

5l. Port, storage and bunkering infrastructure

Proposed work

- **Identify ports:**
Make list of all relevant ports – Option to use port chemical score as initial screening.
- **Port specific restrictions** (Table 3.1):
Populate data sheet with relevant objective data: water depth, degree of congestions, etc. The list of examples is for reference only, so please add any characteristic relevant for ports in your defined area such as but not limited to:
 - ownership and operation
 - location,
 - water depth,
 - congestion degree,
 - current and predicted handling (limited number of ships per day, limited storage capacity, etc.),
 - port infrastructure (limited number of cranes, limited handling of cargo, transport type from port to destination, etc.),
 - ecological or social regulations (limited port growth, etc.)
- **Current infrastructure** (Table 3.2):
Map the current ability to handle fuel oils, LNG, ammonia, methanol and other relevant chemicals in your area of interest. Assess the infrastructure in place and estimate the technical development stage to make ports comparable.
- **Future infrastructure** (Table 3.3 / Table 3.4):
For each port to be considered, make Port Readiness Level Assessment for cargo handling, port call and bunkering to assess the current and future ability to handle alternative fuels
- **Port specific trade** (Table 3.5 / Table 3.6):
Map cargo segments and trade patterns of **the** selected ports under the categories of import and export



Why collect this data

- **Identify ports:**
Get a baseline overview and deselect non-relevant ports
- **Port specific restrictions:**
Identify discriminating factors that will influence your choice of ports and the actual feasibility of green corridors e.g. water depth limits, the number of vessel segments entering the port.
- **Current infrastructure:**
Handling relevant fuels and chemicals today can give an indication of readiness levels related to specific alternative fuels and indicate if one port should be favored over another.
- **Future infrastructure:**
The Port Readiness Level Assessment for bunkering and port call indicates a potential timeframe for establishing a green corridor with specific alternative fuel.
- **Port specific trade:**
Get an understanding of trade and cargo type, e.g. if you want to select your green corridor based on which ports carry out the highest volume / value of trade.