

CRP Lunchtime Launch 8 'The Future of Sustainable Shipping and Trade in London'
Thursday 19th August 2021



Question and Answer Sheet

Q1: Tim Munn, Director, Marine2o Group Limited: *As an organisation developing infrastructure for urban waterways, how do we make contact with river users that would like to decarbonise their operations?*

A: James Trimmer, Director of Planning and Environment, Port of London Authority: The first stage would be contacting the PLA. There are number of operators out there, they carry freight and passengers, they have different vessels and different approaches. The PLA are facilitating discussions and assisting operators where possible. If people have ideas they want to discuss regarding planning, access to operators etc, then the PLA would be a great place to start.

Q2: Andrew Christy: *With an ever-increasing number of waterside developments appearing in London, how can these new populations be educated to help them understand that inland shipping is not a kind of normal working day activity, to reduce the number of noise/nuisance complaints that might hinder the expansion of sustainable river transport?*

A: James Trimmer, Director of Planning and Environment, Port of London Authority: Yes, it is a considerable issue. It's something we see differently inside London than outside. Outside London shipping operation is 24/7 and there are a lot less complaints. Inside London, we have had complaints. Education is important, but how do we educate people that the river is a working river? What we're looking at in terms of light freight is the most important factor of all. If people realise that what they have received from their online

retailer has actually come sustainably by the river then that is the best way of explaining that it needs to work. People don't tend to complain in the same way regarding the road and tube networks. The river tends to have a different perspective. We need to ensure that people understand that what they consume matters because it's handled on the river.

Q3: Rebecca Jeffrey, Reporter, GreenPort Magazine: *Which future fuels will the PLA prioritise, given that supplying all probably won't be feasible?*

A: James Trimmer, Director of Planning and Environment, Port of London Authority:

At the moment, we know hydrogen will play a major role, as we've seen from the government's hydrogen strategy. The view is, generally in the market, that hydrogen and its carriers will be important for international shipping, and domestic shipping as well. But we're not just concentrating on hydrogen, we're looking at a range of fuels and electric as well. There are issues, but there are great leaps forwards in terms of battery storage technology and electrolysis.

The current work the PLA are doing on energy diversification doesn't just look at one fuel type specifically. I don't think the answer will be focussing on one. Certainly, as transitions are happening now, biofuels are becoming more important, but this is just a 'transition to a transition'. We're looking at a range of fuels in order to provide for what suits the vessels of different sizes on the river. One solution will not fit all the types of vessels.

Q4: Robin Mortimer, Chief Executive, PLA, recently stated in a Bloomberg article that "there is a sort of perception that the port is something of the past". What would your response be to those with this impression, based on your predictions for the future of river freight in London?

A: Sefinat Oturu, Project Manager, Cross River Partnership:

This is not necessarily the case. As mentioned during the presentation, the Thames has always been a key resource for London's commercial activities. While many activities have moved downstream toward the open sea, upriver activities are set to ramp up as more organisations realise the potential of the river for their freight needs and as more freight is moved from the roads to the river. The Port of London, and its associated docks and piers, will become busier than ever.

Q5: What advice would you give to river operators in London who are starting to look at decarbonising their fleet?

A: Sefinat Otaru, Project Manager, Cross River Partnership:

There are a range of options available to operators ranging from switching to a greener fuel, to SCR exhaust treatments, to partial- or full-electrification of their vessels, and more. The costs of the of these options will vary by vessel. Operators should pick what works for them and their particular vessels, cargos and journey patterns. While the upfront costs can be high, the benefits, as outlined in the presentation, outweigh the costs. Particularly, acting ahead of changes to legislation, which would bring about the added pressure of complying within a set period.

For more information, please contact:

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