



Global Supply Chain
Forum
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HOW CAN PORTS CATALYZE CLEAN ENERGY INVESTMENTS?

22
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SHIP HAPPENS

THE FUTURE WILL NEED MORE ENERGY

40% Port Transport
Ports are:
ENERGY HUB
INDUSTRIAL HUB
TRANSPORT HUB
BUNKERING HUB

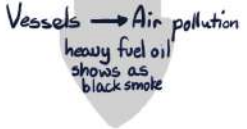
Production on and off site
Energy bunkering
On-shore power supply
Distribution

Geography will change
POWER INTEREST

PRIVATE PUBLIC
Use materials available to help level the playing field
ALL HANDS ON DECK

SORT OUR SHIP OUT TOGETHER!

- Ships stuck in canals
- Fires
- Accidents



GLOBAL
Shipping is vital for the economic development of countries

70-80% Global Trade

IF SHIPPING WAS A COUNTRY
6th LARGEST EMITTER WORLD WIDE

Maritime transport is continuously growing so emissions are expected to rise further

Green hydrogen based fuels is most likely to decarbonize shipping

NATIONAL - actions needed most
Developing countries can change to zero carbon shipping.



OTHER AREAS MAY DEMAND HYDROGEN FOR:

- Chemicals
- Fertilizers
- Heavy Industries
- Aviation
- Trucking

Can be used as raw material reduction agent fuels

In Morocco the challenge is how to ensure cost effective transport of hydrogen molecules from the South to the North

SHIPS & PORTS ARE VITAL IN THE DEVELOPMENT OF THE GLOBAL HYDROGEN ECONOMY BY LINKING SUPPLY & DEMAND

LOCAL

ADDITIONAL COUNTRIES → CHANGE

Multisectoral development agenda
Supply clean fuels for ships
Supply clean fuels to local industries
Producing/Supplying green fuels for export



SECTORS TO WORK TOGETHER FOR CLEAN SUPPLY CHAINS

NO PORT NO INVESTMENTS NO MOVING FORWARD

No matter what fuel source the density is not the same → ships will get bigger OR they will have to refill more often

AMBITION LOOP



Ensure adoption of medium term incentivizes the uptake of long run solutions of green hydrogen

- 3 MAIN PORT FUNCTIONS**
- Natural consumer (aving aspect)
 - Bunkerer/distributor (Infrastructure wise)
 - Funding & Financing

PRIVATE SECTOR

PORT
collab for funding

PRIVATE SECTOR INVESTMENTS

How to incentivize

- Economical
- Right thing to do
- Provide incentives
- Landlord/tenant Agreements
- Offtake Agreements
- Book and claim offset

NO SINGLE FUEL FUTURE, BASED ON EVIDENCE, WE ARE LOOKING AT A MULTI FUEL FUTURE

Nuclear reactor to power a city VS container ship

Power ships are navy ships and some ice breakers

Bunkering isn't needed exactly at the port but can be refueled in other areas within the region
Ports may not want to lose business but they can import from bunkering facilities
Countries who can produce green fuel can export to bunkering facilities in the region

LEAD BY EXAMPLE

PORTS ARE IN THE CENTRE OF POSITIVE EXAMPLES

There will be new ports, state owned but private operated.

Panama government and National Hydrogen Strategy that set out ambitious goals. Bunkering goals and prediction of hydrogen.

EVERY PORT IS DIFFERENT

LOOK WORK INVEST
at with in PORTS

WPCAP

- Safety protocols for fuels being used in ports
- Research
- Develop
- Deploy
- Everyone must talk to everyone to achieve success for this tool

Digital Tool Launches IN OCTOBER 2024

IS IT A **CHALLENGE OR OPPORTUNITY?**

WE MUST CONVERSE TRANSPARENCY
- Failure
- Plans
- Mistakes

Because they are no rewards for risk there are no conversations about lessons learnt

TIME & MONEY WASTAGE

2nd Mover Advantage
- One who learns from mistakes from the ones before and have better understanding and want repair mistakes

GOOD STORYTELLING CAN BE ENGAGING AND ACHIEVE RESULTS
Tell the story, then do the thing

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