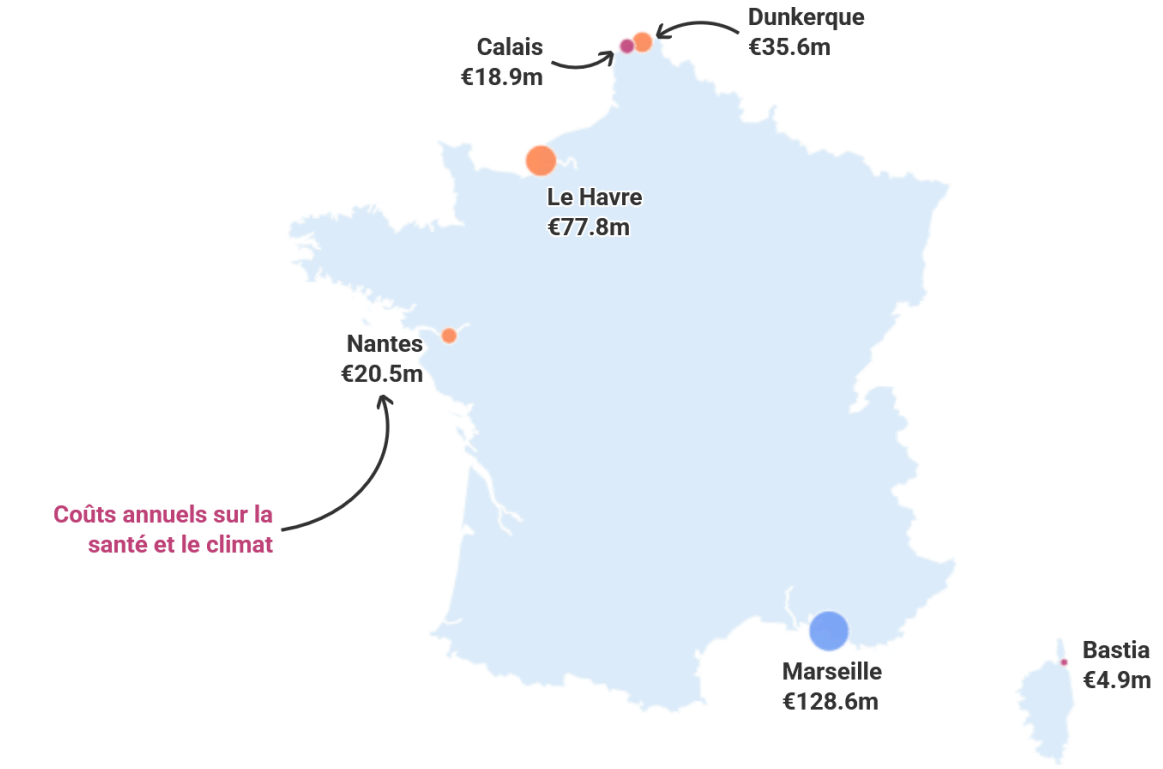
**Plugging the AFIR gaps:** the true cost of in-port emissions - **France**

## Marseille et le Havre concentrent la majorité des coûts en France




Source : T&E (2026) • Sur la base des données MRV et AIS de 2024. Tous les navires de plus de 400 GT sont inclus.

## Key data points

**€286 million**

The total external cost in the country

**€75 million**

The annual air pollution damages caused in France by ships not required to connect to OPS

**€33.2 million**

On average, the cost paid each year by port cities due to health impacts

When at berth, ships burn fossil fuels to produce electricity onboard, creating massive pollution in ports. Yet vessels can already plug into the local electricity grid using onshore power supply (OPS), a technology that has existed for decades.

While the 2023 Alternative Fuels Infrastructure Regulation was critical in kickstarting OPS deployment, it has significant gaps. By excluding large ships other than passenger and container ships, along with boiler emissions and 10% of all port calls, it misses the majority of in-port emissions and creates massive uncertainty for port authorities and investors ready to electrify at scale.

With the next revision not due until 2032, the current review is the opportunity to close these gaps and ensure all ships ultimately connect when in European ports. Beyond saving lives and saving millions, setting a clear long-term horizon will bring the predictability needed to accelerate this transition while strengthening the resilience of European ports.

- **AFIR gaps:** because it excludes ship types other than container and passenger ships and includes various exemptions, current rules miss 57% of in-port costs (€162 million a year).
- **At-berth emissions:** In France, ships at berth emit every year 316 tonnes of sulphur oxides, 5,054 tonnes of nitrogen oxides, 111 tonnes of PM2.5 and 595,000 tonnes of CO2-equivalent.
- **Port specifics:** In the 6 ports analysed, cargo ships (37% of costs) and passenger ships (36%) account for similar shares of emissions, followed by tankers (27%). On average, in-port emissions cost €47.7 million per port each year in health and climate damages (€286 million in the country).
- **Fossil vs electricity:** with France's own damage costs, fossil fuels on board are x2.2 as expensive as shore power (x2.9 at urban damage costs; EU briefing figure x1.98). Central shore power price (€0.24/kWh), nuclear/renewable electricity.

## List of ports

| Port | Category | Total costs (€m) | Health impact (€m) | Climate impact (€m) | Unregulated costs (%) | Unregulated costs (€m) |
|---|---|---|---|---|---|---|
| **Marseille** | Mixed | 123 | 90 | 34 | 51% | 63 |
| **Le Havre** | Cargo | 74 | 53 | 20 | 51% | 37 |
| **Dunkerque** | Cargo | 34 | 25 | 9 | 60% | 20 |
| **Nantes Saint-Nazaire** | Cargo | 19 | 13 | 7 | 93% | 18 |
| **Calais** | Passenger | 19 | 15 | 4 | 53% | 10 |
| **Bastia** | Passenger | 5 | 4 | 1 | 37% | 2 |

## Methodology

- **Box 1 – Total external cost:** annual health and climate damages from ships at berth, for all ships above 400 GT.
- **Box 2 – Ships not required to connect:** annual air pollution damages from ships above 5000 GT of types AFIR does not cover, plus all small ships. Same scope as in the briefing (€750 million EU-wide).
- **Box 3 – Health cost per port city:** health damages from ships above 5000 GT
- **List of ports:** shows all ports analysed. Only ships above 5000 GT are counted.
- **Unregulated costs:** costs not covered by AFIR, i.e. from:
    - auxiliary engines of ship types AFIR does not cover;
    - calls under the 10% exemption;
    - calls below the AFIR threshold;
    - calls of 2 hours or less;
    - all boilers.

*Full methodology in the briefing.*