ECG The Association of European Vehicle Logistics

Maritime & Ports Working Group

Port of Sète
15/16 November

Occitanie Port de Sète Sud de France

NEPTUNE LINES

General introduction to the meeting

Oliver Fuhljahn, Rhenus Cuxport

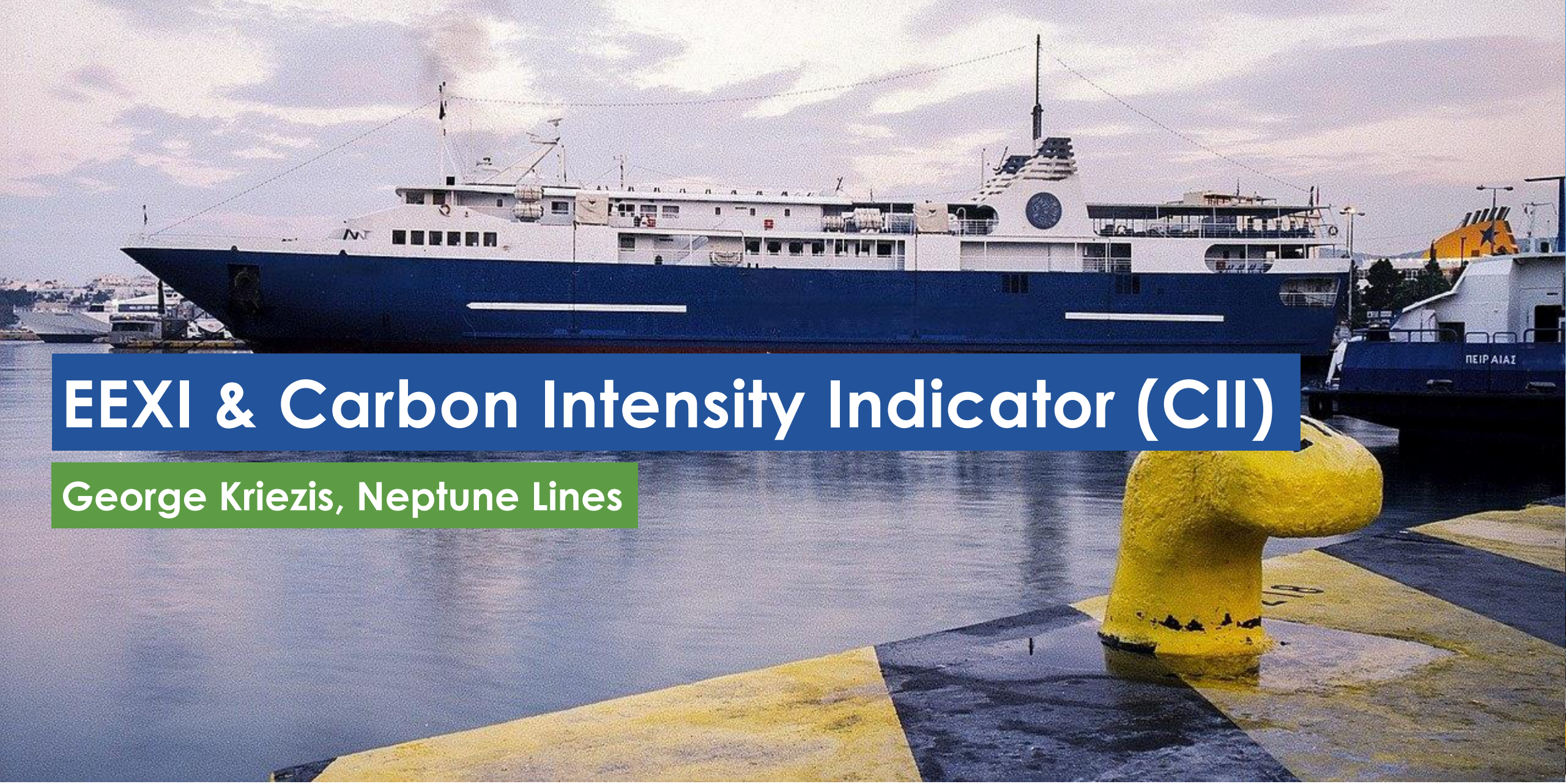
Chairman of the M&P WG

Agenda

- **Meeting start –** Introduction by the Chairman **Oliver Fuhljahn**, Rhenus Cuxport
- Approval of the minutes from the last meeting
- EEXI & Carbon Intensity Indicator (CII): **George Kriezis**, Neptune Lines
- Cold Ironing: Challenges for Shipping Lines: **George Kriezis**, Neptune Lines
- Semiconductor shortage (round table discussion)
- EU Funding Projects: **Mike Sturgeon**, ECG
- **Q&A**
- **Coffee break – Networking**

- Port of Sète & CAT - facilities & developments: **Arnaud Rieutort,** Port of Sète
- Green Award – Where we are: **Jan Fransen**, Green Award
- Update on ECG activities: **Mike Sturgeon**, ECG
- **Round table**
  - Emissions
  - Carriers protection: Stowaways & tug service costs in Spanish ports
  - Pilotage Exemption Certificate (PEC)
- Update on next meeting**: Serena Scognamiglio**, ECG
- **Meeting close**
- **Tour of Port of Sète**

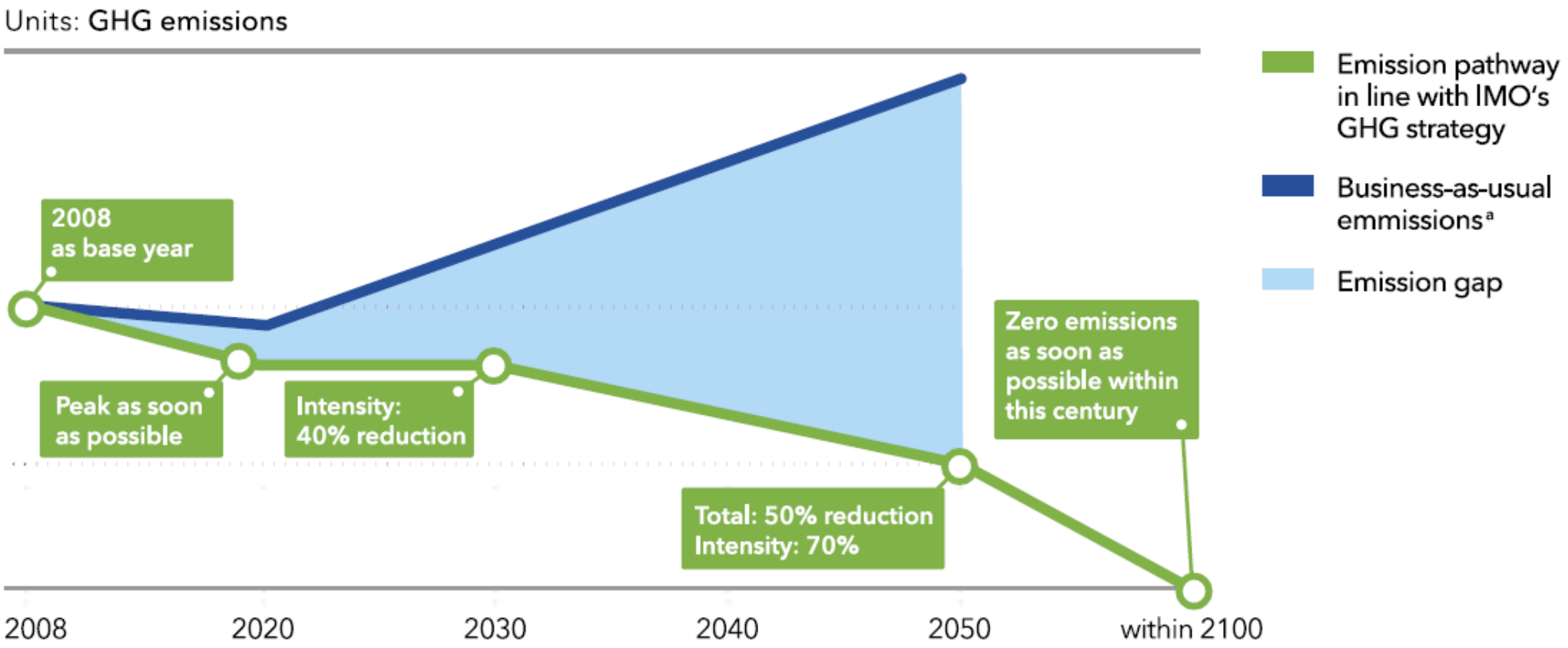
Approval of the minutes from the last meeting on 6 July 2021



EEXI & Carbon Intensity Indicator (CII)

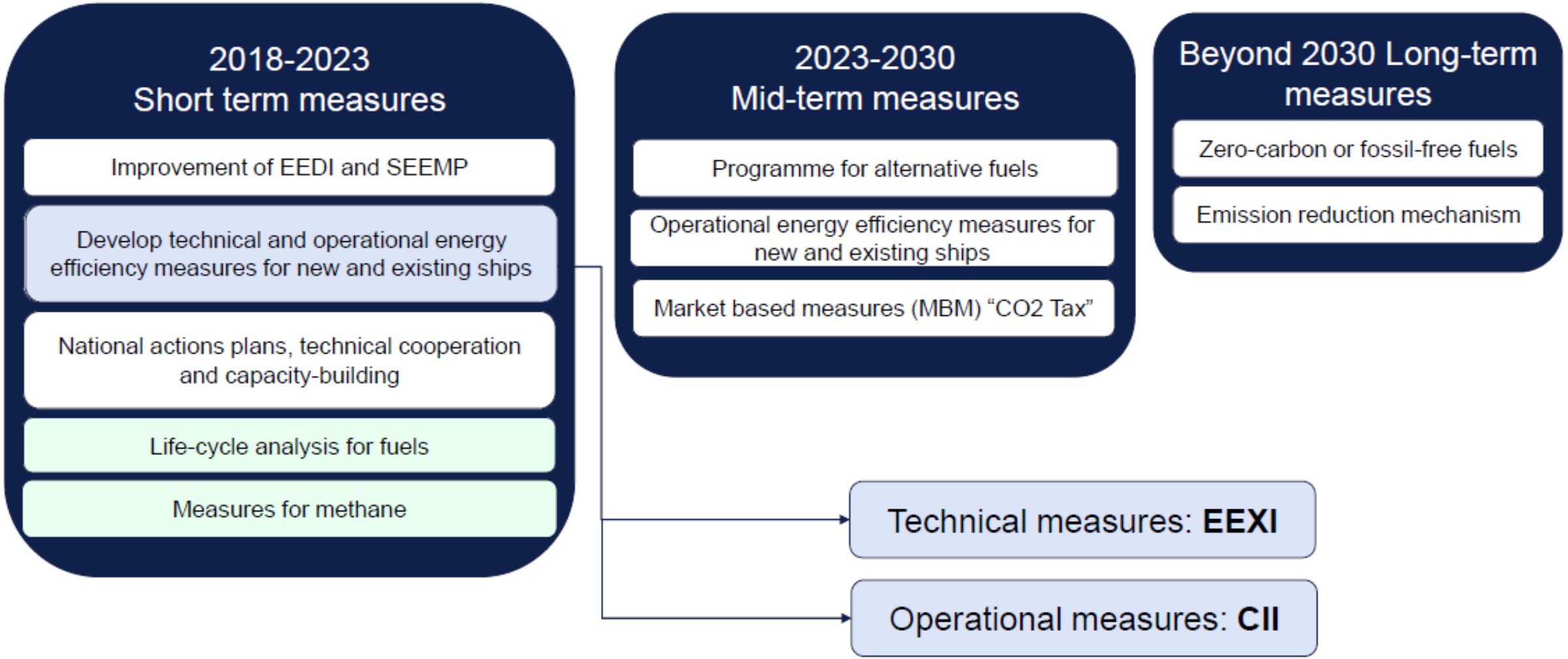
George Kriezis, Neptune Lines

The IMO GHG initial strategy

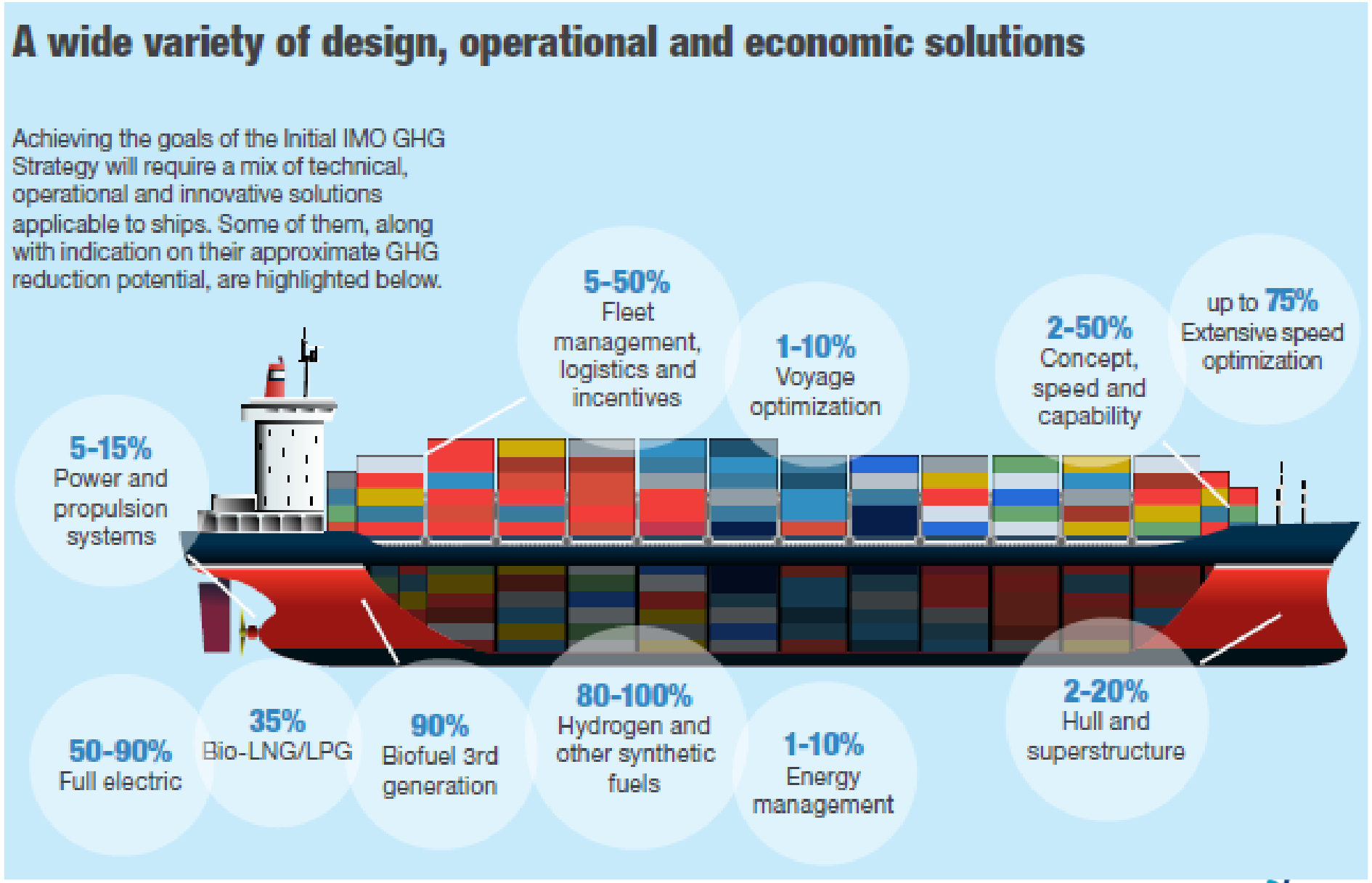


Source DNV

IMO GHG strategy



Solutions under consideration in order to achieve the goals of the initial IMO GHG strategy



EEXI

Energy Efficiency Existing Ship Index (EEXI)

(MARPOL Annex VI Regulations 20A & 21A)

- **Attained EEXI** = $$\frac{\sum (P_{Engine} \times SFOC_{Engine} \times C_F)}{DWT \times V_{ref}}$$

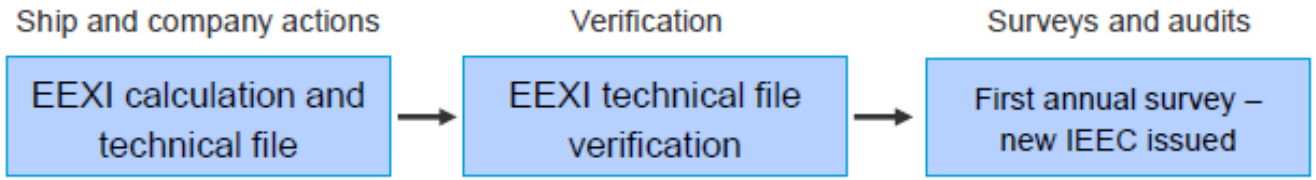
Same formula as EEDI with approximations where data are not available (e.g. Vref)

- **Attained EEXI ≤ Required EEXI.**
- For all vessels > 400 GT the EEXI Technical File should be approved by each vessel's Class **by the first annual / intermediate / renewal survey after 1 Jan 2023**.
- In case of EPL / ShaPoLi application, relevant Management Plan to be also approved by each vessel's Class by the same date.
- After that, each vessel's **IEEC** will include both the Attained and the Required EEXI.

Application:

– On first annual, intermediate or renewal **IAPP survey** or the **initial IEE survey** on or **after 1 January 2023**

Survey and Certification:



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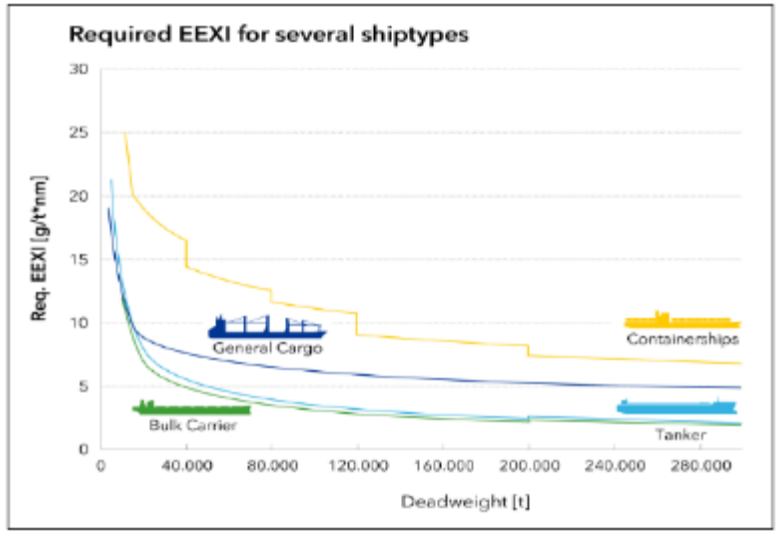
Required EEXI Calculation

Required EEXI (Regulation 25)

- **Attained EEXI ≤ Required EEXI**
- **Required EEXI = (1-Y/100) × EEDI Reference line value**
  - EEDI Reference line value = $a \times b^{-c}$ (Regulation 24.3)
  - where Y is the reduction factor

Ship type	Reference line parameters (a , c)	b	c
Bulk carrier	961.79	DWT	0.477
Gas carrier	1120	DWT	0.456
Tanker	1218.8	DWT	0.488
Container ship	174.22	DWT	0.201
General cargo ship	107.48	DWT	0.216
Refrigerated cargo carrier	227.01	DWT	0.244
Combination carrier	1219	DWT	0.488
Ro-ro cargo ship (vehicle carrier)	$(DWT/GT)^{-0.7}$ · 780.36 where DWT/GT<0.3 1812.63 where DWT/GT≥0.3	DWT	0.471
Ro-ro cargo ship	1405.15	DWT	0.498
Ro-ro passenger ship	752.16	DWT	0.381
LNG carrier	2253.7	DWT	0.474
Cruise passenger ship having non-conv. prop	170.84	GT	0.214

Ship type	Required EEXI*
Bulk carrier	Δ15-20% by size
Tanker	Δ15-20% by size
Container	Δ20-50% by size
General cargo	Δ30%
Gas carrier	Δ20-30% by size
LNG carrier	Δ30%
Reefer	Δ15%
Combination carrier	Δ20%
Ro-ro cargo / ro-pax	Δ5%
Ro-ro (vehicle)	Δ15%
Cruise ship	Δ30%



Attained EEXI Calculation Guidelines – Resolution MEPC 333(76)

- The attained EEXI (g/t*nm) =

$$\frac{\left(\prod_{j=1}^{n} f_j\right)\left(\sum_{i=1}^{nME} P_{ME(i)} \cdot C_{FME(i)} \cdot SFC_{ME(i)}\right) + \left(P_{AE} \cdot C_{FAE} \cdot SFC_{AE}*\right) + \left(\left(\prod_{j=1}^{n} f_j \cdot \sum_{i=1}^{nPTI} P_{PTI(i)} - \sum_{i=1}^{neff} f_{eff(i)} \cdot P_{AEeff(i)}\right) C_{FAE} \cdot SFC_{AE}\right) - \left(\sum_{i=1}^{neff} f_{eff(i)} \cdot P_{eff(i)} \cdot C_{FME} \cdot SFC_{ME}**\right)}{f_i \cdot f_c \cdot f_l \cdot Capacity \cdot f_w \cdot V_{ref} \cdot f_m}$$

- PME: 83% of the limited installed power (MCRlim) or 75% of the original installed power (MCR), **whichever is lower**.
- CF: Carbon factor
  - For diesel engines without a test report included in the NTF, CF **= 3.114**
- SFC: Certified specific fuel consumption listed in the test report from approved NOX TF or
  - Specified by the manufacturer/approved by the verifier or approximated: SFC_{ME}**=190 [$gkWh$]**, SFC_{AE}**=215 [$gkWh$]**
- Vref ; Ship speed on deep water in the **condition corresponding to the Capacity and the P_{ME}**
- Capacity: Deadweight at scantling draft (containerships 70% of the DWT). Passenger/cruise ships the GT

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EEXI preliminary calculation by DNV

M/V NEPTUNE KEFALONIA

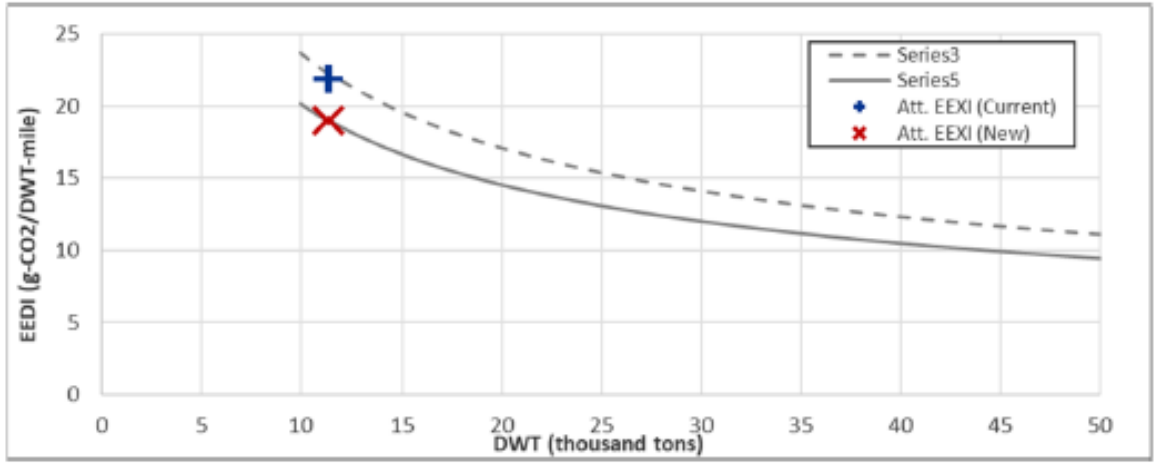
Vessel Type	Vehicles Carrier	
Vessel Name	IMO number	Year Built
NEPTUNE KEFALONIA	9438717	2009

Symbol	Value	Units	Source
MCR Current	11620	kW	ME NOx file
MCR Limited*	9089	kW	
PME (75% MCR)	6276	kW	
SFCME	173.31	g/kWh	ME NOx file+ECO nozzles GHG RS statement
CFME	3.206	t-CO2/t-fuel	
PAE	541	kW	
SFCAE	173.31	g/kWh	SFCME
CFAE	3.206	t-CO2/t-fuel	
Shaft generator (PTO)	1800	kW	Shaft generator specification
DWT	11361	Tons	T&S booklet
GT	36902	Tons	
Ref. Speed @75% of MCR current	19.10	kn	IMO approximation
Ref. Speed @75% of MCR limited	17.60	kn	
Attained EEXI (Current)	21.900	g-CO2/DWT-mile	
Attained EEXI (New)	18.941	g-CO2/DWT-mile	
Required EEXI	18.951	g-CO2/DWT-mile	
Δ EEXI	0.010	g-CO2/DWT-mile	
Δ MCR	2530.9	kW	
%Δ MCR	22%		

** MPP calculated for level 1

* MCR limited has been calculated based on draft guidelines of ISWG 7-2-7, which are not yet final and subject to change on next MEPC 76.

New speed feasibility compared to 2018-2019 operation	
Current ref. speed @75% MCR [kn]	19.1
New ref. speed @75% limited MCR [kn]	17.6
Avrg. Speed (2018-2019) [kn]	14.5
% of sailing time with speeds > New ref. speed @75% limited MCR	5%



- MCR needs to be limited by **22%** to achieve compliance with EEXI
- The new V_{ref} at 75% of the limited MCR is **17.6kn** and according to laden AIS data of 2018-2019, ship has sailed **5%** of its sailing time above this speed.

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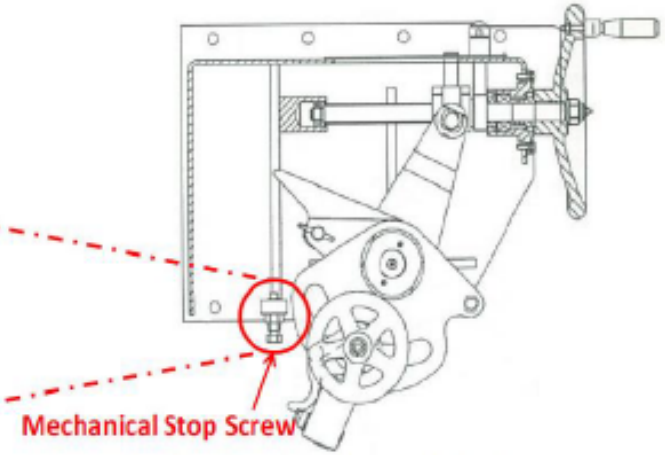
Shaft/Engine Power Limitation Guidelines – Resolution MEPC.335(76)

- Technical requirements for the **EPL** system
  - For **mechanical controlled engine**, a sealing device which can physically lock the fuel index by using a mechanical stop screw sealed by wire or an equivalent device with governor limit setting.
  - For the **electric controlled engine**, fuel index limiter which can electronically lock the fuel index or direct limitation of the power in the engine's control system

Mechanical stop screw sealed by wire



Engine side control console in the governor

- Technical requirements for the **SHaPoLi** system
  1. sensors for measuring the torque and rotational speed delivered to the propeller(s)
  2. a data recording and processing device for tracking and calculation of the data
  3. a control unit for calculation and limitation of the power transmitted by the shaft to the propeller(s);
- Where technically possible and feasible, the SHaPoLi/EPL system should be controlled from the ships' bridge
- When the reserved power needed for emergency situations, **the crew may release the EPL**. Such event should be **recorded in a logbook**.
- Onboard Management Manual (OMM) for SHaPoLi / EPL should be verified during survey
- Demonstration of compliance of the SHaPoLi / EPL system

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Implications of EEXI

- Maximum power of ships restricted and maximum speed restricted

EEXI reduction (%)	Max Speed reduction
5	3
10	5
15	8
25	11
30	16

- Improvements can be made by better hull coatings, improvements in hull with energy saving devices and machinery to improve efficiency
- Installing energy improvements such as wind rotors, solar panels or waste heat recovery
- Fuel change to low emission fuels (LNG, Ammonia etc)
- Some ships may be scrapped

CII

CII rule, reference line and rating requirements

Scope: Cargo, ro-pax and cruise ships above 5000 GT

Requirements:

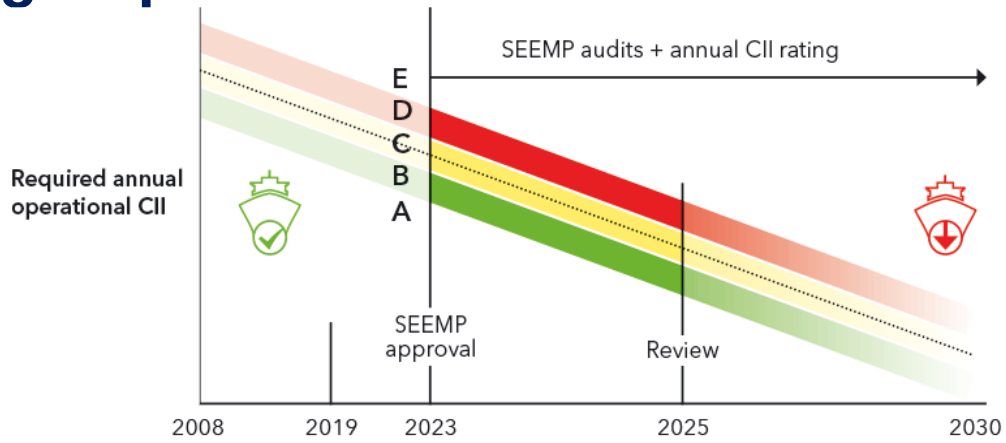
- **Every year from 2023:** Annually calculate and report Carbon Intensity Indicator and rating A to E. Each ship needs to **achieve rating C or better**

Enforcement:

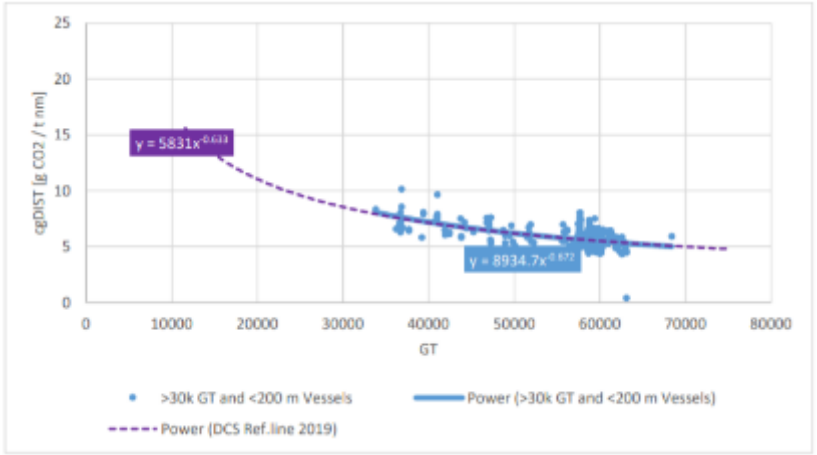
- If rating D for 3 consecutive years or rating E: develop and implement an **approved corrective action plan** as part of SEEMP to achieve rating C or better
- Annual Statement of Compliance issued

Other elements:

- Review to be conducted by 1 January 2026 – particularly:
  - Reduction factors for 2027-2030
  - Strengthened corrective actions
  - Need for enhancement of the enforcement mechanism
- Carbon Intensity Code to be developed to ensure mandatory application



Year	Reduction from 2019 ref. (mid-point of C-rating band)
2023	5 %
2024	7 %
2025	9 %
2026	11 %
2027-2030	To be decided



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- **The attained CII (g/t*nm) =**

- **Annual fuel consumption**: Total mass (grams) of consumed fuel oil in the calendar year, **as reported under IMO DCS**
- **CO2 factor**: The fuel to CO2 mass conversion factor, as per resolution MEPC.308(73)).
- **Annual distance travelled:** Total distance travelled (in nautical miles), **as reported under IMO DCS**.
- **Capacity:**
  - For bulk carriers, tankers, container ships, gas carriers, LNG carriers, ro-ro cargo ships, general cargo ships, refrigerated cargo carrier and combination carriers is the **deadweight tonnage (DWT)**
  - For cruise passenger ships, ro-ro cargo ships (vehicle carriers) and ro-ro passenger ships is the **gross tonnage (GT)**

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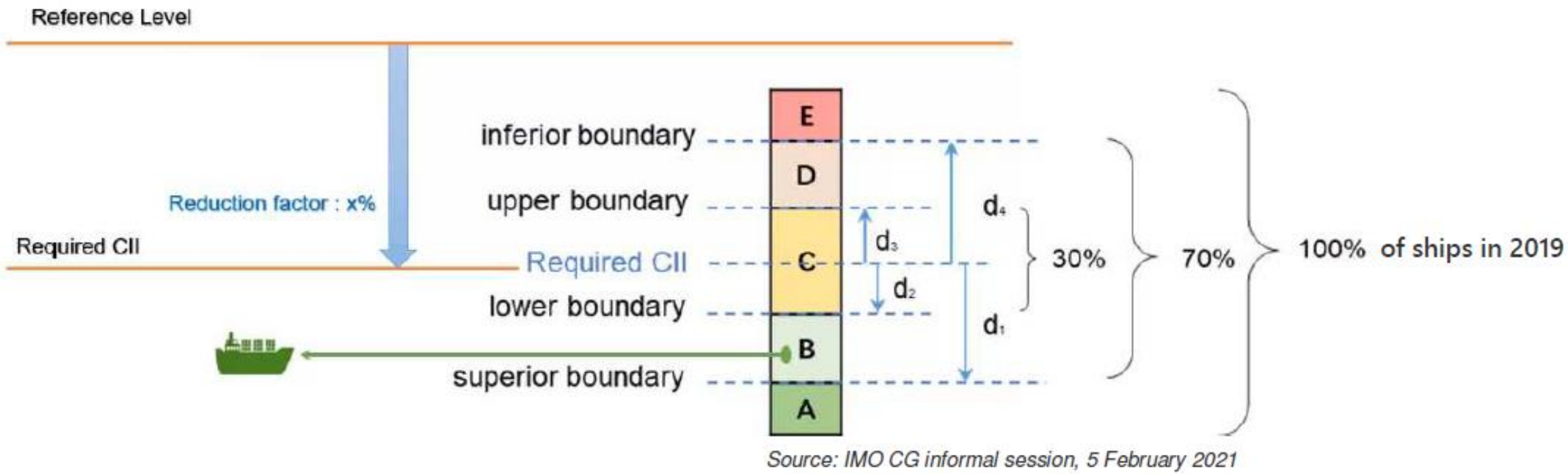
CII calculation the basics

Calculation of annual CII:

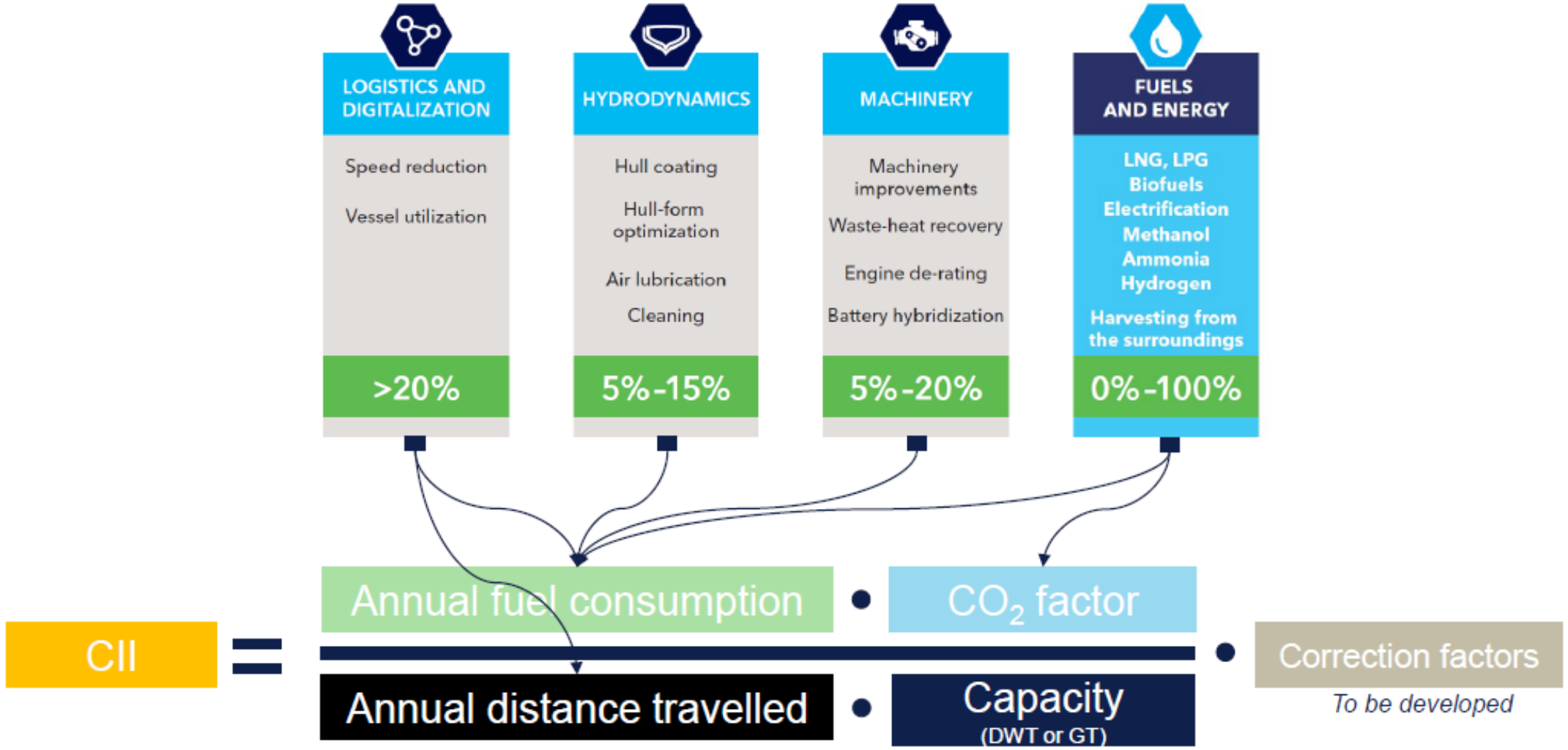
$$\text{CII} = \frac{\text{Annual fuel consumption} \bullet \text{CO}_2\text{ factor}}{\text{Annual distance travelled} \bullet \text{Capacity}} \bullet \text{Correction factors}$$

To be developed



Source: IMO CG informal session, 5 February 2021

CII improvement screening



Implications of CII

- Annual emissions per ship will need to be reduced every year
- Every year the speed of the vessel will need to be reduced
- Efforts to improve the hull efficiency and machinery performance
- Close monitoring of performance of the ship to avoid D and E rating
- Ship utilization will need to be increased
- Short sea shipping vessels with long port stays will be penalized
- Biofuels and other alternative low emission fuels to be used
- Shore power can reduce the Cii (port consumption)
- Some ships may become obsolete and will have to be scrapped.

Cold Ironing: Challenges for Shipping Lines

George Kriezis, Neptune Lines

Cold ironing - Challenges for Shipping Lines

George Kriezis – Technical Manager

NEPTUNE LINES

What is Cold Ironing?

- **“The process of providing power from a source at the shore to cover the energy demands of vessels while at berth. Therefore, vessels can shut down their aux. engines and plug into an on-shore power source.”**

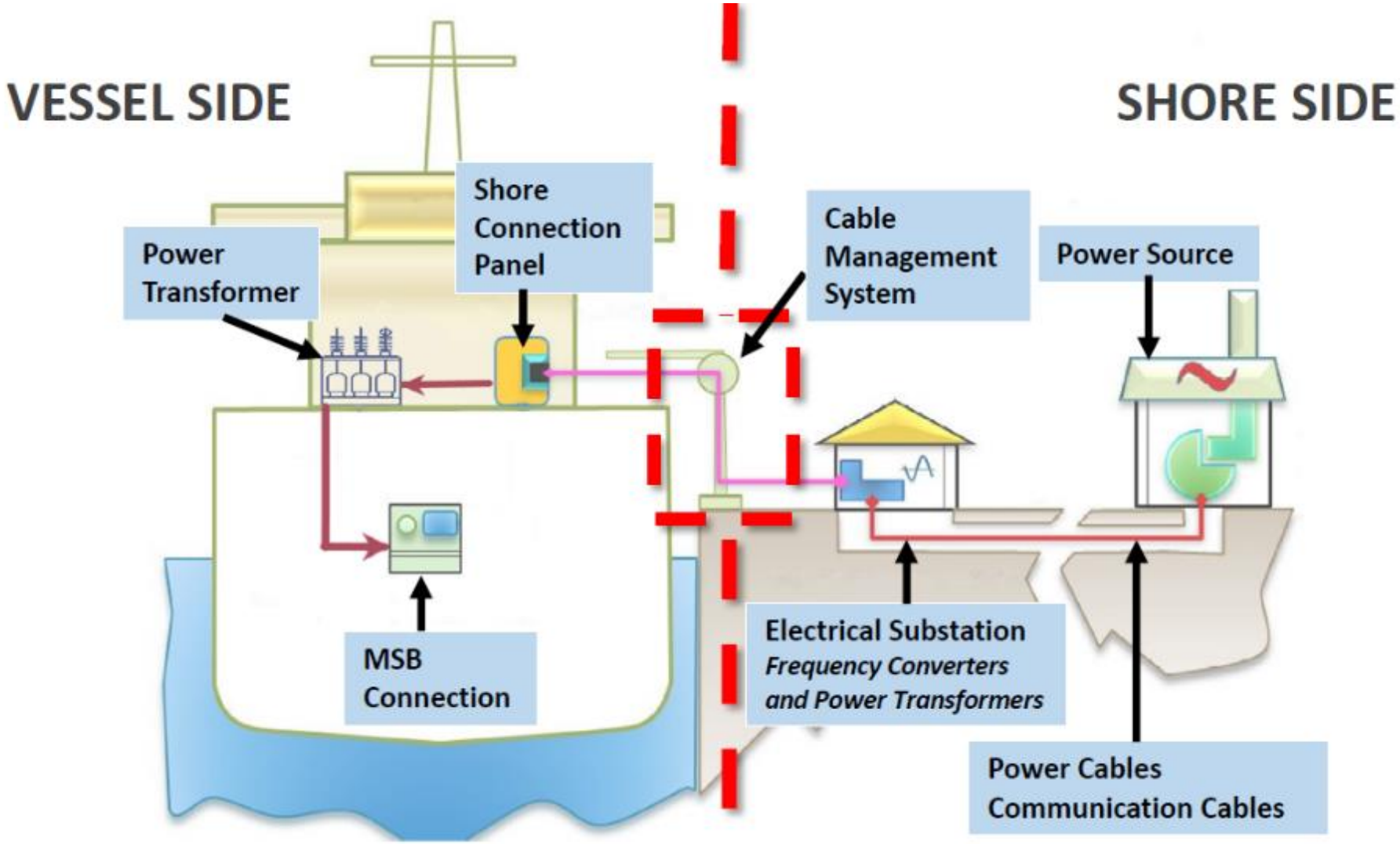
Other names for it:

SHORE SIDE ELECTRICITY (SSE)

ONSHORE POWER SUPPLY (OPS)

ALTERNATIVE MARITIME POWER (AMP)

Cold Ironing structure



Why Cold Ironing?

- Current and future de-carbonization rules/trends
- Causes significant reduction of air emissions (Sox, Nox, PM).
- Improves the microclimate of the port
- If the shore power is supplied from renewable energy reduces the greenhouse gases emitted
- Eliminates smoke, noise and vibration in the port area and onboard ship
- Allows maintenance of auxiliary machinery while in port
- Extends the life of auxiliary machinery as it reduces the running hours
- Reduces the Carbon Intensity Indicator (Cii) of the ship

Drivers

Europe:

FIT for 55 package:

- Vision to make Europe the first climate-neutral continent by 2050
- 55% net reduction until 2030 based on 1990 emissions
- Revision of the EU Emissions Trading System (ETS), including maritime
- Revision of the Directive on deployment of alternative fuels infrastructure, TEN-T ports to provide shore connection infrastructure until 2030

I.M.O:

MEPC 76 -17 June 2021:

- Amendments to (MARPOL) Annex VI to reduce their greenhouse gas emissions.
- Technical and operational approaches to improve the energy efficiency of ships .
- All ships will calculate their Energy Efficiency Existing Ship Index (EEXI) and carbon intensity indicator (CII).
- Entry into force will be 01 November 2022 with the requirements for EEXI and CII certification coming into effect from **1 January 2023**

U.S.A :

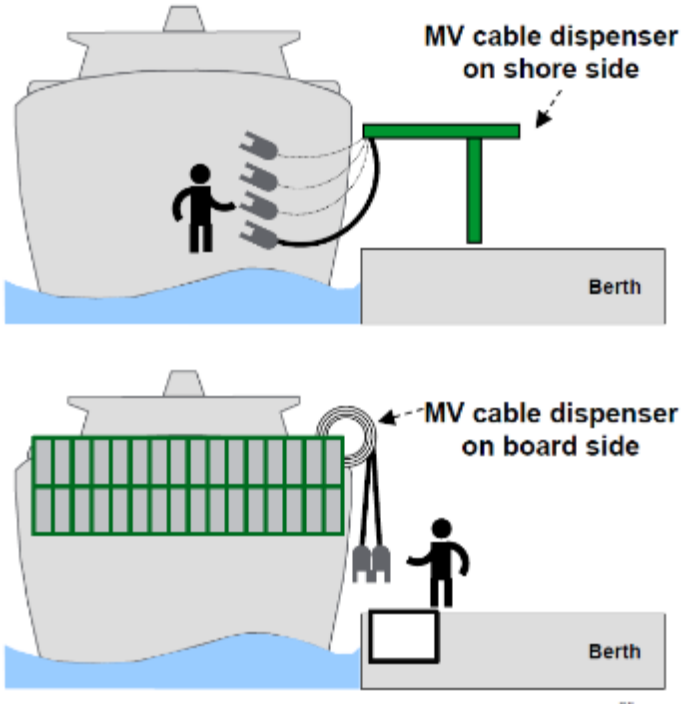
- **CARB** updated existing Regulation **(27-08-2020)** → Reduce at-berth emissions **80% up to 2022**
- **Smaller container, Reefer and Cruise ships** (already in regulation) need to comply up to **2023**.
- **Ro-Ros** need to comply starting in **2025**.
- **Tankers** start to comply beginning in **2025** at Los Angeles and Long Beach terminals and in **2027** elsewhere.
- Full implementation means **90% reduction** in pollution at berth.

Application Challenges

- Requires infrastructure at terminals and in different ports
- Precautions are needed to avoid excessive load at landside grid
- Requires reliability of landside grid to avoid blackouts during ship operations
- Significant installation cost (Vessel/ Berth)
- Lack of product standardization – This has been corrected with the new ISO standards since 2015
  - IEC/ISO/IEEE 80005-1 HVSC
  - IEC/ISO/IEEE 80005-3 LVSC
  - IEC/ISO/IEEE 80005-2 Communication protocol
  - IEC 62613 – Plugs and Sockets outlets
- Incompatibility of shore and ship’s electrical parameters
- Cabling handling (heavy cables)

Engineering Challenges

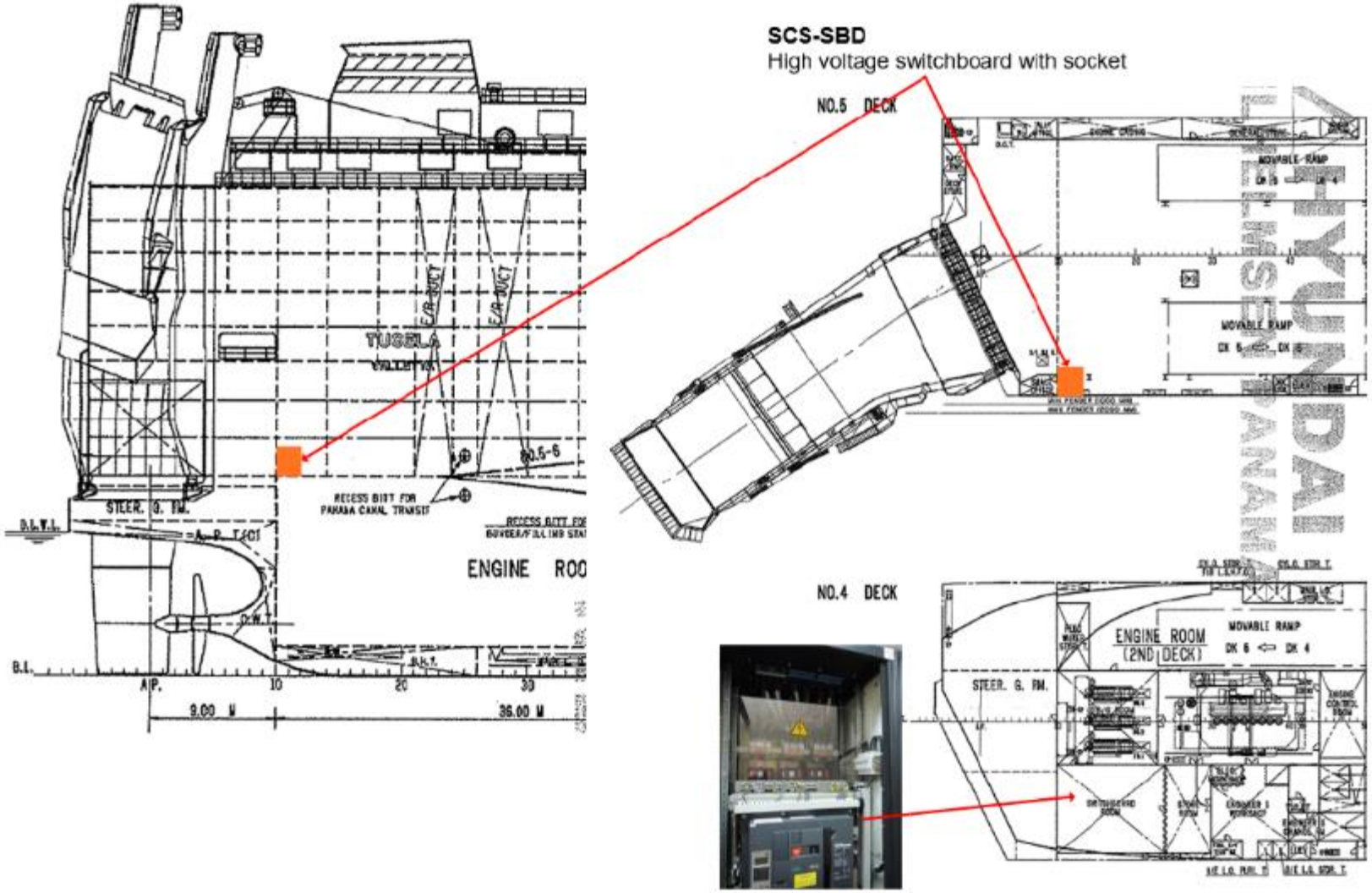
- Frequency matching – Onboard usually 60 Hz, Ashore 50 Hz. Frequency inverter is usually installed ashore
- Voltage matching – Car carriers usually have 440 V onboard – Terminals provide LV (440V) or HV (6600 or 11000V). Transformer needed onboard for HV connection
- Cable management system – Depending on power and voltage needs the cables to be connected range from 1 to 5 and they are heavy cables
- Shore connection needs to be remotely monitored – Automated control and connection to reduce human interaction and accident possibility
- Synchronizing system when switching to avoid blackout when changing from engines to shore connection and back



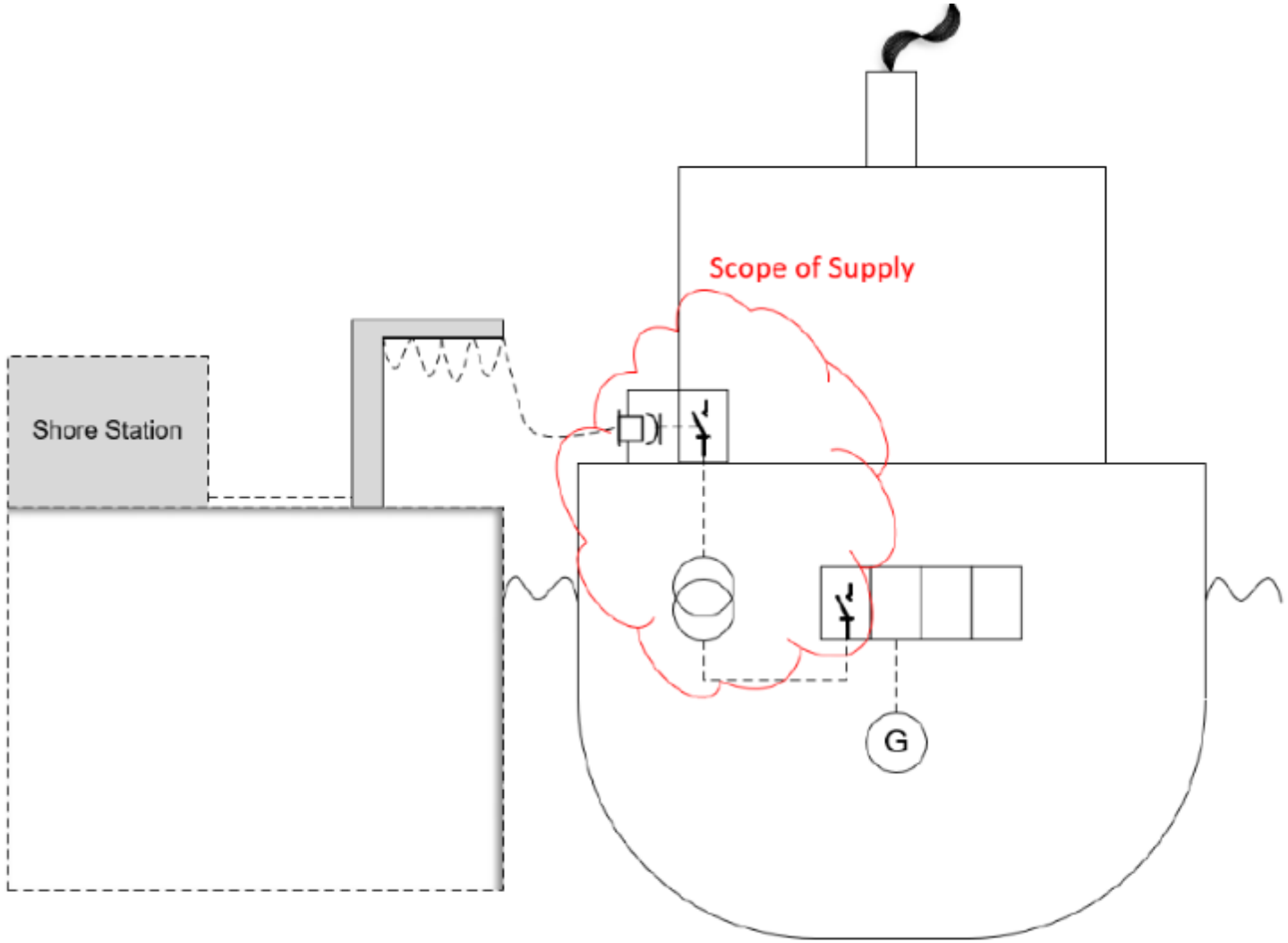
Commercial Challenges – Capex and Opex

- Very expensive installation for each ship – For car carriers it ranges from 300-400K euro per ship. Several millions for a fleet
- System onboard is sized based on electric load analysis of port operations. For our fleet the needs in port do not exceed 800 kW or 1000KVA so we could install a LV or a HV system
- Cable reel for containerships is onboard the vessel, while for most other ships should be ashore and crane should provide the cables to the ship
- For frequent port calls time of connection and disconnection should be short
- Installing a LV system eliminates the need of a transformer onboard, while a HV system requires a transformer and the cost of installation is much higher
- Cost of ship power is 0.12-0.15 euro/kwhr if using MGO in port at 600 euro/mton. What will be the price offered from the port? Will power from the port be taxed?
- Incentives on port dues may be needed to make the installation payback itself
- If only few ports provide shore power it will be very difficult to payback the investment

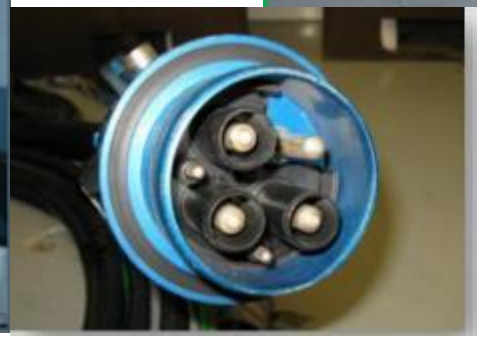
Example for car carrier



Example for car carrier



Example of installation for car carrier



Conclusions

- High capital cost installation
- Payback will depend on port pricing for power, taxes, incentives and availability of shore power in many ports
- For emission reductions the shore power should be from renewable energy
- Car carriers in short sea shipping spend a lot of time in port (more than 40%) so reduction of emissions could be significant if shore power is provided in many ports and will help payback the investment cost
- Technology is mature and standardization is here.
- EU funding/subsidies could be a game-changer
- Alternative is to install big batteries onboard to be charged at sea and used during the port calls. The benefits to the port environment will be the same, however emission reductions will be less and capital expenditure per ship will be much higher

Thank you for your attention

George Kriezis – Technical Manager
tec@neptunelines.com

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Occitanie

Port de Sète Sud de France

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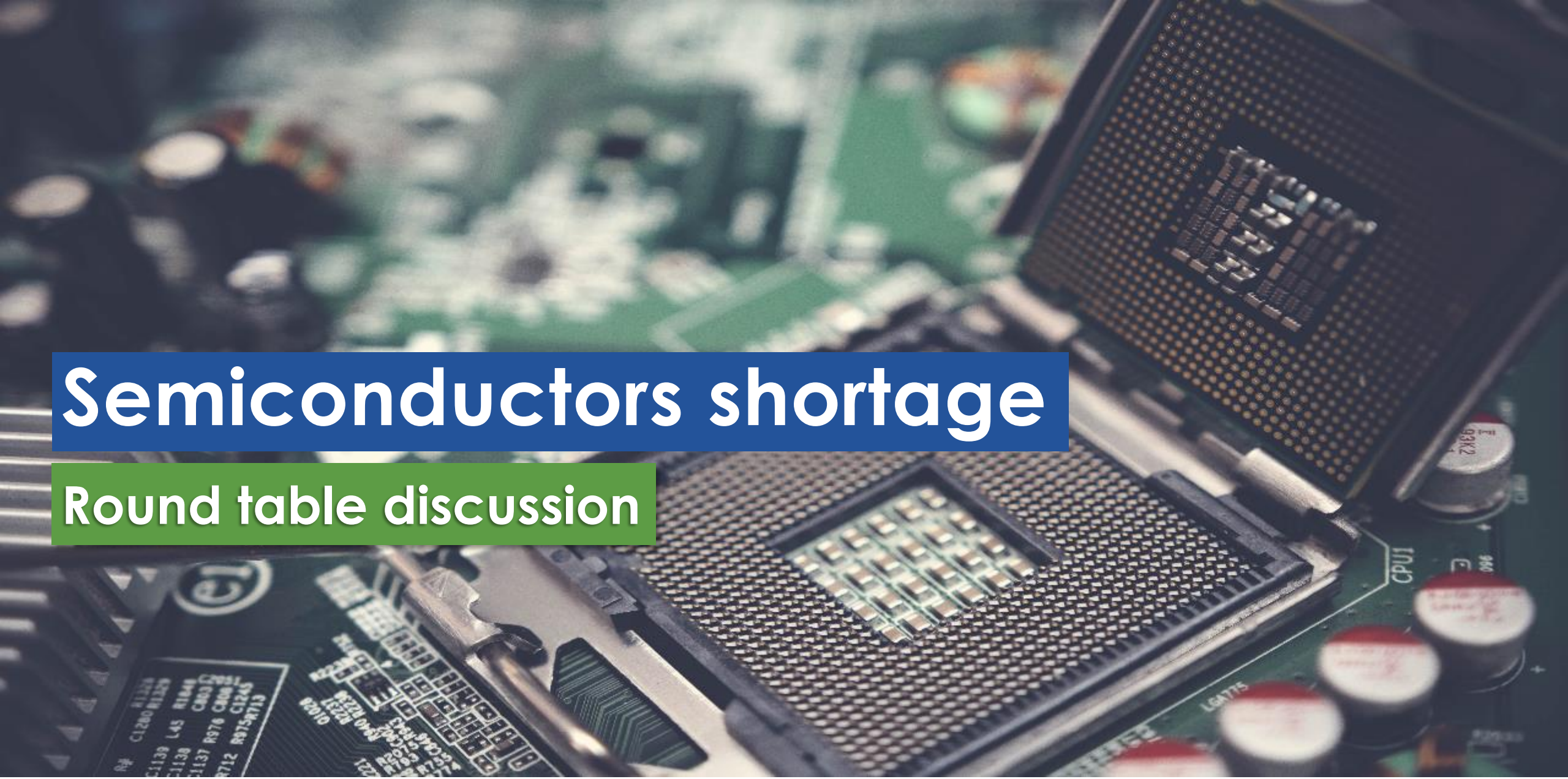


Semiconductors shortage

Round table discussion

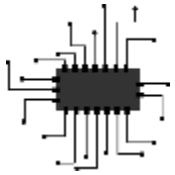
EU Funding Projects

Mike Sturgeon, ECG

EU funding Opportunities for the logistics sector

Purpose

- To **help** our Members **address** present **challenges** in the industry

- To **support** our Members meet the EU **green** and **digital** transition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EU funding Opportunities for the logistics sector

Programmes

Horizon Europe

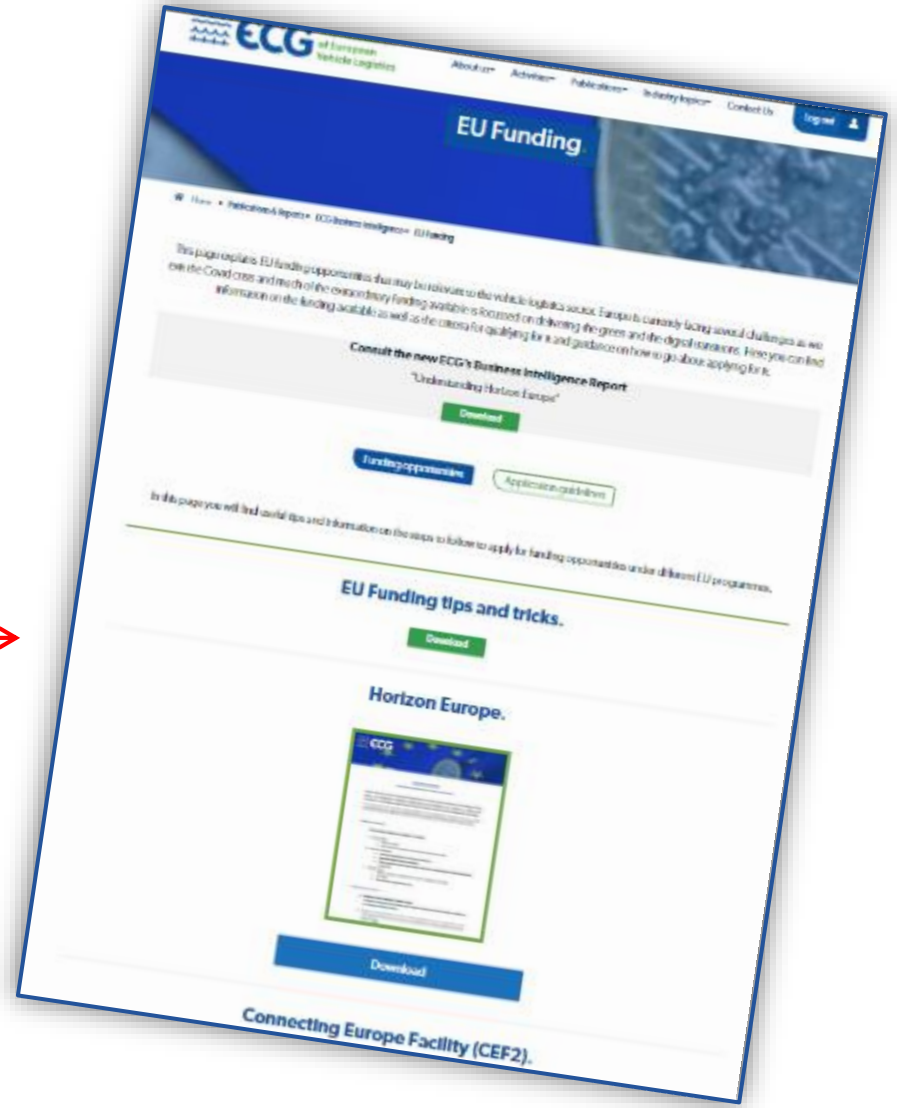
- EU research and innovation programme (2021-2027)
- Budget: **€95.5 billion**

Connecting Europe Facility (CEF2)

- EU funding programme for the development of transport, energy and digital infrastructure within trans-European networks.
- Budget: **€33.7 billion**

EU funding page

Funding opportunities & Application guidelines



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CEF Funding webinar

- 15 November 2021
- Speakers:
  - Namrita Chow, ECG Business Intelligence Analyst
  - Dan Wolff, EuroTran
- **Next webinar:**
  - Topic: Horizon Europe
  - Date to be agreed


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Any Questions?
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Maritime & Ports Working Group

Coffee break
10:00-10:30

Occitanie Port de Sète Sud de France

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Port of Sète & CAT - Facilities & Developments

Arnaud Rieutort, Port of Sète

Etablissement Public Régional

Port de Sète Sud de France

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Maritime & Ports Working Group

16 november 2021

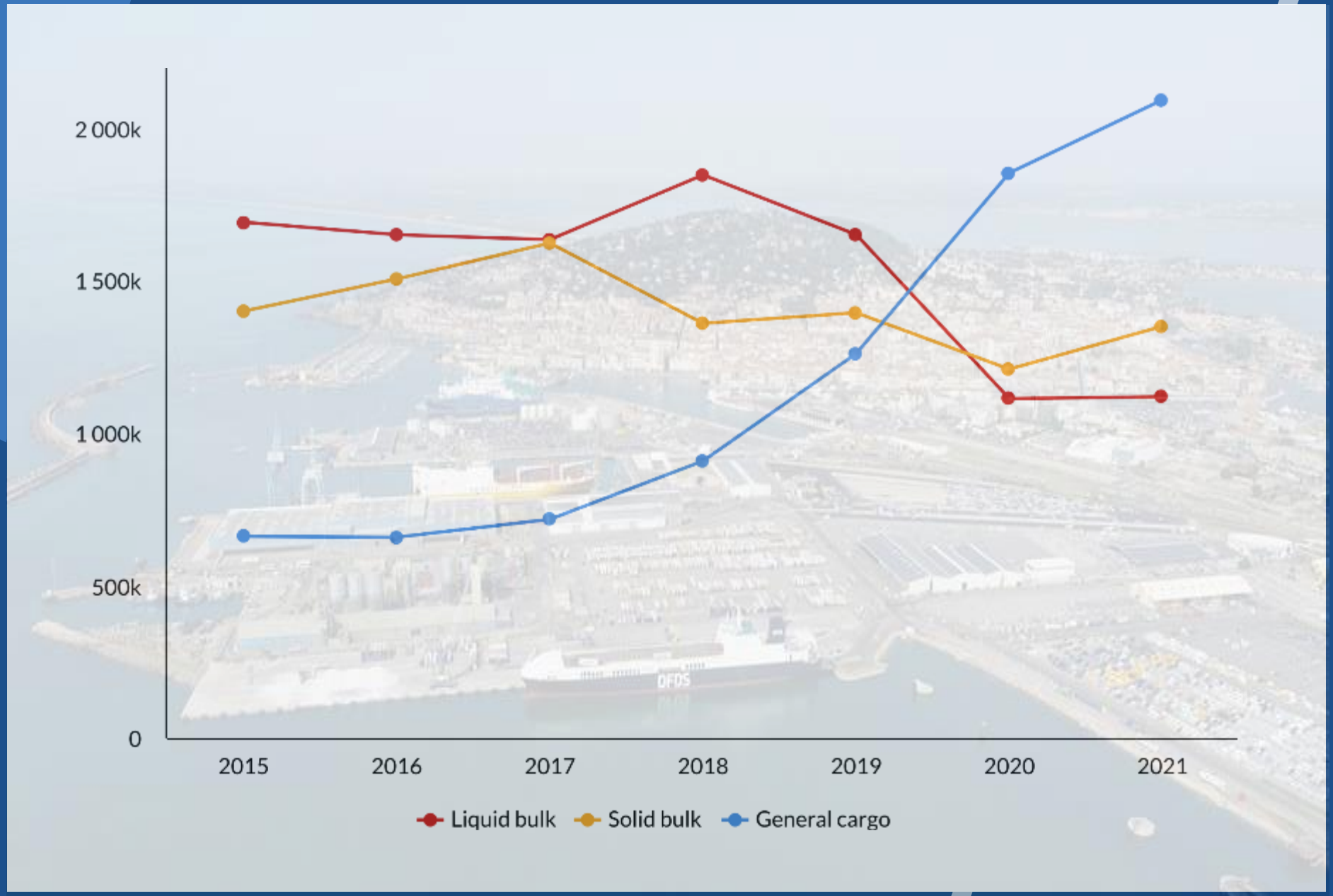
PORT OF SETE POSITIONING

- A South European hub in South of France
- 2nd deepsea port in the French Med *(13,5m draft)*
- Ideal location for Short Sea Shipping lines in the Med (North Africa - Turkey)
- 1st French port for passenger traffic to Morocco

LAND CONNECTIVITY

- Good connections with the hinterland (road and rail)
- Easy an direct access by the road. Port located at only 8 km to the motorway A9
- Nearby A75 motorway (45km) connecting Paris
- Improved connectivity with a new railway terminal

HISTORICAL PERFORMANCE



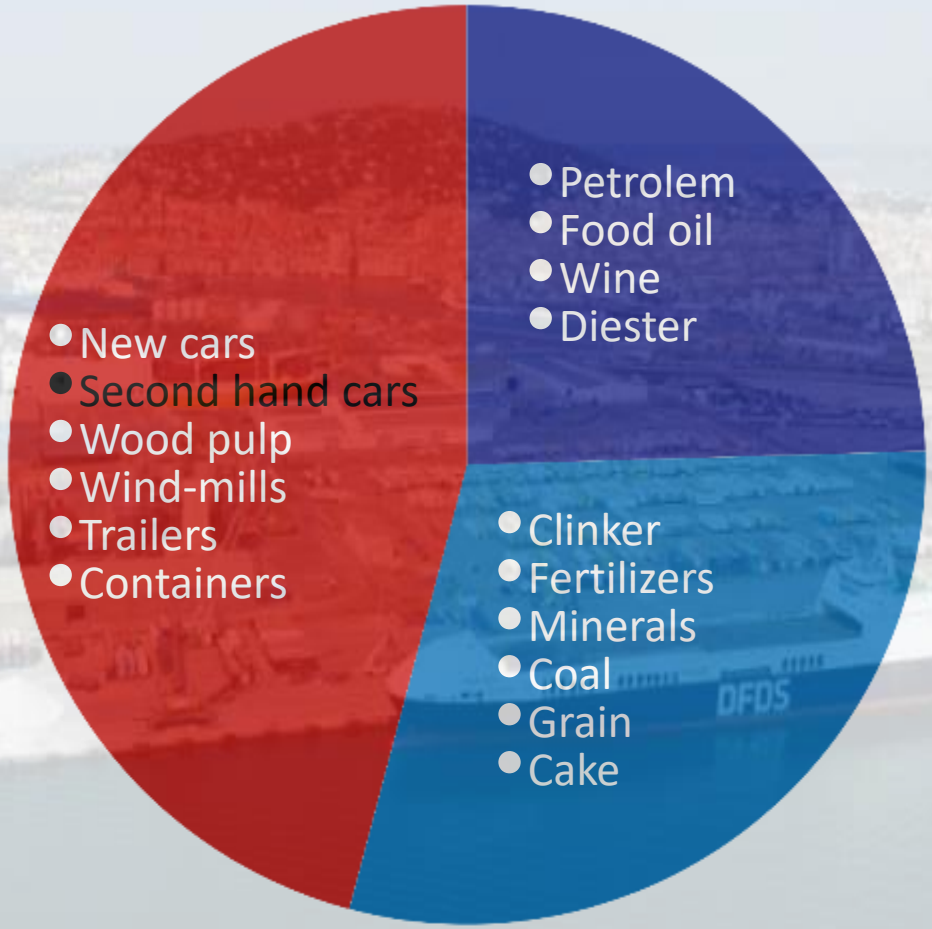
PORT CARGO FLOWS 2021

4.6 M
tons (+9% in 2021)

220,000
Pax per year
(Ferries and cruises)

1,000
vessels per year

76,000
Vehicules



Liquid bulk (24.53%) Solid bulk (29.6%) General cargo (45.86%)

A DIVERSIFIED PORT : TERMINALS

SETE REGULAR MARITIME SERVICES

DFDS

3 weekly ports :
Yalova
Agent : DFDS

GNV

3 Weekly ports :
Tangiers-Med, Nador
Agent : Feron, GNV

INTERSHIPPING

Weekly ports :
Tangiers Med
Agent : Delom

GRIMALDI

Monthly ports : Casablanca, Dakar, Abidjan, Lomé, Cotonou, Lagos, Douala, Tema
Agent : Navitrans

NEPTUNE LINES

Ports :
Yenikoy, Constanza
Agent : Marmedsa

BALEARIA

Weekly ports :
Nador
Agent :Delom

NAUTICAL ACCESS AND SERVICES

- Easy and direct access to the piers 4 NM -30 mn
- Port open all year long with very rare closure for bad weather
- 3 tugs (1x60 tons, 1x33 tons, 1x28 tons)
- 6 pilots with 3 vessels
- 10 boatmens with 5 vessels

TOTAL BERTHING : 1,245m + 5 RO-RO RAMPS

- Quay G3 : 225m - draft 10,20m
- 1 ro-ro ramp

- Quay E3 : 215m - draft 11,70m
- 1 ro-ro ramp

- Quay H2 : 285m - draft 13,5m
- 1 ro-ro ramp

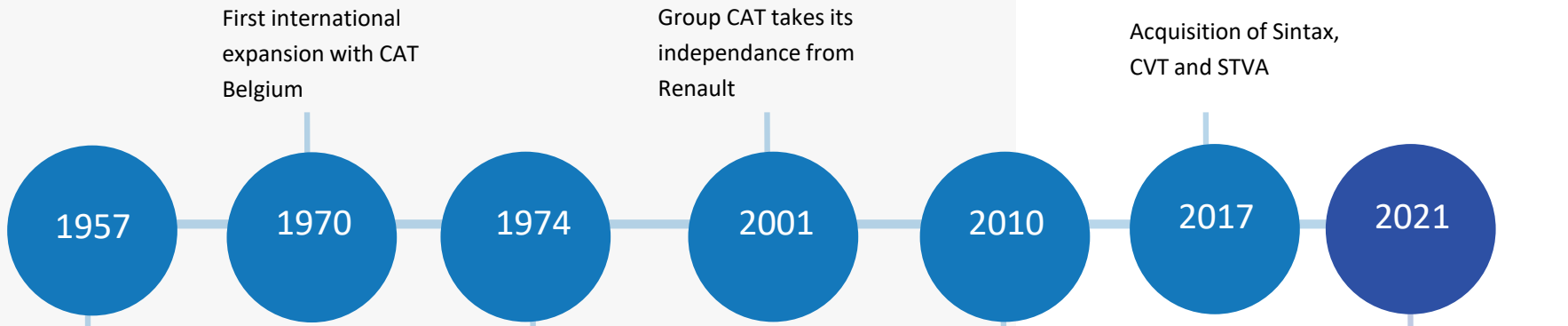
- Quay I3+I1 : 520m - draft 13,5m
- 2 ro-ro ramps

PRODUCTIVITY, STEVEDORES

- Stevedoring company working with CAT : SPS employing 80 dockers
- Productivity : 10 vehicles/hour
- 600 vehicules / 4 hours

Services Portuaires Sétois

CAT - MORE THAN 60 YEARS OF EXPERIENCE



Group CAT is set up by Renault. Its first challenge is to optimize sea transport of Renault 4CV vehicles shipped to US Market

First international expansion with CAT Belgium

Group CAT provides **a new expertise in spare parts management**

Group CAT takes its independance from Renault

Change of business model from 4PL to 4&3 PL investment on its own fleets and compounds. Acquisition of Trial, Toquero, Fleetpoint and Walenius Logistics Germany

Acquisition of Sintax, CVT and STVA

Leader in automotive logistics in Europe

CAT ACTIVITIES

- Storage VL - VU
- PDI/PPO - aesthetic & mechanical
- Customization/accesory mounting
- Stripping
- Refueling - plate number
- Long term maintenance
- 100% load preparation
- IST possibility to store during 90 days the import cars in transit

AREAS AVAILABLE FOR CARS

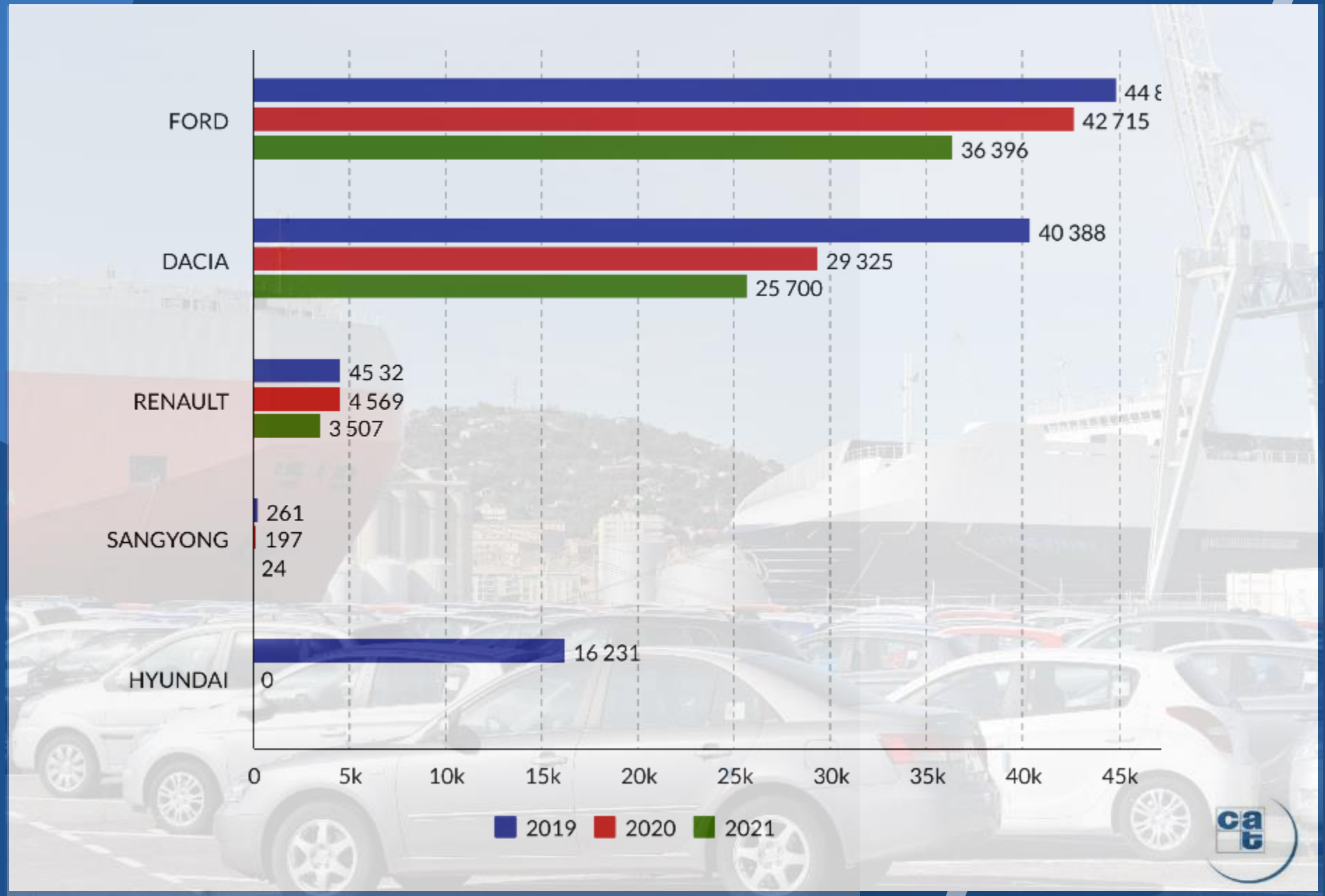
Actual yard (1-2-3-4-5-6-7)

- 18 Ha secured area for cars nearby the piers
- Current car capacity storage : 8,000 units *(2,400 covered places)*

Extension project (8)

- additional capacity of 18 Ha *(7,500 covered places)*
- Future car capacity storage in 2023 : 16,000 units

CAT VOLUMES HANDLED



CAT WORKSHOPS

- In 2020, 17,237 units prepared with accessory mounting

Workshop 1

- 2,000m² for PDI/PPO
- Washing capacity : 150/200 vehicles per day
- 8 boxes aesthetic
- 4 boxes + 4 mechanical decks

Workshop 2

- 1,000 m² for customization
- Dumpster mounting capacity : 6 to 8 per day
- 2 stripping boxes

Regular lines :

Neptune lines

- Yenikoy (Turkey)
- Constanza (Romania)

Tramping lines :

- Corsica (France) - Corsica Linea - Méridionale

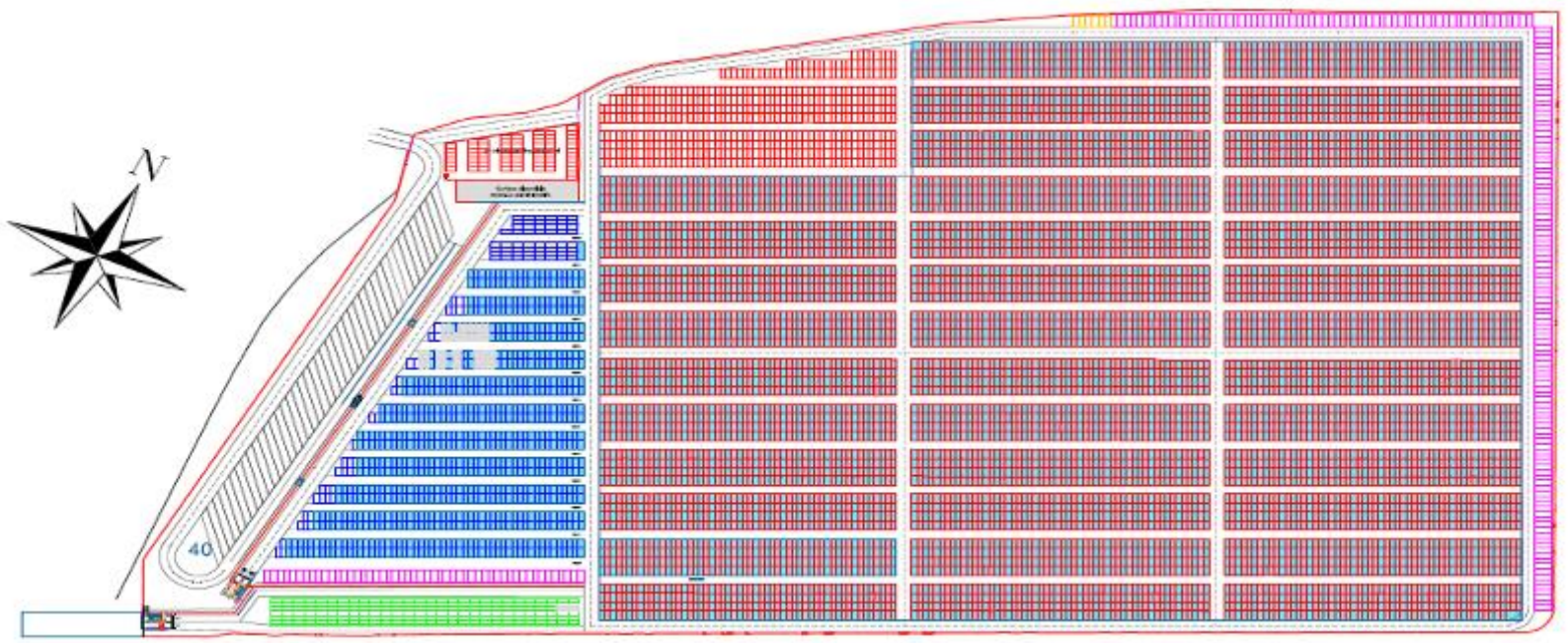
Number of vessels operated

- 2019 : 212
- 2020 : 114
- 2021 : 93

INCREASED CAPACITY : NEW CAR AREA

- additional capacity of 18 Ha available by 2023
- additional capacity : 8,000 units available with solar panels
- Implementation of electrical plugs
- EPR : €6 million investment
- CAT : €10 million investment

NEW CAR AREA : LAYOUT



Legend :

- Place Light Vehicules Stock
- Place Light Vehicules Transit
- Place Commercial Vehicules XL stock / Transit
- Place Commercial Vehicules stock / Transit
- Photovoltaic Panels
- Buffer

NEW RAILWAY TERMINAL

- Delivery: October 2021
- Port/Region : €10 million investment
- Tender in progress to select a private operator
- Services to Calais (18h) and Bettembourg (12h) in launch

PROJECT : FILLING OF THE QUAY I1/I2

- Linar quay : 539m
- Draft :13,50 extensible to 15,5m
- Investment : €36 million
- Expected delivery : 2025

PORT STRATEGIC PLAN : 3 AXIS 2021-2025

Define a Smart & Green port strategy integrating technological and environmental ambitions

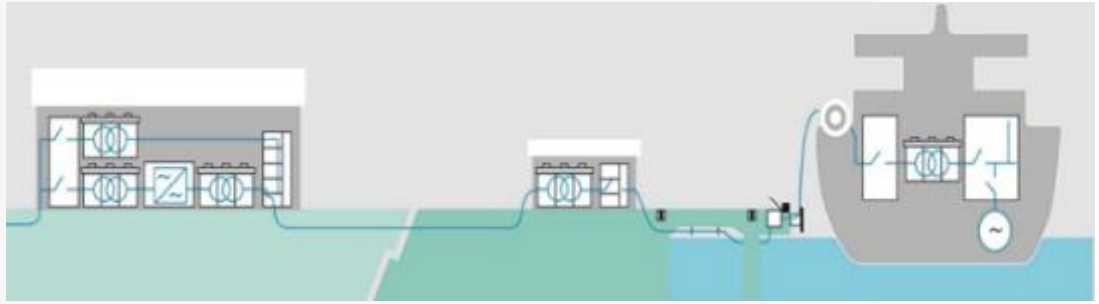
Digitalisation
Cold ironing
Solar panels
Environmental incentives

Strengthen the integration of the port in its territory with the growth of passenger activities

New maritime station

Accompany the development of traffic and in particular for regular lines with the provision of new spaces and by reinforcing the quality of service

New car area
New railway terminal
Logistics areas



- Electrical connection at the ship's quay (quay H and Mole Masselin)
- Design: November 2021 to April 2022
- Consultation with companies from May to September 2022
- End of the works: October 2023
- Port investment: €7.5 million
- Partnership with the main shipping lines

ESI
ENVIRONMENTAL SHIP INDEX

Thank you for your attention

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Maritime & Ports Working Group

Occitanie

Port de Sète Sud de France

NEPTUNE LINES

Green Award: Where we are

Jan Fransen, Green Award

Update from Green Award Foundation

- Where we are
- Potential contacts are welcome

THE HEYERDAHL AWARD

Green Award is the first winner - Awarded in 2001

Where we are…

- ✓ 1. Introductory meeting in 2016
- ✓ 2. Initial feasibility study
- ✓ 3. Green Award (GA) to review and analyse the feedback/input
- ✓ 4. Follow up review from external stakeholders
- ✓ 5. Agreement of final draft
- ✓ 6. Feasibility surveys onboard various sizes of Ro-Ro ships
- ✓ 7. Green Award approval process (2 tier approval)
- ✓ 8. Green Award released a program for Ro-Ro Cargo Ships in November 2019

- ?? First company & ship yet to be audited & surveyed (delay due to pandemic)
- ?? More Incentive Providers related to RoRo's

THE HEYERDAHL AWARD

Green Award is the first winner - Awarded in 2001

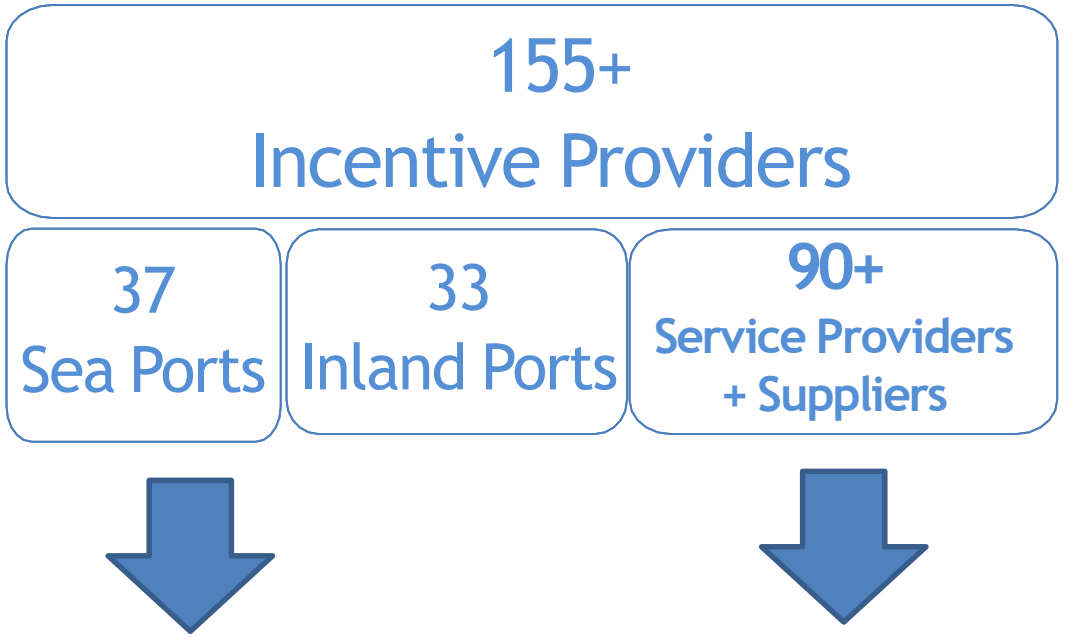
First company and ship to be certified?

- We have received an application from a company but delayed due to the pandemic

- Want to be the first? Still possible!
  - Attain the Green Award certificate
  - Enjoy incentives
  - Your tool to address ESG (Environmental, Social and Corporate Governance)

Contact us!

Total number of Incentive Providers



20 ports apply the incentive (port due discount) to all ship types.

Discounts from many service providers or equipment suppliers that may be interesting for your company/ships.

THE HEYERDAHL AWARD
Green Award is the first winner - Awarded in 2001

Incentives: Participating Seaports

(BLUE = Incentive applies to all ship types)

- Port of Buenos Aires
- Port of Pecém
- Port Metro Vancouver
- Port of Montreal
- Port Sept-Iles
- Prince Rupert Port Authorities
- Hamburg Port Authorities
- Gibraltar Port Authorities
- ThPH (Thessaloniki)
- Port of Kitakyushu
- Port of Nagoya
- Port of Osaka
- Port of Yokohama
- Freeport of Riga
- Klaipeda State port
- Port of Amsterdam (*NEW!)
- Port of Dordrecht
- Port of Moerdijk
- Port of Rotterdam
- Port Taranaki
- CentrePort Wellington
- Port Nelson
- Port of Sohar
- Port of Sines
- Port of Setubal
- Port of Lisboa
- Port of Leixoes
- Ras Laffan Port
- National Ports Authority South Africa x 8 (Durban, Richards Bay, Ngqura, East London, Port Elizabeth, Mossel Bay, Cape Town, Saldanha)
- Port of Barcelona

*Newly applicable to RoRo's

More Incentive Providers to partner with us

- Green Award list of Incentive Providers is extensive, but we continue to search for more in the benefit for sustainability of shipping.

- Are you a…
  - Port Authority?
  - Port Terminal / Operator?
  - Shipper / cargo owner / manufacturer / OEM?
  - Have other ‘green’ or ‘safe’ products that will benefit ships’ sustainability?

Contact us!

THE HEYERDAHL AWARD

Green Award is the first winner - Awarded in 2001

We look forward to continuing our contacts with ECG!

Contacts
Jan Fransen / Executive Director
Keita Shinohara / Certification Manager
Green Award Foundation
management@greenaward.org
+31 (0)10 217 0200
www.greenaward.org

THE HEYERDAHL AWARD
Green Award is the first winner - Awarded in 2001

SUSTAINABLE DEVELOPMENT GOALS

Thank You!!

www.greenaward.org

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NEPTUNE LINES

Update on ECG Activities

Mike Sturgeon, ECG

ECG activity update

- ECG Conference 2021
- ECG Industry meeting
- ECG Business Intelligence
- ECG Survey
- Quality
- Digitalisation
- Sustainability
- ECG Academy
- ECG Negotiation management course
- 2022 dates for your diary

ECG Conference 2021

SUCCESSFULL !

ECG The Association of European Vehicle Logistics

- **RECORD** attendance: more than **300 delegates**
- Almost **200 more** online
- **Biggest** physical **FVL event** ever in Europe
- **High level** speakers
- **Very positive feedback** from attendees

ECG Industry meeting – 14 October 2021

Current Market situation:

- **Chip Shortage**
- Volume reductions
- Very high demand
- Vehicles sold on production
- No forecasts
- Short notice closure of lines/plants

CHIP SHORTAGE: 5 Point Action Plan

1. **Forecasts are essential** and any changes must be communicated to avoid any costly inefficiencies. Sharing of production schedules in real time
2. **Adjust** current **service level requirements** as reduced volumes and demand peaks do not allow cost-effective operations
3. **Support** move to 3 or 4-day week operations, or **reduced shifts**/operating **hours** where not possible, in compounds and terminals **until volumes recover**
4. **Respect the payment terms** as cashflow has become critical for many operators
5. **Recognise** the need for **survival strategies** to be jointly developed between customers and suppliers

ROADMAP 2021

ECG Strategic Priorities

Emissions reporting

Digital Vehicle Handover processes

ECG Business Intelligence reports

From March 2020

ECG Business Intelligence

- November report: CEF funding
- December report focuses on ETS & Alternative Fuels

We would welcome any **ideas** from members for **future topics**!

ECG Survey: 50% OFF

ECG The Association of European Vehicle Logistics

2020/2021

ECG SURVEY OF VEHICLE LOGISTICS IN EUROPE

50% discount

- ORDER FORM -

Discounted Prices	1 copy	2-3 copies	4+ copies	Electronic version
Members	€ 87	€ 70	€ 57	€ 197
Non-members	€ 220	€ 165	€ 140	€ 445

I wish to order ____ copy/copies of the ECG Survey(s) for the price of € _____ (+ € 40 postage per copy, if applicable)

Last Name: _____ First Name: _____
Company: _____ Position: _____
GSM: _____ E-mail: _____

Delivery Address
Address: _____
Postal Code + City: _____
Country: _____

Billing Address (if different from delivery address)
Address: _____
Postal Code + City: _____
Country: _____

VAT Number*: _____

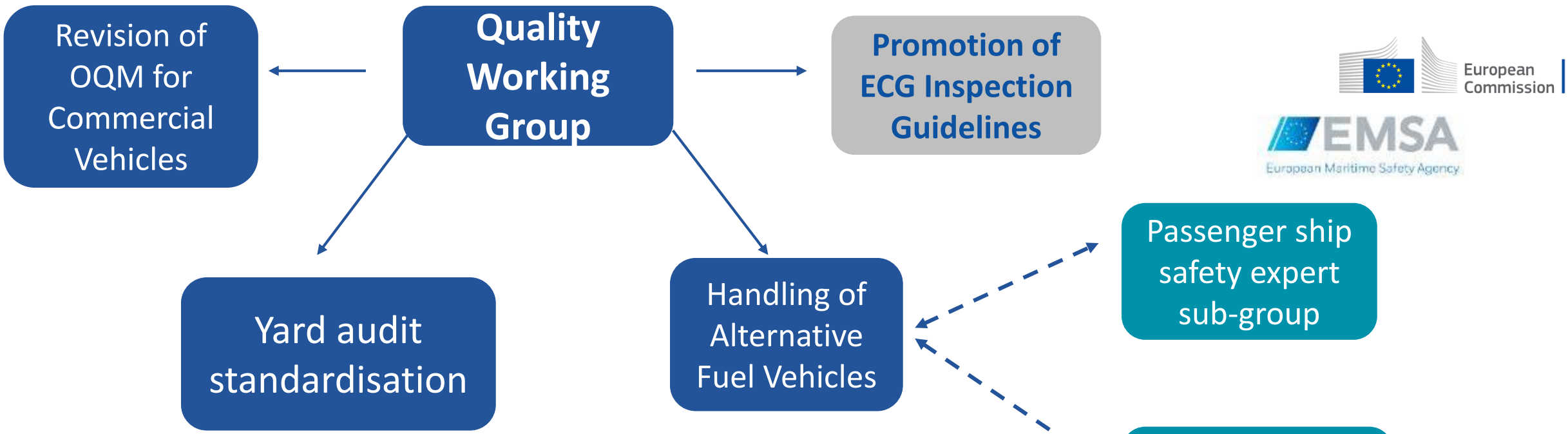
* 6% VAT will be added for sales within Belgium, Luxembourg and for EU Companies without VAT number. 21% VAT will be added on sales of the electronic version of the Survey in Belgium, Luxembourg and for EU Companies without VAT number.

☐ **I will pay by bank transfer**
☐ **I would like to pay by credit card (we will send you a PayPal link – you do not need a PayPal account for this)**

Please complete this form and return by mail to: ECG, BluePoint, Bld. A. Reyers 80, B – 1030 Brussels or info@ecgassociation.eu

Please note that unless you are a member or sponsor of ECG the Survey will not be despatched until payment has been received.

Quality WG (QWG) structure



European Commission

EMSA
European Maritime Safety Agency

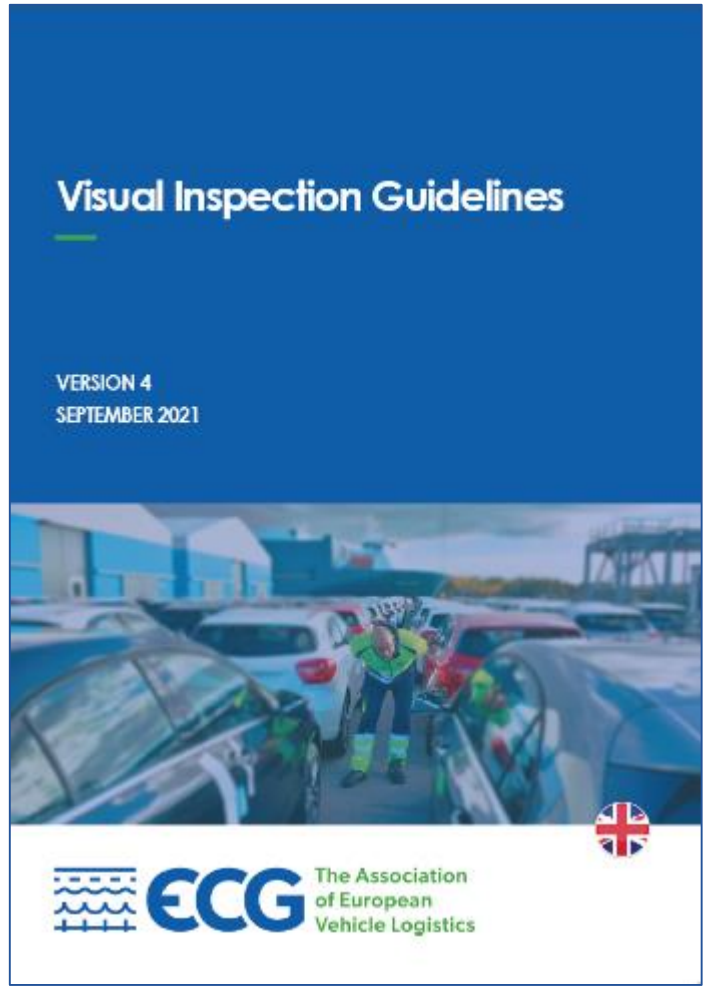
Documents available:

- Operations Quality Manuals and their translations
- Inspection Guidelines version 4
- Full Body Covers in the supply chain
- FVL Transport Damage Reporting (a.k.a. M-22)

AIAG.org

ECG Inspection Guidelines

- ECG Inspection Guidelines revised and published in September
- **25 meetings** held, with an average of 15 participants in a dedicated sub-group
- **Dutch** and **German** translations soon published



Interested in another language?

Let ECG know!

ECG Inspection Guidelines

Participating companies were:

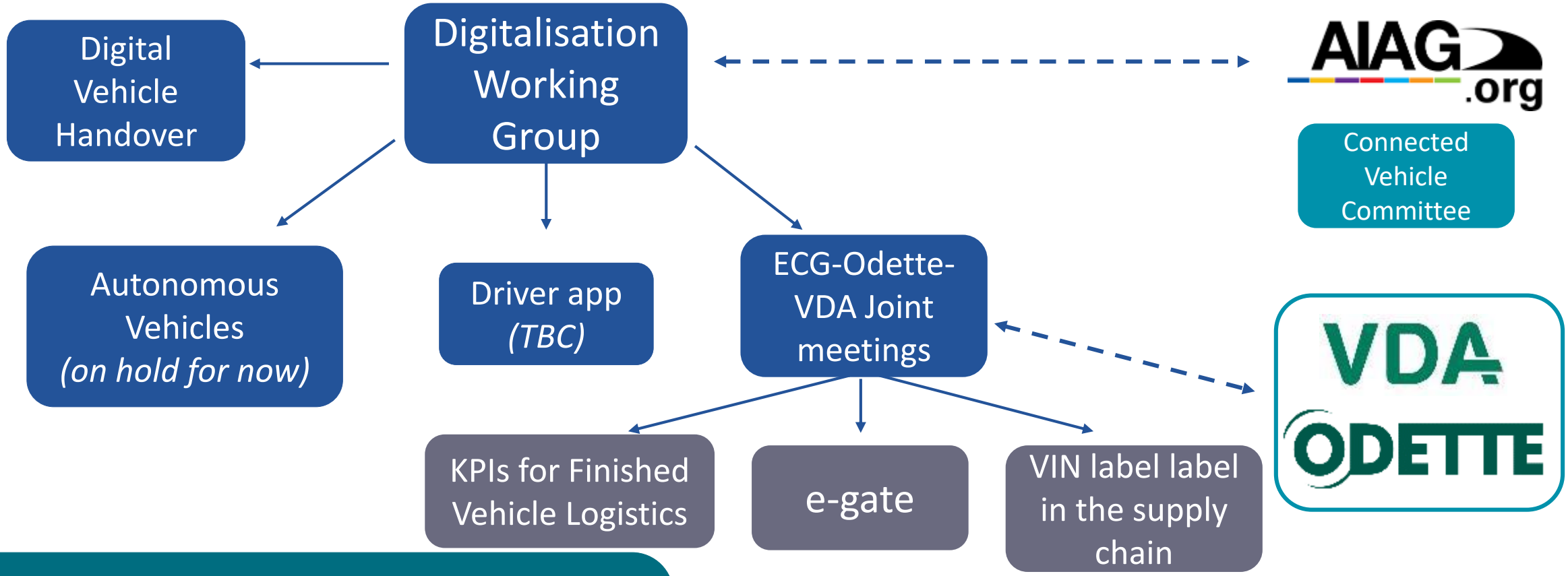
Quality Working Group

- Last webinar on 29 September
- Next a hybrid meeting will be held – Date TBC
- Current topics include:
  - Revision of the ECG Operations Quality Manual's Chapter 6 on Alternative Fuel Vehicles – *ongoing*
  - Revision of the ECG Operations Quality Manual for Commercial Vehicles (i.e. trucks and buses) – *ongoing*
  - Yard audit standardisation – *soon launched*

EMSA AFV Working Group

- High-level guidelines are currently being elaborated for transporting AFVs
- ECG circulated in July the draft to the Maritime & Ports WG and to the OEMs for comments
- No OEMs were involved in the group – ECG got approval for Volkswagen to represent the OEMs
- Next meeting on 16 November

Digitalisation WG (DWG) structure

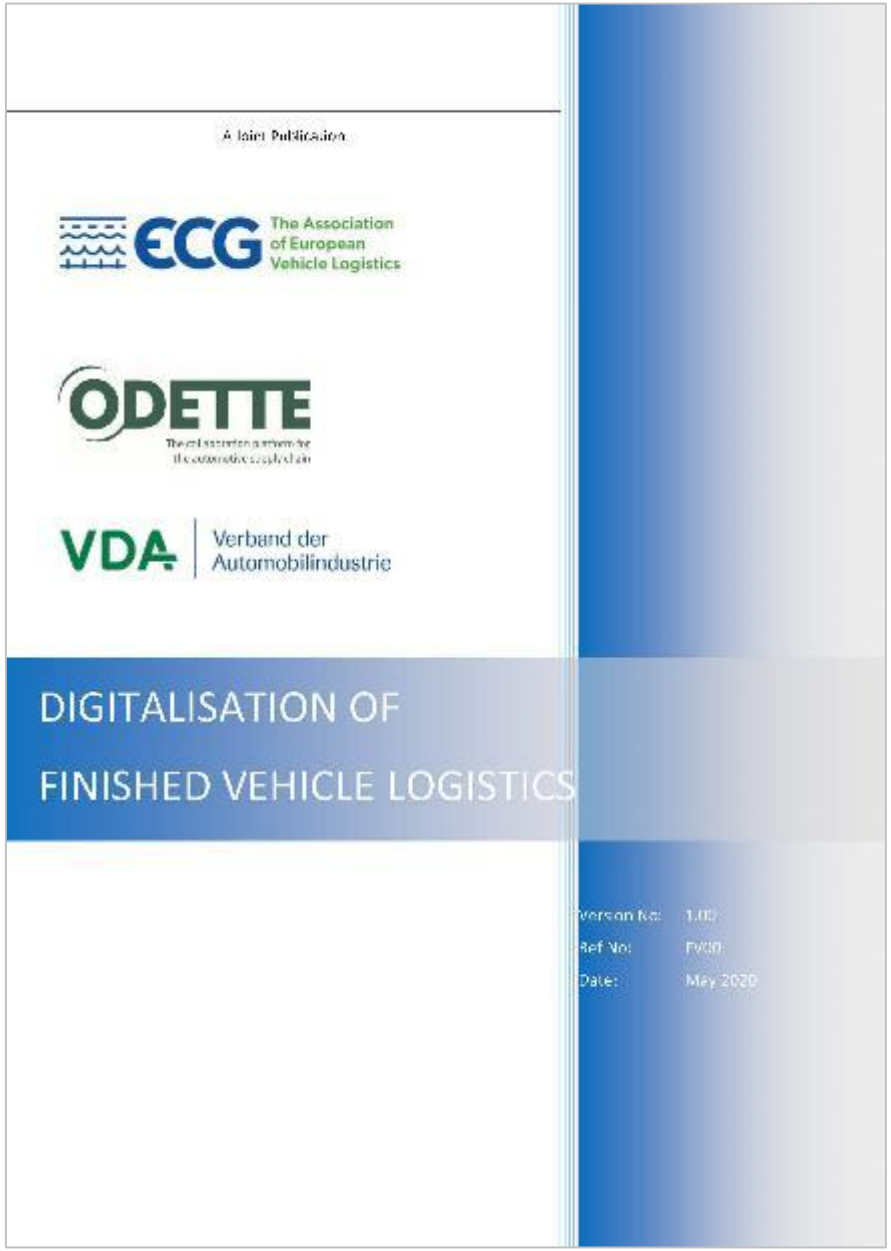


Documents available:

- Digitalisation of Finished Vehicle Logistics
- e-gate
- Connectivity of logistics sites
- VIN labels in vehicle distribution processes

Cross-industry project

- ECG-Odette-VDA recommendation on standard FVL digital messages published in May 2020
- OEMs already implementing the standard!
- Their comments will feed into a revised document – soon!



Digital Vehicle Handover

- One of the **strategic priorities of ECG in 2021** is to standardise the Digital Vehicle Handover processes, e.g., picture quality, handling of data, etc

Phase 1 (Quality WG)

Set a minimum standard for the quality of images produced in digital handover processes, in order to
- enable retrospective review of vehicles
- record damage and
- substantiate liability

Finalised

Phase 2 (Digitalisation WG)

Issues relating to data will be covered:
- structure of the data,
- data security,
- data storage,
- access to the data, etc.

AI will be included in the process at a later stage

July 2021-May 2022

Legal issues can be a hurdle to acceptance, therefore a separate group was created!

KPIs in FVL

Joint project with Odette

ODETTE

Purpose:

Each organisation doesn't have to create its own KPIs

LSPs doesn't have to manage a plethora of KPIs from different customers

LSPs can more easily assess their performance across the whole customer base

Provide a basis for performance improvement

Timeframe

Project runs: April 2021 – April 2022

Participants

Now only OEMs participate LSPs will be involved in December 2021

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Standard VIN label in FVL

Joint project with Odette

ODETTE

Purpose:

Work on a standard VIN label for the supply chain

Have the 17-digit VIN in human readable format on the label (no extra digits)

Agree on the place of the label on the vehicle

Fuel type could also be included on the label

Timeframe

Project runs: June-December 2021

Participants

Currently only LSPs participate OEMs will be involved in November 2021

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Digitalisation Working Group

- Next DWG meeting will be held in January – Date & Venue TBC

- **If interested in any of the DWG activities, let ECG know!**

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Sustainability Working Group (SWG)

Activities since end of 2019

Interviews with OEMs

to identify needs, requirements, intentions

Survey ECG Members

to understand status quo on emissions calculations

Research

on current standards, methodologies and regulations for the different modes of transport

Sustainability Working Group (SWG)

Objective

Agree on a

standard methodology to calculate

emissions from FVL

which gives

fair and equitable results

between and among

different transport modes

Status

- OEMs and LSPs to align and agree on the need to develop a standard for FVL
- ECG to propose a methodology to OEMs and LSPs by the end of 2021

ECG Academy

Course 16: Registrations are open!

ECG The Association of European Vehicle Logistics

ECG Negotiation Management course

- Last course: **28/29 September** 2021
- Next course: **April 2022 – Date TBC**

2022 Dates for your diary

- **25th Anniversary** – 29 March, Brussels
- **General Assembly & Spring Congress 2022** – 12/13 May, Malaga
- **ECG Conference 2022** – 13/14 October, Vienna

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Round table

Emissions

Carriers protection: Stowaways & tug service costs in Spanish ports

Pilotage Exemption Certificate (PEC)

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Update on next meeting

Previous suggestions:

- Port of Livorno
- Port of Vigo
- Any other suggestion?

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Thank you!

Any questions?

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Tour of Port of Sète

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