



The Japanese government is also encouraging other ports to undertake similar zero-emission initiatives | Photo source Sumitomo Corp

Innovation > Mobility & Transport > Alternative fuel usage becomes an incentive at Tokyo ports

ALTERNATIVE FUEL USAGE BECOMES AN INCENTIVE AT TOKYO PORTS

● MOBILITY & TRANSPORT

For every vessel that uses liquefied natural gas or has dual-fuel engines running on low sulphur fuel, entry fees will be waived

Spotted: Japan has been developing programmes to help reach its 2050 decarbonisation goals. One such programme applies to the ports of Yokohama, Kawasaki, and Tokyo, where for every vessel that uses liquefied natural gas (LNG), or has dual-fuel engines running on low sulphur fuel, the entry fee to the port will be waived.

After completing its first ship-to-ship LNG fuelling in October 2020, Japan has now commissioned its first LNG bunker ship, which will also have its fees waived. It is also expected that the new LNG-fuelled car carriers will take advantage of the programme.

For coastal vessels larger than 700 gross tons, a port entry fee is currently required, but in the new initiative, all coastal vessels meeting the criteria will have their fees waived.

After backing research and development into hydrogen-fuelled ships, the authorities have also claimed that the fee-waiving programme will apply to ships using hydrogen fuel, including hydrogen fuel cells. Currently, there is one such ship under development. This is part of the country's research into next-generation marine fuels, although at the moment the programme will not extend to other alternative fuels, such as ammonia.

The initiative started on April 1st, 2021, and will run for the next five years. The Japanese government is also encouraging other ports to undertake similar zero-emission initiatives.

Written By: Holly Hamilton

7th June 2021

Website: sumitomocorp.com

Contact: sumitomocorp.com/en/jp/info

Takeaway:

In a world where radical change is required for most countries to reach their 2050 decarbonisation targets, changes to large industries, such as maritime, are crucial. With many alternative fuels still in development, giving incentive for companies to save money by using eco-friendly options will be crucial to getting alternative fuels the funding they need to become commercially viable.