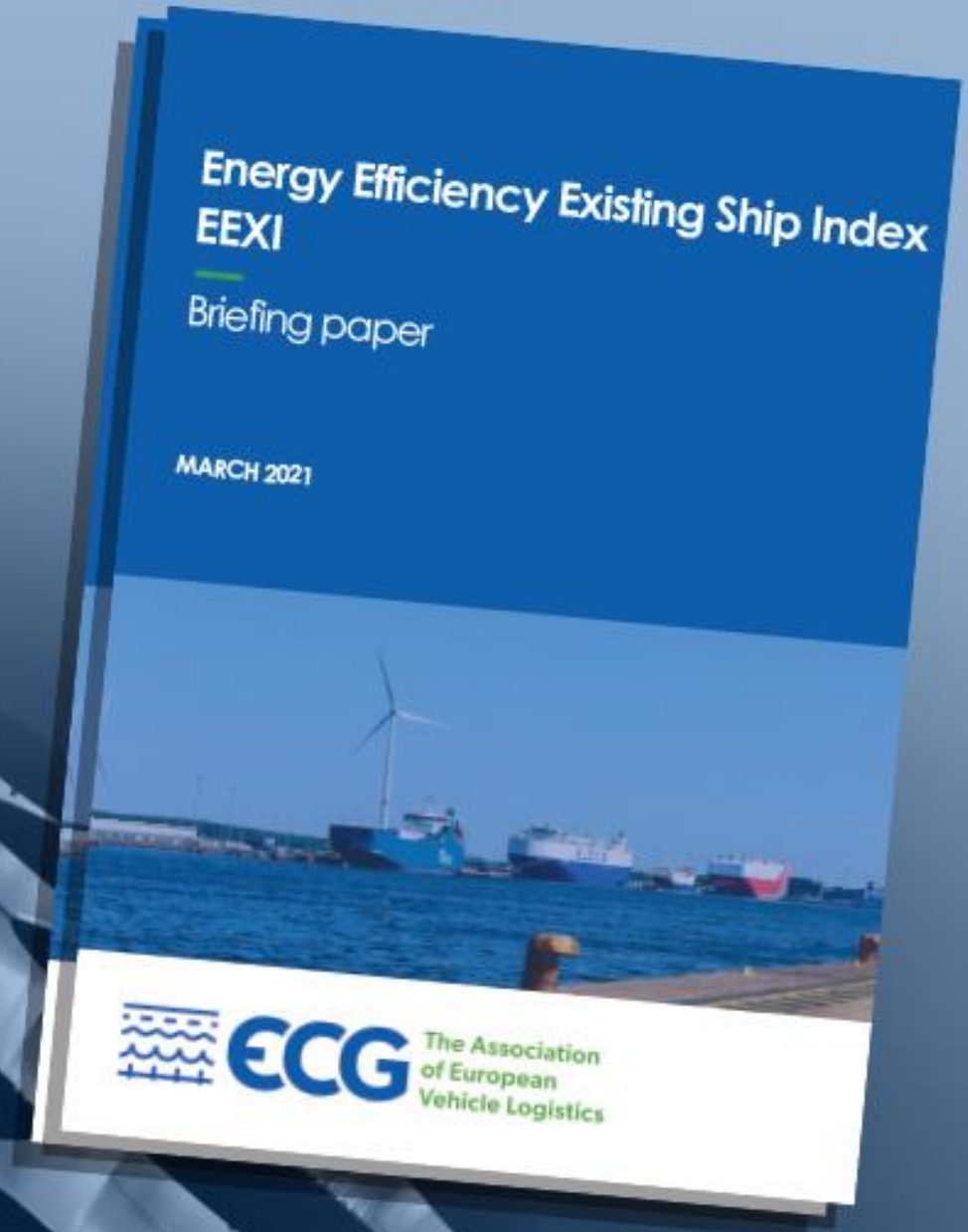




Briefing paper:

Energy Efficiency Existing Ship Index

Panagiota Sdoukou, ECG



EEXI – Background

- Marine Environment Protection Committee (MEPC)
 - Amending MARPOL Annex VI chapter 4
- Regulations on Short Term Measures to reduce CO₂ and incoming legislation on Energy Efficiency Existing Ship Index (EEXI) and CII (carbon intensity indicator)
- EEXI:
 - Complements existing EEDI for new ships
 - Limits and reduction rates have been agreed
 - Calculation guidelines → work in progress
- To be adopted at the MEPC 76 session in June 2021



EEXI – Issues

- The proposed methodology is not suitable for Ro-Ro vessels
 - Indicative: Brand new vessels scoring worse than 20 years old ones
- Usage of Deadweight tonnage (DWT) → inappropriate for Ro-Ro vessels
- Data supplied to MEPC for some vessels is not correct
- Penalisation of existing vessels and potential disruption of the supply chain through reduced capacity



EEXI – ECG's action plan

- Creation of task force including technicians to evaluate and propose corrections to the EEXI calculation methodology
- Raise awareness amongst different stakeholders
- Promote alternative proposal to the right stakeholders so that it will be taken into consideration for ro-ro
- Briefing paper on EEXI

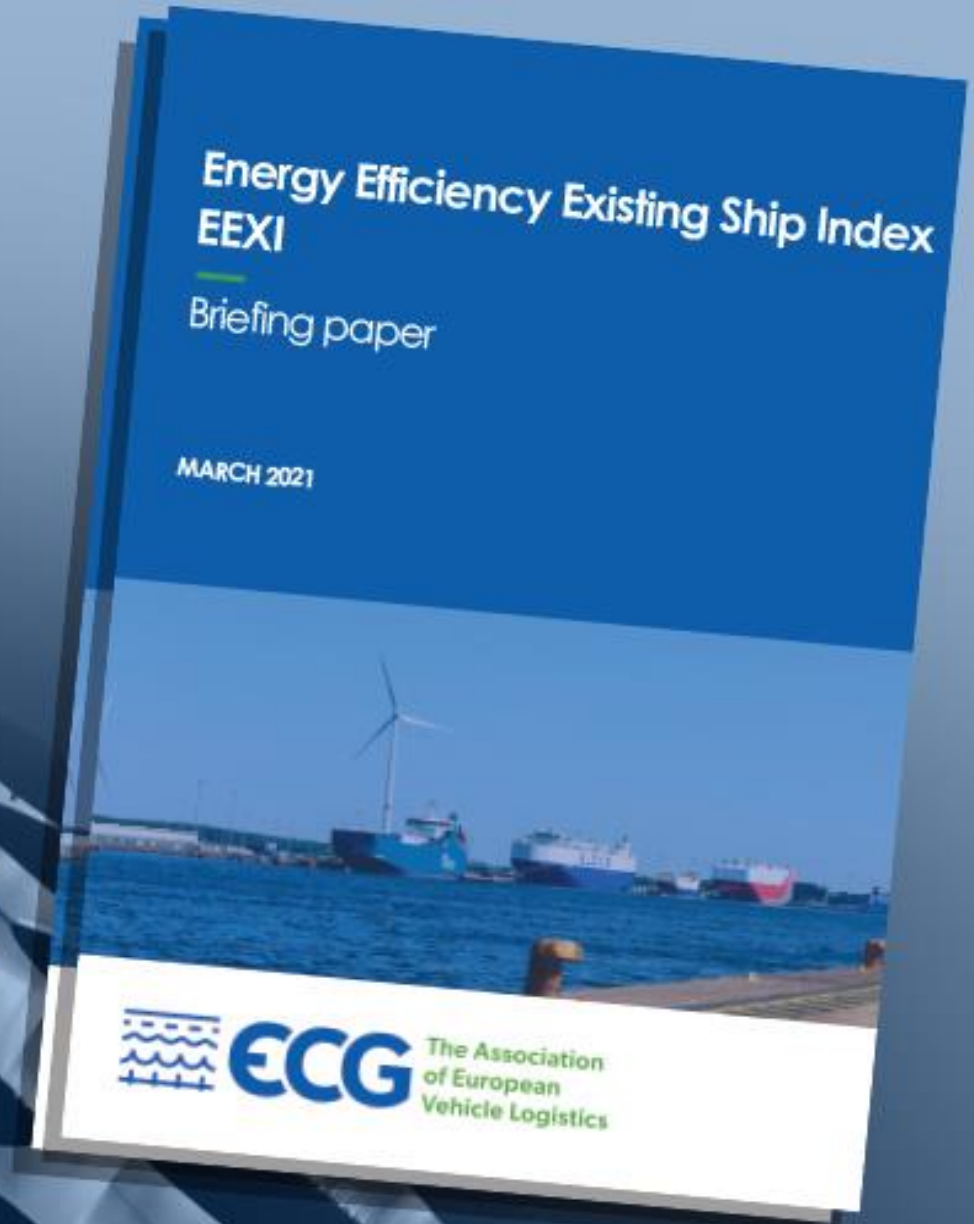




Briefing paper:

Energy Efficiency Existing Ship Index

Download the paper [here](#)



EEXI: Impact on the industry

Jan Thore Foss, UECC



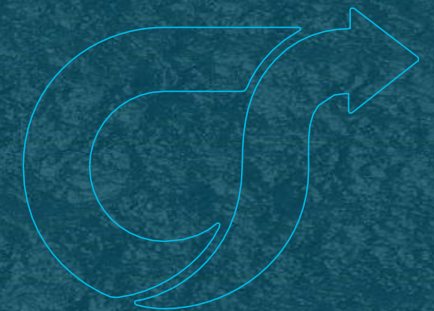
EEXI and CII

22.04.2021



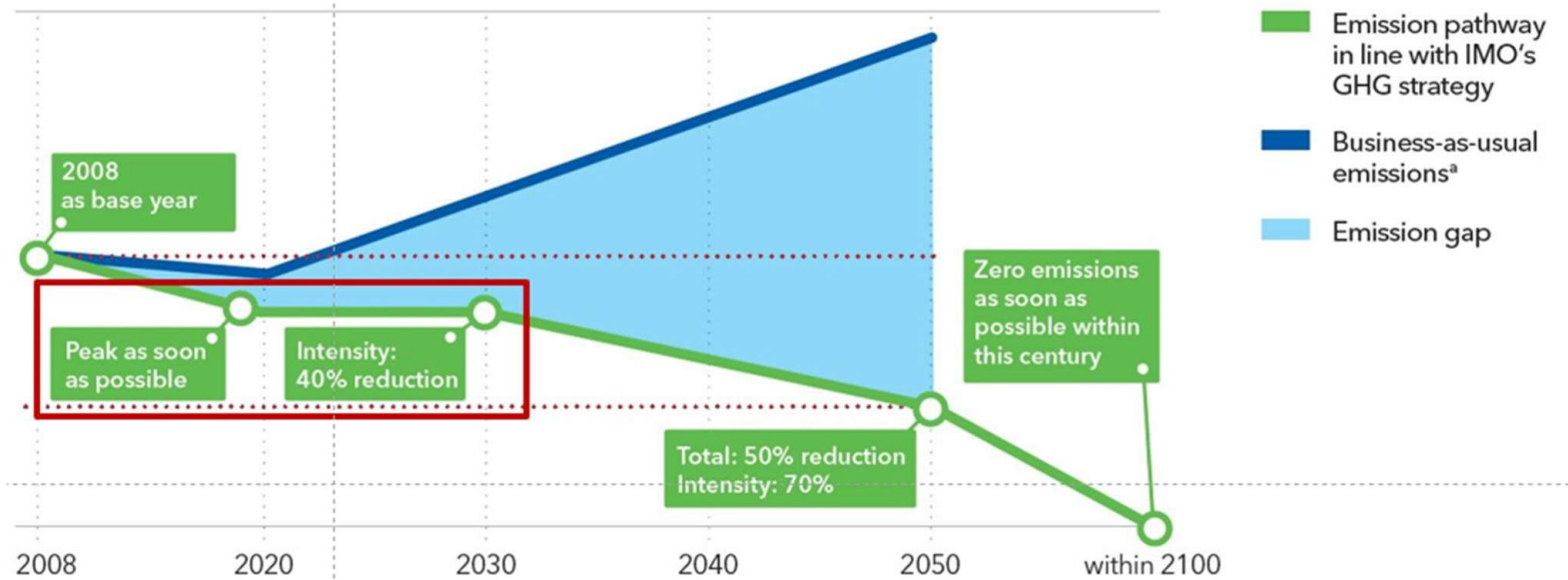
Agenda:

- 01 IMO Strategy on GHG reductions
- 02 Difference between EEXI and CII
- 03 EEXI and CII requirements
- 04 Technical considerations
- 05 Q&A





IMO Strategy on GHG reductions



Total: Refers to the absolute amount of GHG emissions from international shipping.
Intensity: Carbon dioxide (CO₂) emitted per tonne-mile.



What is the difference between EEXI and CII?

EEXI – Energy Efficiency Existing Ship Index
Retroactive EEDI requirements applied to existing ships.

Technical
Design Indicator



CII - Carbon Intensity Indicator
Enhanced SEEMP with mandatory reduction targets for operational emission and rating scheme (A-E)

Operational Indicator





EEXI – Energy Efficiency Existing Ship Index (Design Indicator)

Requirements:

- Applicable for specific ship types and sizes (same as for EEDI) regardless of contract date
- There is no required EEXI for Vehicle Carriers below 10,000 DWT
- Although there is no required EEXI for these vessels, please note that for all ships above 400 GT it is required to calculate the attained EEXI
- in addition, for vessels including vehicle carriers above 400 GT, the attained EEXI shall be documented in a Technical File

Ship type/characteristics	Reg. 20: Attained EEDI	Reg. 21: Required EEDI	Reg. 20A: Attained EEXI	Reg. 21A: Required EEXI	Reg. 22: Approved SEEMP and audits	Reg. 22A: Data Collection System	Reg. 22B: CII rating, req. SEEMP content
Bulk carrier	>= 400 GT	>= 10000 DWT	>= 400 GT	>= 10000 DWT	>= 400 GT	>= 5000 GT	>= 5000 GT
Gas carrier	>= 400 GT	>= 2000 DWT	>= 400 GT	>= 2000 DWT	>= 400 GT	>= 5000 GT	>= 5000 GT
Tanker	>= 400 GT	>= 4000 DWT	>= 400 GT	>= 4000 DWT	>= 400 GT	>= 5000 GT	>= 5000 GT
Container ship	>= 400 GT	>= 10000 DWT	>= 400 GT	>= 10000 DWT	>= 400 GT	>= 5000 GT	>= 5000 GT
General cargo ship (except livestock carrier, barge carrier, heavy load carrier, yacht carrier, nuclear fuel carrier)	>= 400 GT	>= 3000 DWT	>= 400 GT	>= 3000 DWT	>= 400 GT	>= 5000 GT	>= 5000 GT
Refrigerated cargo carrier	>= 400 GT	>= 3000 DWT	>= 400 GT	>= 3000 DWT	>= 400 GT	>= 5000 GT	>= 5000 GT
Combination carrier	>= 400 GT	>= 4000 DWT	>= 400 GT	>= 4000 DWT	>= 400 GT	>= 5000 GT	>= 5000 GT
Ro-ro vehicle carrier	>= 400 GT	>= 10000 DWT	>= 400 GT	>= 10000 DWT	>= 400 GT	>= 5000 GT	>= 5000 GT
Ro-ro cargo ship	>= 400 GT	>= 1000 DWT	>= 400 GT	>= 1000 DWT	>= 400 GT	>= 5000 GT	>= 5000 GT
Ro-ro passenger ship	>= 400 GT	>= 250+ DWT and >=400 GT	>= 400 GT	>= 250 DWT and >=400 GT	>= 400 GT	>= 5000 GT	>= 5000 GT
Cruise ship	>= 400 GT	N/A	>= 400 GT	N/A	>= 400 GT	>= 5000 GT	>= 5000 GT

CII – Carbon Intensity Index

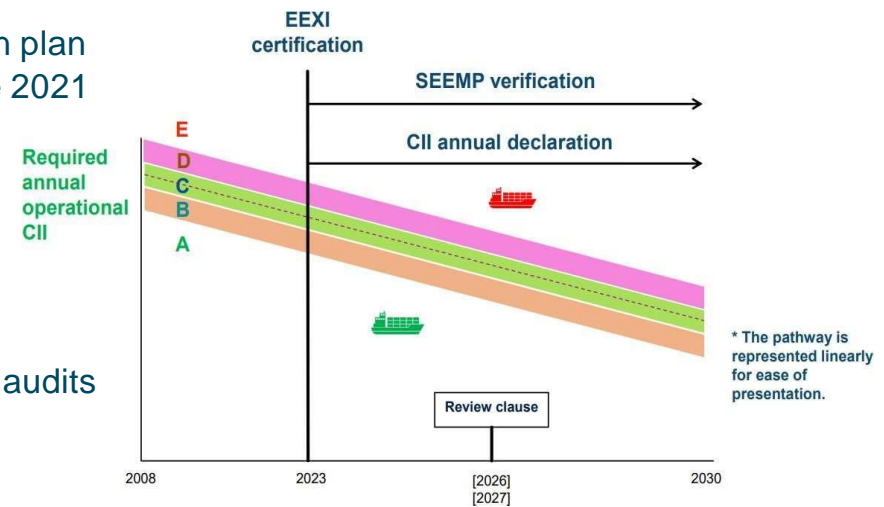
❑ Requirements

All ships above 400 GT shall develop an energy efficiency improvement and decarbonization plan by 1st January 2023 if adopted at MEPC 76 in June 2021

❑ Enforcement

If rating D for 3 consecutive years or rating E, develop and implement corrective actions to achieve rating C or better

The SEEMP is subject to verification and company audits



Source: GHG-INF.2/1/1

Understanding the Vehicle Carrier Fleet

The vehicle carrier fleet consists of two main groups of vessels: ‘short-sea’ and ‘deep-sea’ vessels. The deep-sea fleet can be further divided into 3 distinct sub-groups of vessels. The outline of the two categories and the sub-categories is as follows:

“Short sea” vehicle carriers, typically below 30,000 GT, most often serve the automotive industry’s logistics chain in Europe and as feeders for the deep-sea transportation of vehicles. In specific areas, such as the northern Europe and the Mediterranean. They are used for the regional, non-transoceanic transport of vehicles.

Short sea vehicle carriers, which cover a typical size range of 1000 to 4000 car units of capacity, face competition from land-based transportation modes. The design constraints for these vessels are size limitations in the various ports they serve, as well as speed due to the competition with land-based transport modes.



World Shipping Council, WSC, have submitted to the IMO Intersessional Working Group on Reduction of GHG Emissions from Ships a proposal concerning CII reference line for Vehicle Carriers.

A group of PCTC owners and operators have also worked on the subject CII reference line for vehicle carriers. Our work reaches the same conclusions as WSC (World Shipping Council). Our recommendation is to calculate the reference line for vehicle carriers following natural size categories. We have also shared the same with relevant flag states and authorities and hope IWG will take this into consideration.



Deep Sea PCTC 8500 CEU



Short Sea PCTC 2100 CEU

CII – Carbon Intensity Index

Most of the vehicle carrier fleet will have the same CII requirements as proposed in MEPC 75/7/[]. The refinements to the vehicle carrier reference line impact the smaller short-sea ships and the larger vehicle carriers.

The proposed line effectively removes the distortion in the reference line driven by the dominate vessel type and modifies the lower and upper ends of the reference line to better reflect the unique characteristics of the smaller and largest vehicle carriers.

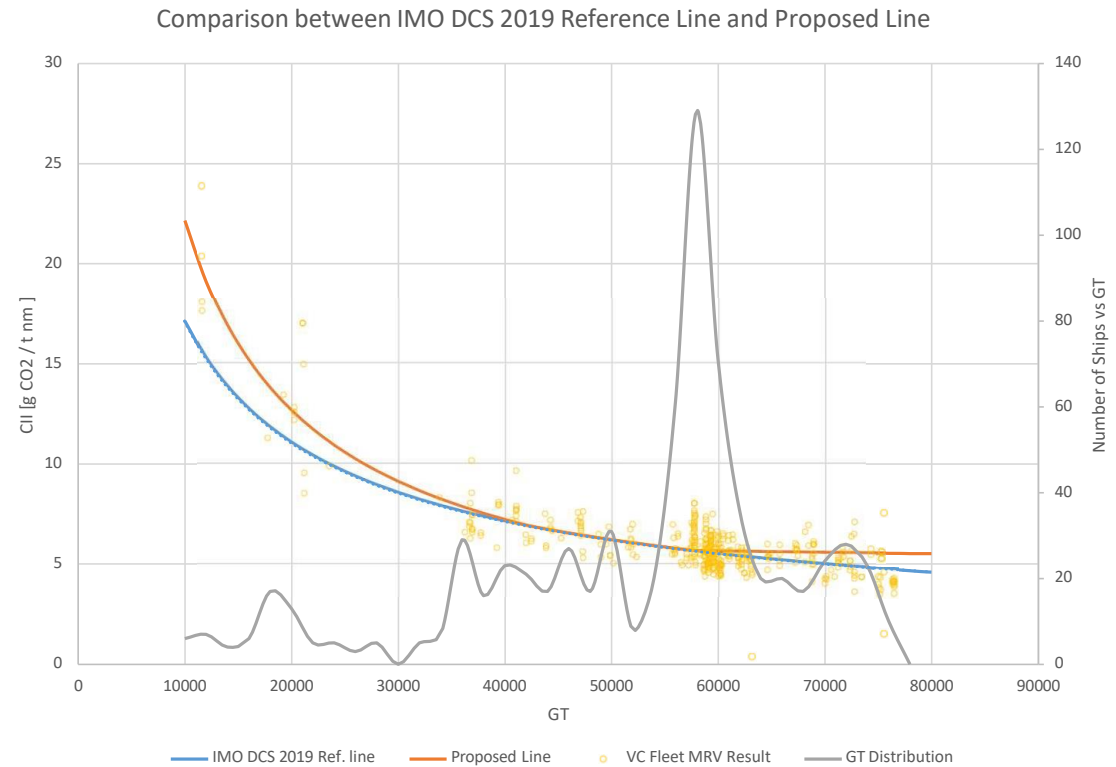


Figure 1: Resulting Reference line for the Vehicle Carrier Fleet (Source IHI Sea-Web database and EU MRV Data)

Q&A



Handling AFVs in Maritime Transport

Discussion: Updates from the industry

Handling AFVs in Maritime Transport

Mike Sturgeon, ECG

Background

- ECG Members and some OEMs expressed the need for guidelines
- Amongst the main perceived issues: fire risk (prevention and extinguishing)
- LASH FIRE
 - 4 year project
 - 2019 – 2023
 - regulatory proposals will be assessed and validated according to the IMO Formal Safety Assessment methodology



Actions



- **EUROPEAN COMMISSION**

DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate D – WATERBORNE - D.2 - Maritime safety

Passenger Ship Safety Expert Sub-group



- **EMSA (European Maritime Safety Agency)**

- “APVs” Guidance WG
- Different stakeholders
- ECG participates in the WG



Objectives

Short term

- European regulatory framework

Long term

- International regulatory framework IMO SOLAS
 - Can only be updated in 2028



APVs Guidance WG – Kick-off webinar

2 March 2021

- Topics discussed:
 - Which of the following items should be included in the scope of the guidelines?
 - All types of Ro-Ro vessels
 - All AFVs, not just those with high voltage batteries
 - Non operational measures
 - Port operations
 - Should charging of EVs be allowed onboard? (needed by ferry operators)
 - Most important items
 - Manual fire fighting - crew training & equipment
 - Additional detection
 - Specify motor type when reserving - screening of vehicles - designated loading areas – visual identification of fuel type
 - Charging of EVs - SoC level limits



APVs Guidance WG – Kick-off webinar

2 March 2021

- First draft/structure of the guidelines was formed
- Target: High level guidelines
- Timeframe: One year
- Next meeting of the Passenger Ship Safety Expert Sub-group
22 April
 - Presentation of the 1st draft
- Pending date for the next meeting 26 April TBC





Maritime & Ports Working Group
Webinar, 22 April 2021
14:00 - 15:30 CET
Kindly sponsored by  **ECG** The Association of European Vehicle Logistics
[Register now](#)

Next events.

- Maritime & Ports Working Group**
22/04/2021 [Webinar](#)
- Eastern Europe Regional Meeting**
22/04/2021 [Webinar](#)
- Quality Working Group**
04/05/2021 [Webinar](#)

[More events >](#)

Update on ECG Activities

Mike Sturgeon, ECG **ment.**

To provide a common platform for the finished vehicle logistics industry in Europe through:

-  Information & Awareness
-  Education
-  Networking & Integration
-  Lobbying & Representation
-  Standardisation

[About us >](#)

ECG Business Intelligence report



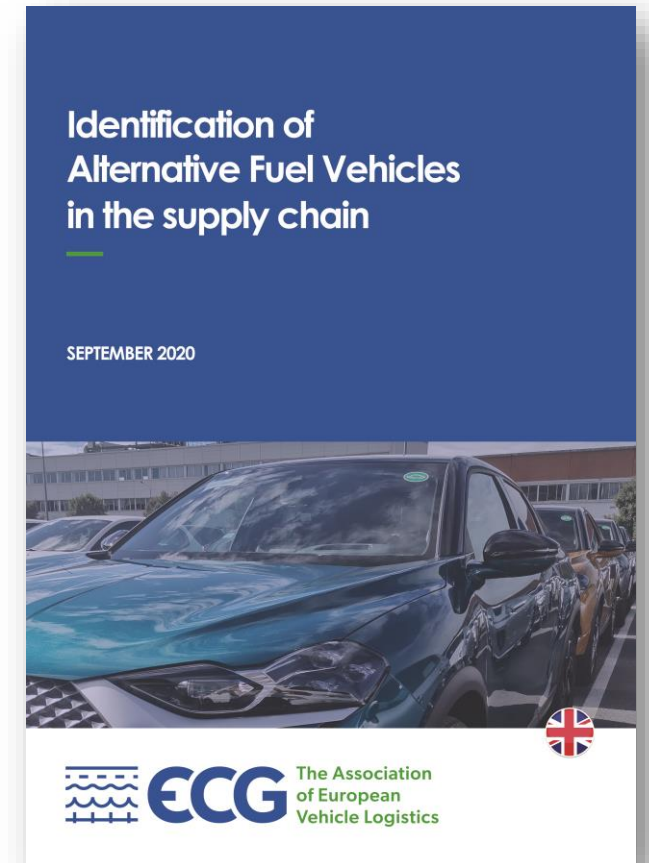
Download [here](#) the latest ECG Business Intelligence reports



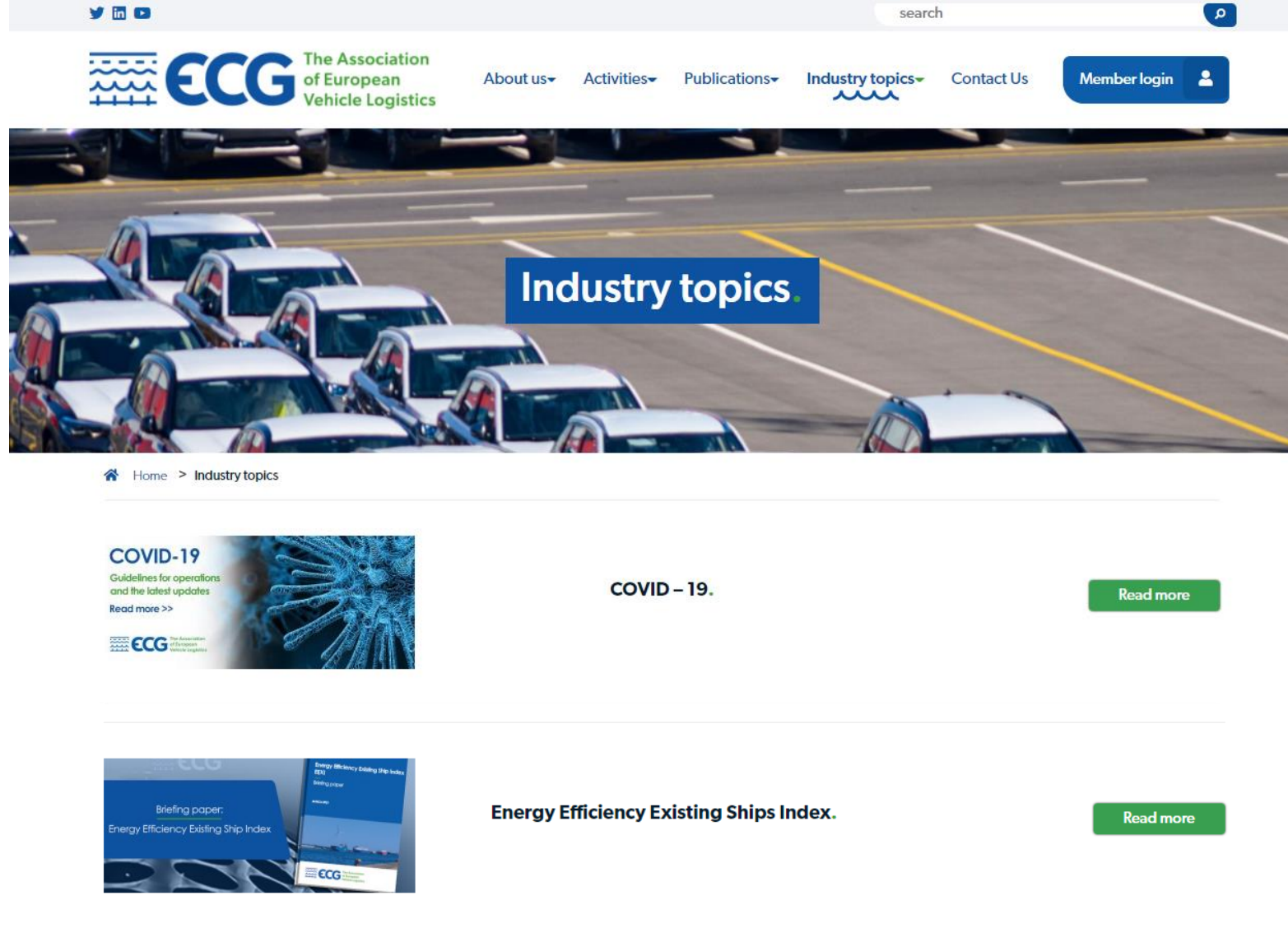
Labels for Alternative Fuel Vehicles

New ECG document published

Download [here](#) the document



New page on our website: Industry topics



See [here](#) the latest industry topics

ECG Events



Events

- ECG General Assembly
 - 9 June 2021
 - Probably online only
 - **Registrations are now open. Register [here](#)**
- ECG Conference 2021
 - 14 – 15 October 2021
 - Brussels



TRUCK



SHIP



COMPOUND



RAIL



BARGE



ECG Education



What's next?

- Current ECG Academy Course 14 will resume in September
- ECG Academy Course 15 postponed by one year. The course will start on October 2021 – **Registrations are filling up! Register [here!](#)**
- Negotiation Management Course in Potsdam is planned to restart in the Autumn



Round table

- COVID-19
- BREXIT

The Association
of European
Vehicle Logistics

ECG



AOB

Update on next meeting

- July 2021 – webinar – TBC
- Physical meeting in the Autumn?





ECG

The Association
of European
Vehicle Logistics

Thank you!

Any questions?

Kindly sponsored by

 **INFORM**