



## **EUROPEAN HYDROGEN PORTS CONFERENCE**

*Thursday 8 November 2018*

**Scotland Europa Conference Centre, 8<sup>th</sup> Floor, Scotland House, Rond-Pont  
Schuman 6, B1040 Brussels**

This One Day Conference organised by European Policy Solutions with the support of the University of Hull will look at the current and potential use of hydrogen and fuel cells as a zero emission fuel and energy source for the port and maritime industries. These industries play a major role in the economic prosperity and well-being of the European Union but like other transport modes they are under increasing pressure to reduce pollution, greenhouse gases and noise. The International Maritime Organisation (IMO) has agreed a target to reduce the shipping sector's CO<sub>2</sub> emissions by 50% by 2050. The Agreement includes a reference to bringing shipping in line with the Paris Agreements temperature goal, which seeks to limit global warming to "well below" two degrees Centigrade.

The EU's Alternative Fuels Infrastructure Directive (2014/94/EU) states that LNG must be available at all TEN-T Network ports. It makes no mention of hydrogen in the maritime sector but in the last few years there have been significant changes. In and around ports, greater amounts of renewable energy are being produced and this can be converted to green hydrogen. With significant amounts of hydrogen also being produced in or near ports, there is a real possibility of reduction in the hydrogen price. A number of fuel cell transport applications such as forklifts, buses, cars, vans and trains can be used in ports and are at, or near, commercialisation. A more competitive price for hydrogen would help this process.

A recent UMAS report looked at the introduction of zero emission ocean going vessels and was positive about their introduction with increased numbers from 2030 onwards. The Report concluded that "for hydrogen fuel cell options, the associated costs of the technology on board (both hydrogen storage and fuel cell) weighs significantly on the overall profitability. However, given certain projections used in this report, these costs may not be prohibitive, particularly if the development of the technology and its efficiency is encouraged through other industries and policy change."

The first ferries and ships are close to operational and demonstration projects are being developed for fuel cell integration into port heavy equipment - yard tractors and RTG cranes etc. It is important that ports work together to realise the potential of hydrogen as a zero emission fuel and energy vector. A number of

studies have now questioned the ability of the maritime sector to achieve the 2050 GHG targets if there is a reliance on LNG without using other Alternative Fuels especially those producing zero emissions.

The Conference will begin by looking at the challenges that emissions reduction poses for ports and the maritime industry. It will look at the policy landscape at both EU and national level then assess the technical challenges faced through the use of hydrogen and fuel cells. Current case studies will be outlined and the Conference will conclude with a Panel Discussion looking at the way the industry can move from demonstration projects to commercialisation.

Senior speakers have been invited from the European Commission, national governments, ports, maritime and shipping organisations.

Speakers who have agreed to speak include Tudor Constantenescu (DG Energy), Bart Biebuyck (FCH-JU), Magdalena-Andreea Strachinescu-Oltenau (DG Mare), Torsten Klimge (DG Move), Antonis Michail (World Ports Sustainability Program), Carlo Raucci (University Maritime Advisory Services), Roel van de Pas (Nedstack), Mark Kammerer (Hydrogenics), Daniela Laursen (Ballard Power Systems), Jan Egbertsen (Port of Amsterdam), Gesa Reiss (University of Hull), Roy Campe (Hydroville Project) and Trond Stromgren (Sogn op Fjordane)

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