

Connected ports, decarbonized future:

**"The obligation of 30 MW of clean shore power  
for a greener 2030."**

The regulation establishing the obligation for European ports to provide onshore power supply (OPS) for certain types of ships and power levels comes from the **FuelEU Maritime Regulation** and other components of the European Union's **Fit for 55** package. However, the specific requirement to provide 30 MW is not explicitly defined in a single regulation but could stem from:

FuelEU Maritime Regulation (2023/957)	Alternative Fuels Infrastructure Regulation (AFIR)	National targets and specific interpretations
<ol style="list-style-type: none"> <li>1. It requires ships to use Onshore Power Supply (OPS) systems while at port, particularly for large vessels such as cruise ships, container ships, and ferries, starting in 2030.</li> <li>2. This regulation requires ports to provide the necessary infrastructure to meet this obligation, although it does not specify a universal minimum power capacity such as 30 MW; the requirements will depend on the types of vessels operating in each port.</li> </ol>	<ol style="list-style-type: none"> <li>1. It requires Member States to ensure that trans-European ports (of the TEN-T network) install OPS infrastructure to reduce emissions from moored vessels.</li> <li>2. Ports must provide a capacity level that meets the estimated energy needs of the vessels frequenting their facilities.</li> </ol>	<p>Some countries, such as Spain, may have adopted more detailed targets. The 30 MW figure could stem from calculations of the average needs of large ports that accommodate cruise ships and container ships, reflecting the electrical capacity required to meet decarbonization goals.</p>

### Official confirmation

To find the exact details of the power (30 MW), it would be necessary to review the national implementation regulations (such as the **National Integrated Energy and Climate Plan**, PNIEC) or the technical documents of each port that align their capacities with European requirements.

## COMPARISON OF MOORED VESSEL ENERGY CONSUMPTION IN PORT

The following analysis examines the energy consumption of different types of moored vessels in port starting from 2025, in relation to the mandatory availability of 30 MW of energy. This analysis includes cruise ships, container ships, Ro-Ro vessels or general cargo ships, and medium-sized ferries.

### Comparison of Vessel Consumption

Vessel Type	Energy Consumption per Vessel (MW)	Maximum Number of Simultaneous Vessels with 30 MW
Large Cruise Ship	16 MW	1 (with a remaining 14 MW not usable)
Medium Container Ship	5 MW	6 (30 MW / 5 MW = 6 vessels)
Ro-Ro Vessel or General Cargo Ship	3 MW	10 (30 MW / 3 MW = 10 vessels)
Medium Ferry	4 MW	7 (30 MW / 4 MW = 7 vessels, with 2 MW remaining)



TESVOLT  
T.590bT  
5.0 MWH  
PO.0 MWH

TESVOLT  
TPS-EH  
5.00 MWH  
PO.0 MWH

TESVOLT  
5.55 KH  
5.0 MWH  
CONTEUR

TESVOLT  
T.59X2  
5.0 MWH  
PO.0 MWH

TESVOLT  
4.992 KH  
5.90 KH  
PO.10 MWH

TESVOLT  
5.88 KH  
POR MWH  
PO 0 MWH

TESVOCEAN

TESVOLT  
TOCEAN  
HEAD-UP

TESVOLT

TESVOLT

TESVOLT

TESVOLT