



REFLECTIONS ON THE CLEAN MARITIME DEMONSTRATION COMPETITION



Hydrogen powered boats and HGVs, electric outboards, foiling crew transfer vessels and electric charging points for leisure vessels could all be part of a cleaner, lower emission future. These concepts were all on display at the Clean Maritime Demonstration Project Showcase held in Portsmouth on May 24th. It was an uplifting event with lots of new ideas coming to life and becoming real tangible things, some of which will no doubt start to challenge the status quo. What's not to like about an engine which has less emissions, is quieter, easier to maintain and costs the same as the traditional alternative?

The Showcase took place as UKMPG was drawing together a summary of some of the projects from round one of the Clean Maritime Demonstration Project we felt had most relevance to ports. It's a summary we've put together which should help ports get a flavour of what each project was about and how to find out some more information.

What are some of the key lessons and learnings from the Showcase and our summary?

The reality is that we are not quite there yet, but some of the technologies are not far away. But are we ready for such a fundamental change? We all like security and knowing what to expect from things, but change comes with unknowns and uncertainty which can be difficult to plan for and sometimes that makes it a challenge to accept. Many of these new technologies are going to need support to get them into commercial production. There are still a lot of questions to be answered for many of these ideas to meet our strict safety standards and gain the necessary approvals. This will require those involved



to have an open-mind and be willing to change the current processes to reflect today's needs and this development in technology.

These new technologies are going to bring change, some will be small, but others are going to be significant. They will need new infrastructure to support them making some of our current infrastructure redundant. For example, the transition from a diesel workboat to an electric one would see the need for power and charging units, but the retirement of deliveries and fuel storage. There will also be a requirement for new skills and jobs, many of a technical nature, providing an opportunity to reskill the current workforce or work with colleges to bring through the right skillsets. These should provide more high-skilled, well-paid jobs in the maritime sector.

Most of the projects looking at the landside operations in ports were limited to feasibilities looking at the potential of hydrogen and other types of energy storage or the smarter use of measurement and monitoring to plot routes to decarbonisation. Changes in this infrastructure is more challenging as much of it is in-situ and requires expensive retrofit and potential operational downtime and risks. There will be a need to collaboratively work on some of these challenges and for the manufacturers to come on board and work with their customers to develop solutions.

The DfT has been allocated a further £206 million of funding which will be allocated, through the newly formed UK Shore, towards accelerating research and development of clean maritime technologies. The first of these rounds (£12m) has been announced for more feasibility type studies and those supporting green corridors. The rest of the funding will be made available in later rounds with the timing and scope to be confirmed. We look forward to seeing a clear roadmap so that we can work with our members to develop suitable projects for this much needed funding.

Coming away from the showcase event it did feel that we were at a point where we are about to see some big fundamental changes in both the maritime sector and our own lives and way of living.

Quite what those changes will be I still don't know, but I can see it is coming now. Some of us are going to embrace this change and want to lead in this area, accepting that being an early adopter will carry risks, but also hopefully rewards. For those taking a slightly slower path hopefully they can learn from the others ahead and benefit from the obstacles overcome along the way. We hope our summary of lessons learned so far helps!

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