

# PRESS RELEASE

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## ELECTRIFIED QUAYS TO DECARBONISE PORT ACTIVITIES

**Twelve power supply points are now operational at the port. The aim is to supply shore power to ships under 120 metres in length, as well as to land-based equipment. This installation is part of the port's ongoing commitment to minimising the impact of its operations on the environment.**

The power supply for berthed ships has been eagerly awaited by port customers. Ships under 120 metres in length - such as the dredger *Cap d'Aunis*, sand carriers, and ships undergoing technical stopovers at the Shipbuilding and Repair Centre - can now operate at berth without needing to use their thermal generators. The available power supply ensures optimum working conditions during ship maintenance, eliminating engine noise. In addition to reducing noise pollution, carbon dioxide emissions and other particulates are also neutralised. This offers significant environmental benefits for both port staff and local residents in the La Pallice area.



Thierry Rambaud / PALR

The development of this shore power supply infrastructure began in 2022 with the design phase. Port Atlantique La Rochelle allocated the necessary time to develop the prototype, engaging all relevant departments. In partnership with Enedis, the research focused on the best connection ergonomics, the greatest versatility of use and ease of operation. Although operating at low voltage (400 volts), the power supply terminals provide high power outputs (ranging from 250 to 600 amperes). Twelve power supply points have been installed, including nine built-in plugs along the quays around the Wet Dock, on Alcyone Quay, and Lombard Quay, as well as three power supply terminals on the dry docks and the southern quay (BF 17).

La porte de l'Atlantique en eau profonde - The Atlantic deep sea gateway

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Connected to the port's hypervision system, the infrastructure can be continuously monitored. Invoicing is based on the real-time transmission of electricity consumption, once the user has activated their connection using a QR code or a badge issued by the port authority. It should be noted that, until the end of 2024, pricing will be incentive-based for all users. Initially, only the energy consumed will be invoiced. The service itself will not be billed until 1 January 2025.



Thierry Rambaud / PALR

Representing an investment of two million euros, the shore electrification project is co-financed to the extent of 50% under the "decarbonisation of port transit" component integrated into the French government's France Relance plan.



*The electric power distribution network is a key instrument in the ecological transition, enabling the management of power flows in a context of increasing electricity usage and the development of decentralised energy production. In this context, Enedis is supporting Port Atlantique La Rochelle in its decarbonisation projects, particularly through the construction of an 800-metre extension to the 15,000-volt public electric power distribution network, which will connect 4.3 MVA across five high-voltage substations to supply power to berthed ships, support photovoltaic power generation, and enable collective self-consumption.*

*A deep-water port on the Atlantic seaboard, Port Atlantique La Rochelle is France's 6th largest port, with six terminals (283 hectares of land area) and a total quay length of 4,475 metres, all connected to the national rail network. The islands of Ré and Oléron provide ships with fast, protected access (45-minute pilotage). With a total traffic of 8.6 million tonnes in 2023, including nearly 3 million tonnes of cereals, 3.4 million tonnes of refined petroleum products, 750,000 tonnes of agricultural bulk cargo, and 400,000 tonnes of forest products, Atlantic Port La Rochelle is the leading French port for the import of forest products and paper pulp, the second largest French port for cereal exports, and one of France's key players in offshore wind energy.*

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