

THE VIEW OF ROTTERDAM: SUSTAINABLE PORTS NEED SUSTAINABLE SHIPPING



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EU-Shipping-BCE: The role of Low Carbon Fuels in Decarbonising Maritime Transport

ENERGY TRANSITION: BASED ON 4 PILLARS

PILLAR

1

EFFICIENCY AND
INFRASTRUCTURE

PILLAR

2

A NEW ENERGY SYSTEM

PILLAR

3

A NEW RAW MATERIALS AND
FUEL SYSTEM

PILLAR

4

SUSTAINABLE TRANSPORT

-55% CO₂ IN 2030

CO₂-NEUTRAL IN 2050

OPPORTUNITIES TO CREATE SUSTAINABLE SUPPLY CHAINS

EFFICIENCY

Lower fuel consumption

FUEL SHIFT

Sustainable fuels

MODAL SHIFT

Most sustainable transport mode

THE CHALLENGE



DEEPSEA SHIPPING
87%

PORT
3%

HINTERLAND
10%

HIGHER LOAD FACTOR

SAILING SPEED OPTIMIZATION

PORT CALL OPTIMIZATION

SUSTAINABLE FUELS

HULL CLEANING

SHORE POWER

EFFICIENT SHIP HANDLING

SUSTAINABLE FUELS

COMBINING CARGO

PLANNING OPTIMIZATION

SUSTAINABLE FUELS & PROPULSION

HIGHER LOAD FACTOR

CHOOSING MOST SUSTAINABLE MEANS OF TRANSPORT

GOAL 2050

A CO₂
NEUTRAL
SUPPLY
CHAIN

THE WORLD'S LONGEST GREEN & DIGITAL SHIPPING CORRIDOR

GREEN CORRIDOR

- Broad coalition of partners across the supply chain
- Joint pilots for bunkering and use of sustainable fuels
- Enabling low & zero carbon shipping

DIGITAL CORRIDOR

- Create seamless digital tradelane
- Optimize just-in-time sailing
- Improve efficiency, safety and speed



Logos of partner organizations including MPA Singapore, Port of Rotterdam, Global Centre for Maritime Decarbonisation, Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping, bp, CMA CGM, dcsa, MAERSK, ONE Ocean Network Express, PSA The World's Port of Call, and Shell.

INTRODUCTION TO PORT READINESS LEVELS: WHAT AND WHY

- Ports play a crucial role in the adaption - and the respective pace - of alternative fuels
- To accelerate the energy transition in shipping, ports need to make sure they are ready to handle and/or supply new type of fuels.
- The readiness and timeline differ per port:
 - Port: is it bunker port or port of call?
 - Readiness: what are you ready for?
 - Level: what is your present and future level of readiness for every new fuel?
- Identification of green corridor opportunity and feasibility.
 - A profile of various ports along a certain route is needed to frame the opportunity and assess the feasibility of a green corridor. PRL provides insights into the current and expected future 'readiness' of ports (both port of call and bunker ports) for alternative fuels.

HOW PORTS AND OTHER STAKEHOLDERS CAN USE THE PORT READINESS LEVELS TO PROVIDE TRANSPARENCY AND UNLOCK NEW ALTERNATIVE FUELS-RELATED OPPORTUNITIES

- Port Readiness Levels serves as guidance tool. It provides/requires:
 - Common language
 - Familiarity: based on TRL format
 - Self-assessments of ports
 - Port ambition
 - Port guidance
 - Expectation management
 - Stakeholder communication
 - Communication instrument



CONCLUSIONS

- The corridor approach offers the opportunity to accelerate the uptake of alternative fuels by demand of large volumes in a short period of time
- It takes intensive collaboration with other ports and within the value chain
- Production and supply are equally important to involve
- Everybody has to jump through the hoop at once!

**POWER UP YOUR IDEAS
MAKE IT HAPPEN**



LET'S CONNECT

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