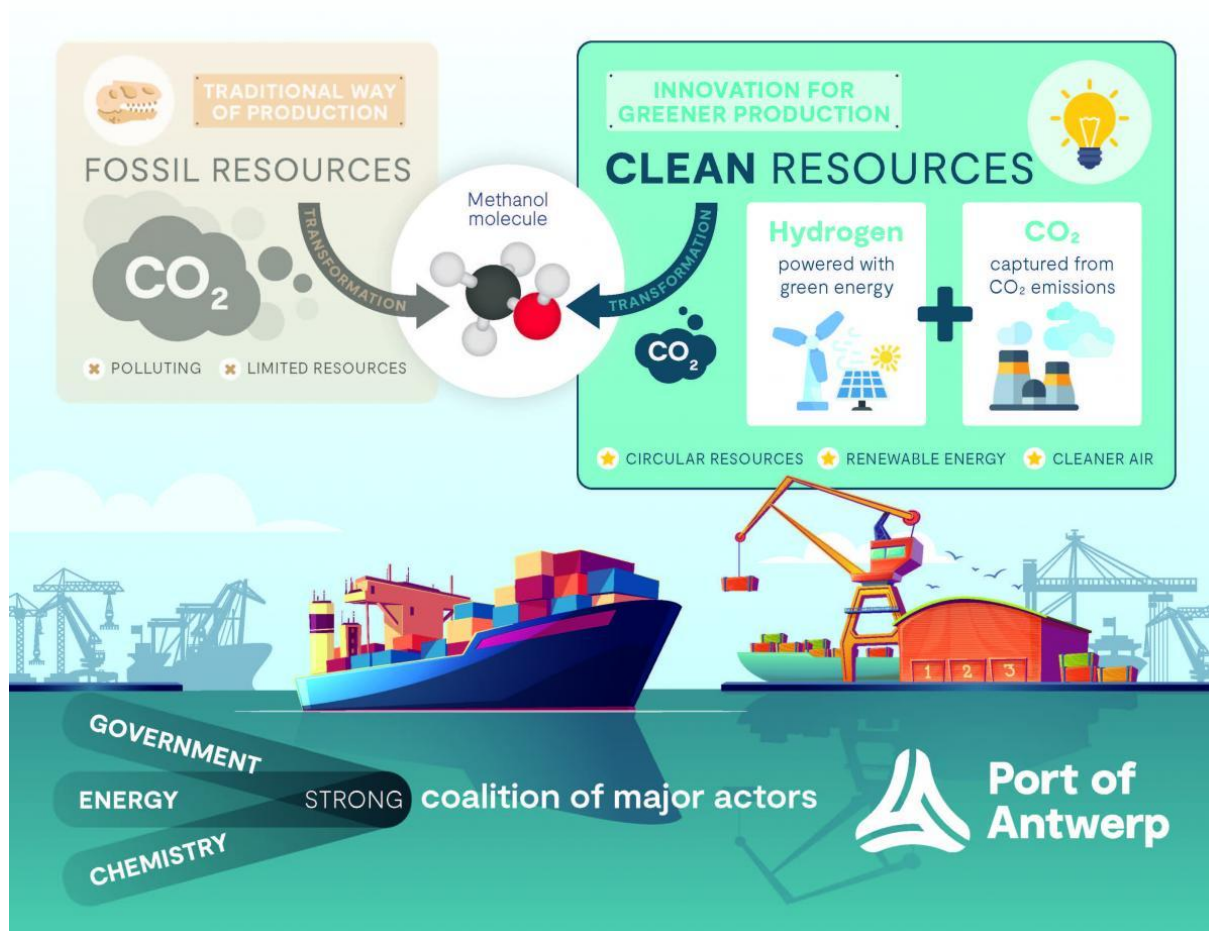


## OUR AMBITION? LESS CO<sub>2</sub> EMISSIONS IN BELGIUM



Every now and then, 1 plus 1 equals 3. Realising additional added value is also the stated ambition of Port of Antwerp-Bruges. In the future, it plans to become the green energy gateway to Western Europe. 'Thanks to various trumps in Antwerp and Zeebrugge,' explains Didier Van Osselaer, Sustainable Transition Manager.

**'From Zeebrugge, hydrogen can be transported via pipelines to end users'.**

So Port of Antwerp-Bruges has undertaken to become the green energy hub of Europe?

DIDIER VAN OSSELAER: 'Ultimately, the port must have completely weaned itself off all fossil energy sources. Only that way can we foster a climate-neutral society. We can of course generate green energy partly in Europe, but for a highly energy-intensive region like ours, the local supply of wind and solar energy will not be enough to make the transition in time. We therefore need to secure this green energy from outside of Europe as well, and that's when an energy carrier such as hydrogen comes nicely into the picture. The port also boasts various impressive trumps for importing large volumes of hydrogen. Zeebrugge's coastal position makes it possible to receive large volumes of hydrogen before it is transported to users in our neighbouring countries. Antwerp also has several terminals to receive hydrogen, as well as major industrial companies who are actively using hydrogen as an energy source.'

**Not all hydrogen is green and sustainable. What's the difference, and how green will the hydrogen be that you are planning to import?**

DIDIER VAN OSSELAER: *"There are various types of hydrogen. Grey hydrogen is produced from fossil fuels. Greenhouse gases are released during production, so it is not exactly sustainable. With blue hydrogen, the CO<sub>2</sub> is captured and stored. But here too, it is not completely climate-neutral, since blue hydrogen is primarily used for the production of fossil energy sources. Our goal is green hydrogen produced entirely from renewable energy sources. Several terminals at Antwerp can already receive liquid hydrogen carriers such as ammonia and methanol. In Zeebrugge, the direct access to the sea offers advantages for receiving both large volumes of gaseous and liquid hydrogen carriers. By then splitting these liquid carriers into hydrogen and oxygen, the green hydrogen can be transported by pipeline to end users across a very broad hinterland. These large volumes of green energy would then herald the beginning of a sustainable hydrogen economy outside our port."*

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