

Memorandum of Understanding

GREEN SHIPPING CORRIDOR

Lübeck-Travemünde Trelleborg

This memorandum of understanding (the "MoU") has been made by and between:

1. Trelleborgs Hamn AB ("Port of Trelleborg"), a company limited by shares incorporated in Sweden under company registration number 556008-2413, with registered address at Trelleborgs Hamn AB, P.O. Box 51, SE-231 21 Trelleborg; and
2. Lübecker Hafen-Gesellschaft mbH, a private company for port services, with registered address at Lübecker Hafen-Gesellschaft mbH, Zum Hafenplatz 1, D-23570 Lübeck.
3. Lübeck Port Authority (Port of Lübeck), municipality of the Hanseatic City of Lübeck, Einsiedelstraße 6, D-23554 Lübeck
4. TT-Line GmbH & Co. KG ("TT-Line"), zum Hafenplatz 1, D-23570 Lübeck

Background

- The Port of Trelleborg is aiming to reach net zero emissions by 2040. To meet this target, a fast transition to low-/zero-carbon fuels and technologies is necessary, not only for the port's own operations, but more significantly, for the ships, trucks and trains calling at the port.
- The Port of Lübeck is aiming to reach zero emissions inside the port by 2040. To meet this target, a fast transition to low-/zero-carbon fuels and technologies is necessary, not only for the port's own operations and energy consumption, but more significantly, for the ships, trucks and trains calling at the port.
- TT-Line is investing massively in reducing the carbon footprint of its fleet and also reducing other pollutants. Recent investments include the introduction of two LNG dual fueled ferries, and the decision to retrofit shore power on four of its ferries.
- The Nations of Sweden and Germany have signed the Clydebank Declaration for Green Shipping Corridors. Signers of the Clydebank Declaration intend to:
 - Facilitate the establishment of partnerships, with participation from ports, operators and others along the value chain, to accelerate the decarbonization of the shipping sector and its fuel supply through green shipping corridor projects,
 - Identify and explore actions to address barriers to the formation of green corridors. This should cover, for example, regulatory frameworks, incentives, information sharing or infrastructure developments,
 - Consider the inclusion of provisions for green corridors in the development or review of National Action Plans,



- Work to ensure that wider consideration is taken for environmental impacts and sustainability when pursuing green shipping corridors.

Objective

- The ports of Trelleborg and Lübeck and TT-Line intend to form a partnership with stakeholders from the shipping industry (goods owners, shipping companies, etc.) to qualify as a Green Shipping Corridor within the framework of the Clydebank Declaration with the acknowledgement of both Sweden and Germany.
- The Green Shipping Corridor shall function as a laboratory to create scalable solutions for decarbonization of entire shipping corridors.
- The Green Shipping Corridor shall be established, with the ambition to become fully green, i.e. zero emissions. The project will include several phases towards lower emissions taking into consideration that some parts of the corridor will have to start with incremental steps.

Scope of work

As signatories of this MoU, we hereby agree to collaborate in the following areas:

- Establish connection with the respective national governments to secure endorsement for the initiative.
- Establish connection with relevant industry actors to secure stakeholder commitment in the initiative
- Create a framework for what actions constitutes the Green Shipping Corridor Port of Trelleborg-Port of Lübeck. As example, but not limited to,
 - Port Hinterland Connections (e.g., Rail shuttles (raise intermodal capacity), IWW, alternative fuels road transport)
 - Terminal operations (e.g., shore side electricity, alternative fuels in terminal trucks, green priority for trucks with alternative fuels, access to charging and alternative fuels; optimize port operations in the view to reduce emissions)
 - Shipping (e.g., alternative bunker fuels, optimized route planning, fuel efficiency measures)
 - Business models (e.g., pricing and carbon impact schemes to promote Green Corridors to goods owners)
 - National incentives (e.g., incentives to promote alternative bunker fuels) and Risk/Burden sharing mechanisms.
 - Based on the results: create a possible funding cooperation

Place & Date: Lübeck, 13.03.2024



Lübeck Port Authority

Lübecker Hafen-Gesellschaft

TT-Line

Port of Trelleborg