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Shore power

Newsletter

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Unique trial project with shore power for seagoing ships

With a model project for supplying shore power to seagoing ships, the port of Antwerp is taking a further step in the fight against air pollution.

The port of Antwerp has taken an important step forward in the fight against port-related air pollution. In line with its environmental policy vision, the Port Authority aims to take environmental measures that supplement government policy and that it can carry out itself. The Port Authority also committed itself in 2008 to combating pollution in the form of particulates. Apart from the Port Authority's pioneering role in its efforts to create a better environment, at international level there is growing consensus about the need to reduce pollution caused by seagoing ships.

A number of projects have been set up in the past few years. These include using dock water to heat the Port Authority's own buildings, and supplying shore power to barges, pleasure craft and the Port Authority's tug and barge fleets, floating cranes and dry dock complex, and soon also to houseboats in the port area. Until now, however, shore power has not been available to seagoing ships, the segment which in view of its size has the most powerful effect on environmental performance.

For the latter group there is now a trial project in collaboration with IMT (Independent Maritime Terminals), the Port Authority and the Flemish Community. The Port Authority together with the Flemish government is contributing financially towards IMT's shore power project in the Hansa dock, at quay 242. The joint contribution will make up 45% of the total onshore investment, on condition of a certain power take-up. The terminal operator will pay the remaining 55%. The total investment is estimated at 1,117,800 euros. The IMT facility is among other things the dedicated terminal for the American company Independent Container Line (ICL), which has already equipped three of its four ships to make use of this shore power facility.

The Port Authority attaches a great deal of importance to this project, as shore power forms an integral part of its approach to combating air pollution on a local

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scale. Making electricity from shore-based installations available to ships offers various environmental advantages, including large reductions in pollutants such as NO_x, SO₂, VOS and particulates. The emission reductions afforded by shore power will still be significant even when low-sulphur fuel for marine diesels becomes obligatory in 2010.

And by reducing the primary energy consumption per kWh generated there is also a significant impact on CO₂ emissions, thus making an important contribution towards combating the greenhouse effect.

Promoting the use of shore power is an attractive measure because it has a direct, immediate effect on the local air quality, which must be improved in order to safeguard the port's development prospects. By supporting shore power the Port Authority is also meeting its practical commitment to take specific port-related initiatives for implementing the particulates action plan.

Despite the fact that there are already projects in other ports for supplying shore power to seagoing ships, this project is nevertheless a first in terms of the high power generated, the types of ship served, the technical facilities required and the fact that the project is a public-private collaboration.

By supporting this project, Antwerp Port Authority also hopes to gain experience that will stand it in good stead in meeting future requests for similar projects within the port community.

Comparison of emissions by diesel engines (RO and MD) and shore power				
Emissions of	NO _x *	SO ₂ *	VOS*	PM*
Diesel engine (2,7% S)	12,47	12,30	0,40	0,80
Diesel engine (0,1% S)	11,80	0,46	0,40	0,30
Shore power	0,35	0,46	0,02	0,03
* in (g/kWh) Source: PNO consultants				
Emissions of	CO*	CO ₂ *	CH ₄ *	N ₂ O*
Diesel engine	0,9–1,3	690–720	0,004–0,01	0,031
Shore power	0,0125	330	0,028	0,014
Reduction	99%	> 50%	–	> 50%
* in (g/kWh) Source: Entec				

Drawing up a policy framework for shore power initiatives in the shipping sector has led to an immediate improvement in the local air quality. The Port Authority hopes to supplement government policy in this way not only in the short but also in the long term.

At the moment there are two priority initiatives under way as part of the Port Authority's approved Environmental Vision. One of these involves drawing up an "eco score" for seagoing ships, as one of the possible tools for developing a more differentiated port policy. This is being done in collaboration with the other large seaports in the Le Havre-Hamburg range. In a following stage the Port Authority will be able to use this tool to establish a more differentiated policy on port dues, thus encouraging shipping operators to achieve better environmental performance. In the other initiative the Port Authority is investing further in measuring instruments to determine the emissions by seagoing ships in relation with the port, under the motto "To measure is to know." The actions being taken so far are preparatory, and the results will eventually be used to develop environmental policy for the shipping industry in an accurate way.

