



2nd ESN Webinar

“Digitalization and environmental sustainability as drivers in the change of Short Sea Shipping”

25 July 2022

Discussion table of maritime stakeholders to exchange views on the digitalization and environmental sustainability for the developing of SSS and the maritime transport.

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SHORT SEA SHIPPING
Ufficio di promozione - Italia





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Grimaldi at a glance

130 ships directly owned, **10** under construction and **10** under concept design

Modern and technologically advanced vessels, deployed on regular lines, in a network connecting over 140 ports in 50 countries and 4 continents.



The Group controls or has significant equity shares in **25** port terminals – in the Mediterranean, Northern Europe, the Baltic Sea and West Africa – and in various logistics companies in different countries.

The Group's agency network includes over **90** commercial agencies (of which 32 are directly owned) in Europe, Africa, North and South America.



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Short Sea Shipping



BALTIC SHORT AND NORTH SEA services

(operate by Finnlines and Grimaldi)



MEDITERRANEAN SHORT SEA services

(operate by Grimaldi, Minoan and Trasmed GLE)



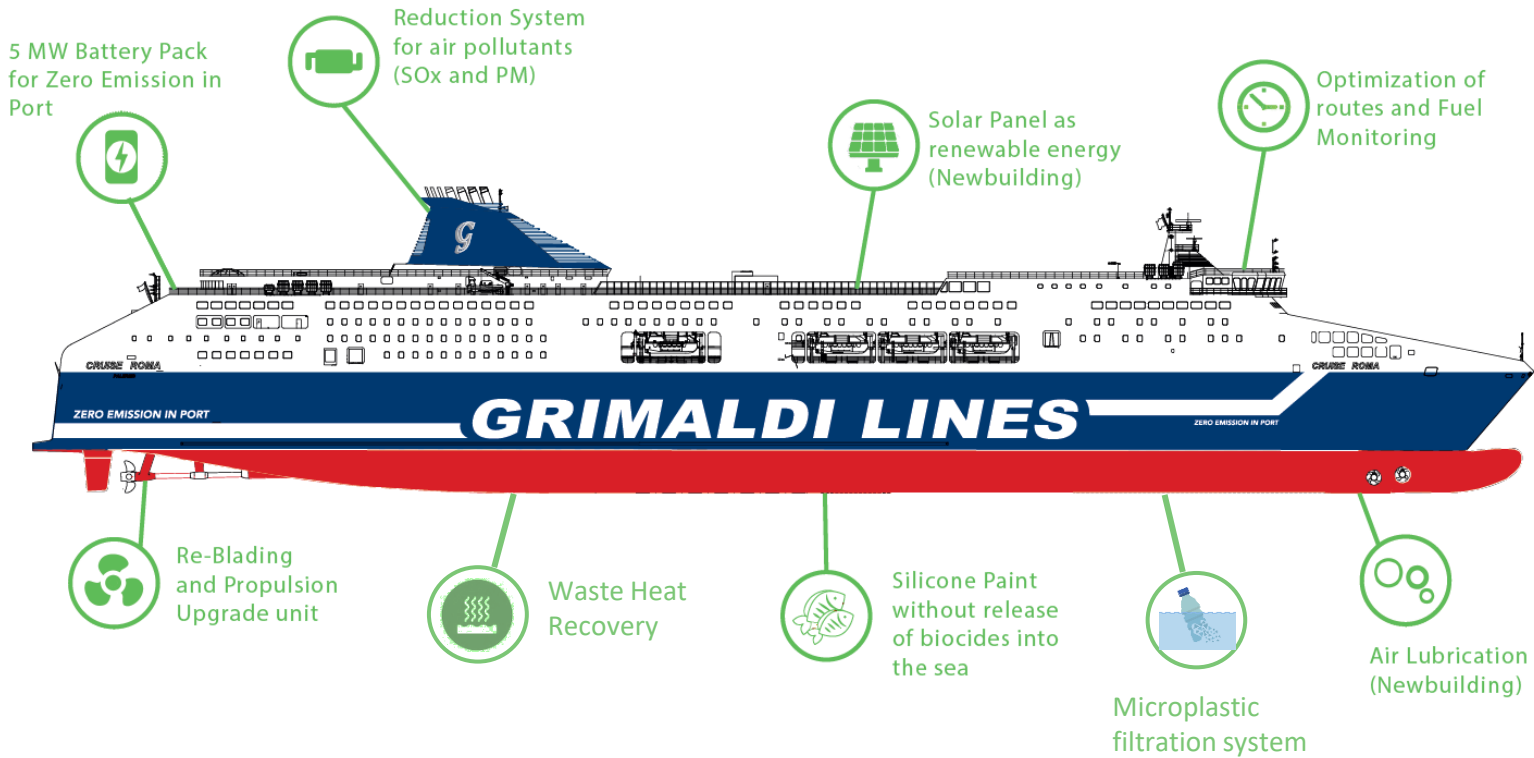


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Environmental efficiency in Short Sea Shipping

Decarbonization projects:



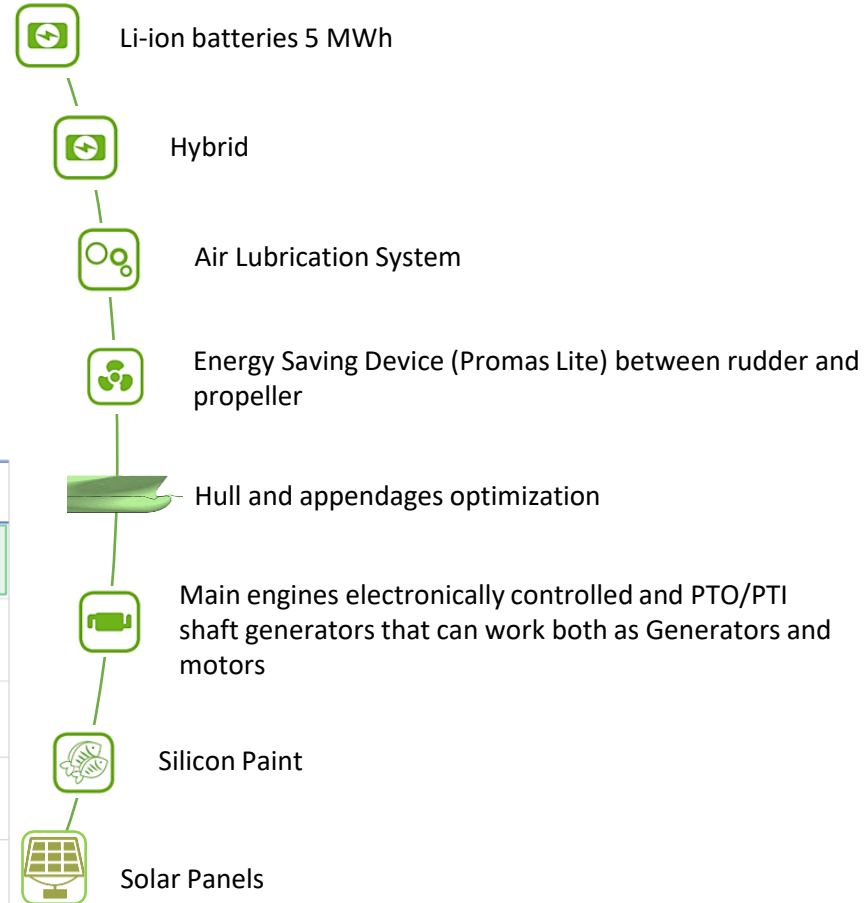


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Environmental efficiency in Short Sea Shipping

Ro-ro cargo Evolution in Short Sea Shipping



	Anno di costruzione	Velocità (nodi)	Metri lineari (lm)	Tecnologie di Efficienza Energetica	kg CO2/ nm x trailer
<i>M/VAYSHE</i>	1999	21,0	2.600	NIL	6,4
<i>Eurocargo Trieste</i>	1997	20,5	3.050	Silicone	3,0
<i>Eurocargo Visentini</i>	1998	17,5	2.355	Silicone	2,3
<i>Eurocargo Hyundai</i>	2011	20,8	3.850	Promas Lite, Reblading, Silicone, Trattamento Gas Esauti	2,1
<i>GG5thG</i>	2020	21,1	7.800	Promas Lite, Silicone, Trattamento Gas esauti, Batterie, Air Lubrication, Sistema ibrido (peakshaving), Sistema di Recupero energetico, Pannelli solari, VFD, Motori a controllo elettronico	0,9

Il calcolo degli indici di efficienza (kg CO2e / nm x trailer) delle navi / classi elencate in questa tabella è stato validato da RINA attraverso Statement emesso il 31/03/2021
 - Gli indici assegnati a ciascuna classe di navi sono stati calcolati in base ai dati performati da una nave di riferimento appartenente a quella classe, come specificato in tabella;
 - L'indice di M / V Ayshe è stato calcolato utilizzando dati pubblicamente disponibili dal database THETIS EU MRV;
 - Gli indici sono stati valutati ipotizzando un load factor medio pari all'80% per tutte le navi interessate.





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Environmental efficiency in Short Sea Shipping

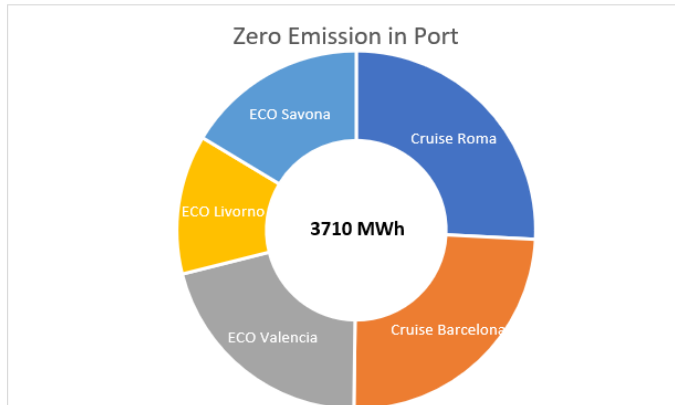
Fleet electrification



Ro-pax equipped with 5.5MWh



Ro-ro equipped with 5.0MWh



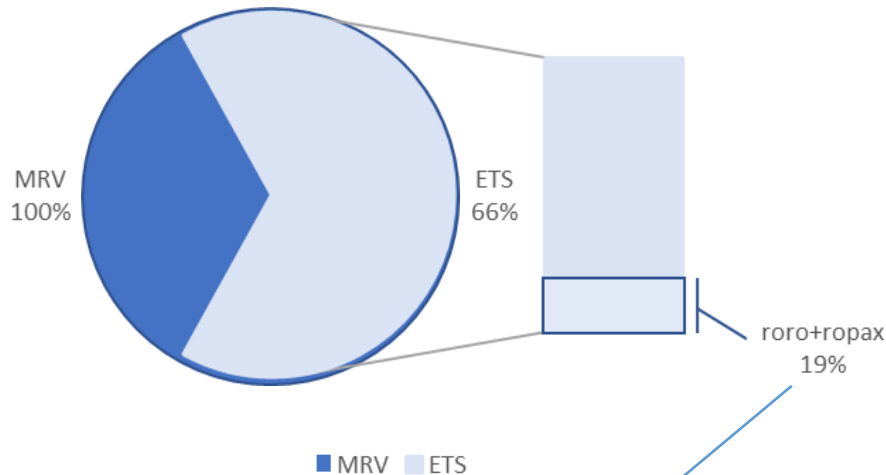
Pollution reduction in port stay during 2021:

- CO2 -2.300.000 kg
- HC -1.300 kg
- NOx -36.400 kg



ETS impact on EU roro and ropax

CO2 emissions EU MRV 2021 public data



There is no any attention to the sector **Short Sea Shipping** mostly affected by the taxation

Considering price of EUA 90€/tonCO₂, roro and ropax shall surrender about 1,5 billion of € per year

Revenue of ETS:

- **Commission proposal:** EU Innovation Fund
- **Parliament:** 75% into Specific Maritime Sector (Ocean Fund)
- **Council:** no Ocean fund but the commission should give special attention to project contributing to directly or indirectly decarbonize maritime sector



Innovation for decarbonization

EU Innovation Fund:

- the chance for maritime projects is rather low. Shipping/maritime transport has no direct sector resp. category to be put under, which makes applications for ship technology investments more difficult, than for many other industries and sectors.
- Carbon Capture Storage (CCS) and Utilisation (CCU) appears to be suitable technology category. However, it is somewhat unclear, if ships must compete then with other industry applying CCS/CCU, which have totally different absolute CO2 emission amounts, e.g., steel, clinker, chemistry or other classical industries, than ships can have.
- annual funding budgets for 2020, 2021 and 2022:
 - o 2020: € 1.1 bn; 7 projects out of 311 proposals selected (2,3%);
 - o 2021: € 1.8 bn; 17 projects out of 139 proposals selected (12,2%);
 - o 2022: € 3.0 bn.

CEF Alternative Fuel Infrastructure Facility:

- Ship investment are eligible only, if directly related to alternative fuel propulsion systems and to a limited number of ships which are needed to kick-start fuel supply infrastructure in ports.

CEF Motorways of the Sea is a sub-category of Sustainable Mobility of also the upcoming 2022 CEF Transport II Call:

- NO direct ship-related investments are eligible.
- At least the MOS relevant shipping services, such as RoRo and RoPax should be better included in the EU funding instrument by becoming eligible, bound to certain conditions.

EIB will not support any fossil fuel/energy related projects, neither transport nor infrastructure. What does this mean to the intra-European transport system?



Grimaldi recent (unlucky) experience

1) CEF-T-2017-Blending-2

Call priority: Innovation and new technologies

2) CEF-T-2019-MAP-BF-AF-3

Call priority: Innovation and new technologies in all transport modes

Call sub-priority: Alternative Fuels

3) CEF-T-2019-MAP-BF-AF-5

Call priority: Innovation and new technologies in all transport modes

Call sub-priority: Alternative Fuels

Unfortunately such proposal did not get any GRANT despite having installed the largest energy storage system in shortsea shipping, including solar panels and plug-in functionality.

“The action align with overhaul objective but the EU added value is very limited, considering that the main propulsion of these new ships remains based on diesel engines and that the deployment of alternative fuel solutions (full electric) remain at a small scale.”



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Thanks for the attention