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INTERREG CENTRAL BALTIC SUSTAINABLE FLOW PROJECT

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CONCEPT OF ENERGY SAVINGS & RENEWABLE ENERGY TO CO2 REDUCTIONS IN PORTS

- Decision making part of the digital tool

THE AIM OF THE WP2

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- Reduction of CO2 emissions via energy savings and renewable energy in intermodal transport nodes and intermodal transport areas/systems, ports particularly.

2.1. CURRENT AND POTENTIAL ENERGY SAVINGS AND RENEWABLE ENERGY OF ALL PILOT NODES/AREAS

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Analysis and surveys on current and potential energy savings and renewable energy of all pilot nodes/areas

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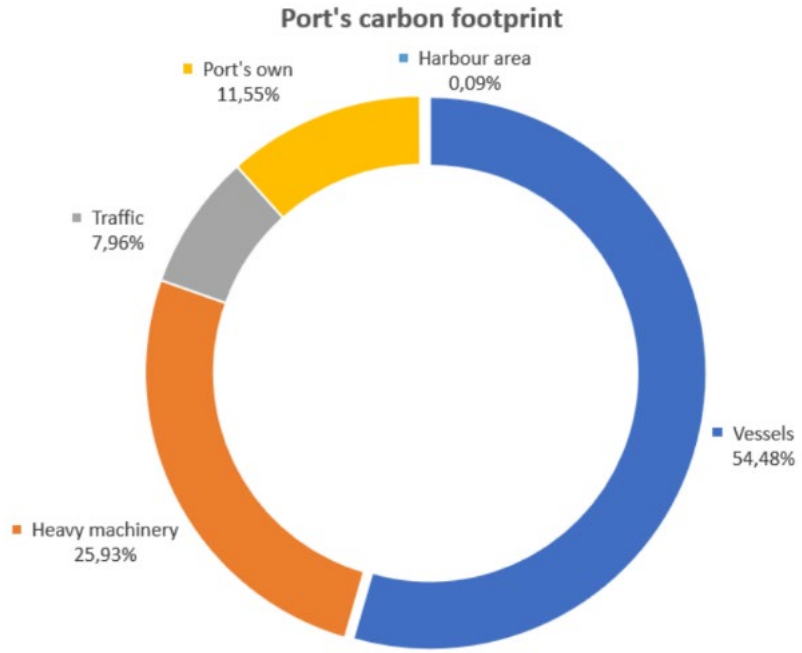
2.2. Assessment of environmental impact and greenhouse gas emissions

Assessment of environmental impact and greenhouse gas emissions in each pilot ports is done pilot pc[illegible]



Scope	Emissions category	Amount of emissions	Percentage of total carbon footprint
		t CO2e	%
Scope 1	Own car fleet	32,77	0,51 %
Scope 1	Own cargo handling equipment	201,19	3,12 %
Scope 1	Own harbour craft	0,00	0,00 %
Scope 1	Own stationary energy sources	0,00	0,00 %
Scope 2	Energy consumption	510,82	7,92 %
Scope 3	Ocean-going vessels	3514,07	54,48 %
Scope 3	Harbour Craft	2,57	0,04 %
Scope 3	Cargo handling equipment	1672,68	25,93 %
Scope 3	Rail transport	57,64	0,89 %
Scope 3	Construction Equipment	0,00	0,00 %
Scope 3	Heavy road traffic	453,33	7,03 %
Scope 3	Port operators' energy consumption	5,62	0,09 %
Scope 3	Stationary energy sources	0,00	0,00 %
Scope 3	Employees' commuting	0,00	0,00 %
Total			
Scope 1		233,97	3,63 %
Scope 2		510,82	7,92 %
Scope 3		5 705,92	88,45 %
		6450,70	**100 %**

2.3. A guidance tool for energy efficiency and Renewable energy for companies in the maritime cluster

- A guidance tool is developed for energy efficiency and renewable energy for companies in the Maritime cluster to CO2 reductions, especially in actions on flow of goods. The guidance tool is based on **facts, lesson learnt and developed practices** in companies of the pilot ports

ACTIVITY 2.4 PESTEL ANALYSIS

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- PESTEL analysis (political, economic, societal, technological and ecological aspects) is done to pilot ports

- How to
- Prioritize technologies based on regulatory urgency
- Weight trade-offs between economic feasibility and environmental benefits
- Adapt recommendations based on real-world constraints such as funding availability, political support, or technological readiness.

2.5. ENVIRONMENTAL AND SUSTAINABILITY MEASURES IN SHIP-PORT INTERACTION AND SUSTAINABILITY IN TRANSPORT

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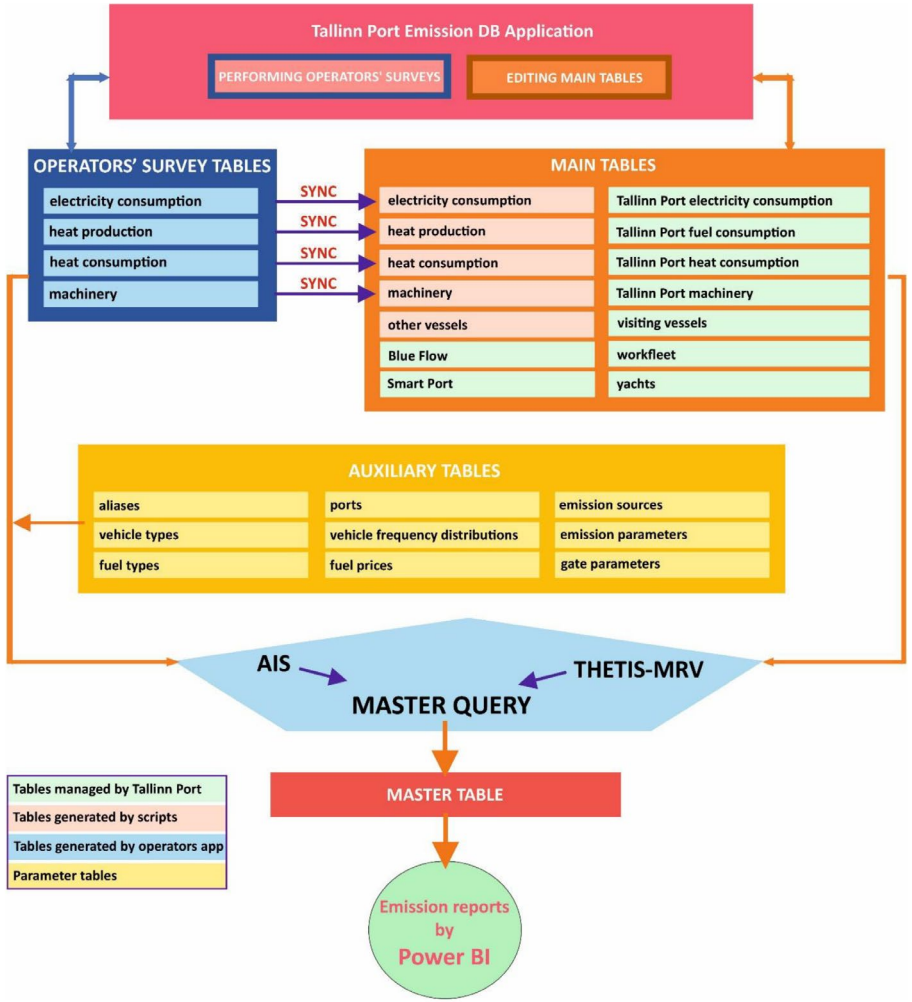
- Analysis of environmental and sustainability measures in ship-port interaction is done and assessment on sustainability in transport



ACTIVITY 2.6 JOINT WORK ON INVESTMENTS IN PORTS

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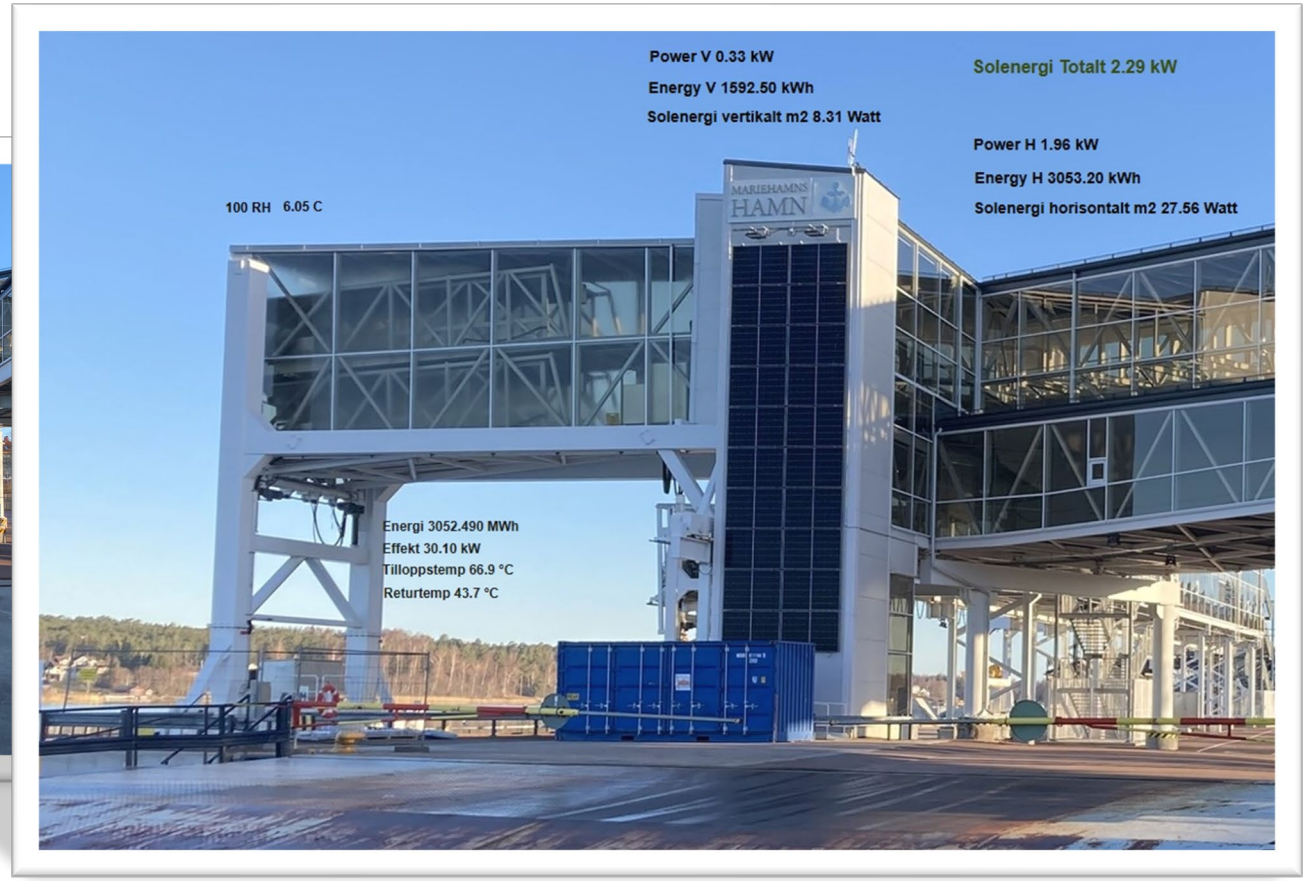
- **Port of Mariehamn: Intalled**
- **The process for the rest of the ports are ongoing**



2.7. A DECISION-MAKING TOOL FOR TARGET GROUPS FOR ENERGY SAVING MEASURES AND RENEWABLE ENERGY 1/2

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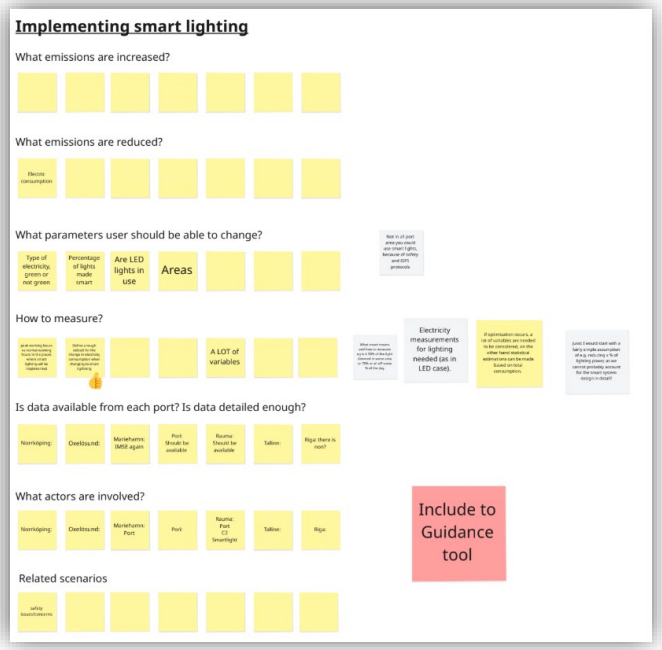
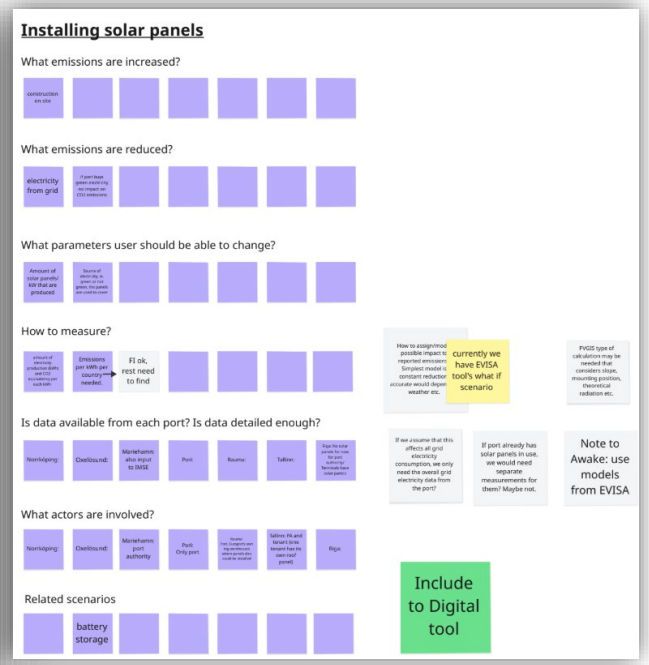
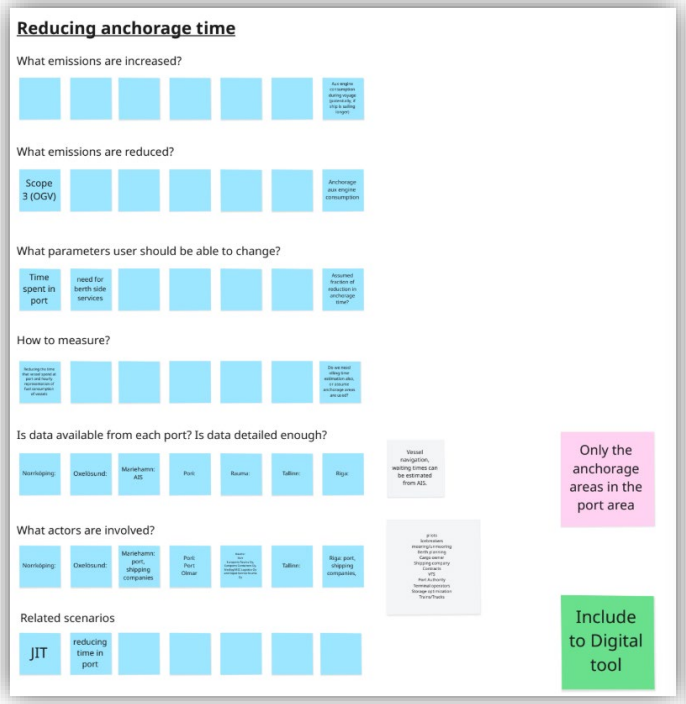
- „What If" Tool

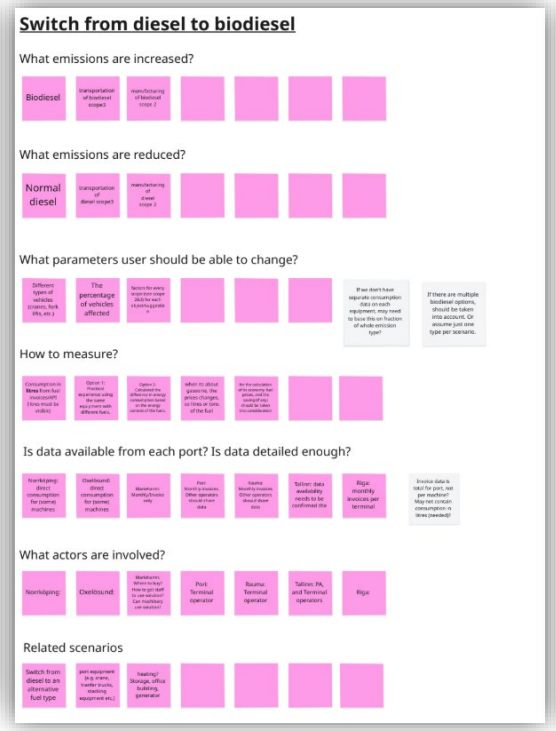


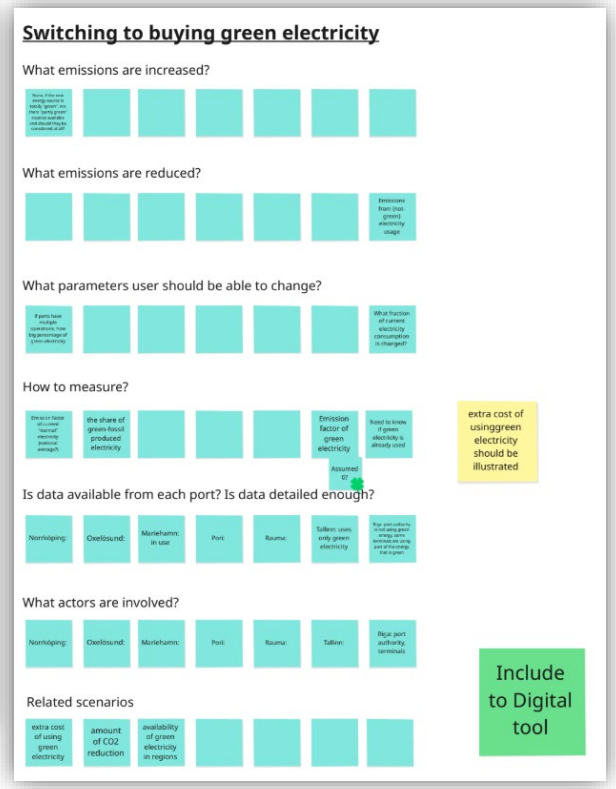


2.7. A DECISION-MAKING TOOL FOR TARGET GROUPS FOR ENERGY SAVING MEASURES AND RENEWABLE ENERGY 2/2

- „What If" Tool







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Thank You!

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