



EUROPEAN SEA PORTS ORGANISATION ASBL / VZW
ORGANISATION DES PORTS MARITIMES EUROPEENS ASBL / VZW

GREENER PORTS

**Port environmental management initiatives,
tools and methodologies by ESPO and Ecoports**



BPO environmental seminar, Gdansk, 5 March 2014

Dr Antonis Michail, Senior Policy Advisor, ESPO



Content



- 1. ESPO and the environment**
2. ESPO Green Guide
3. EcoPorts as an integral part of ESPO
4. PORTOPIA
5. Added value and conclusions



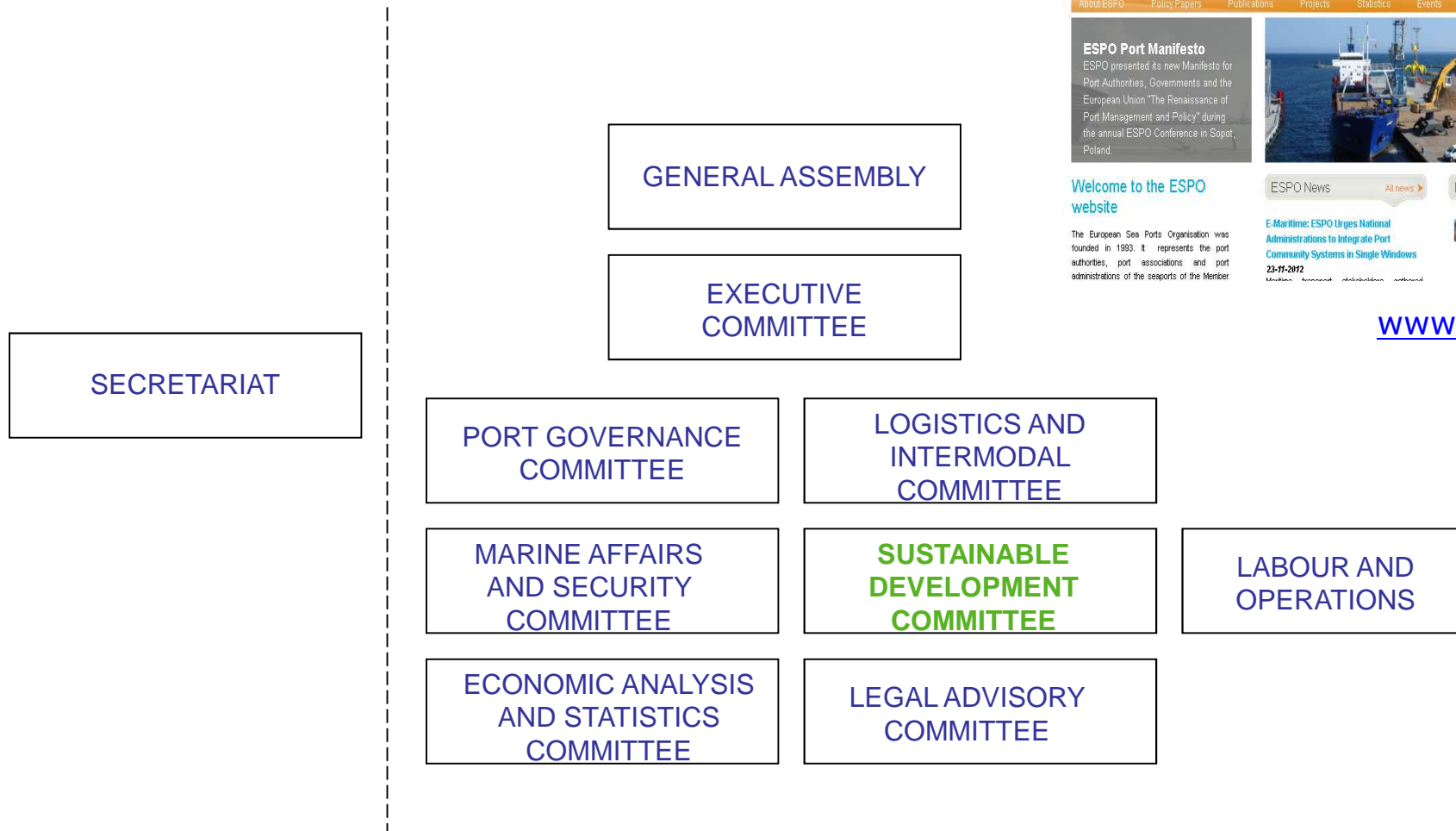
European Sea Ports Organisation

- ★ Founded in 1993
- ★ Represents European seaport authorities
- ★ Members from EU and neighbouring countries
- ★ Secretariat in Brussels
- ★ Recognised counterpart of EU institutions
- ★ A lobby and a knowledge network





ESPO Structure



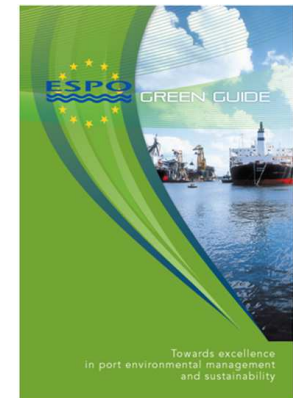
www.espo.be



ESPO & the Environment

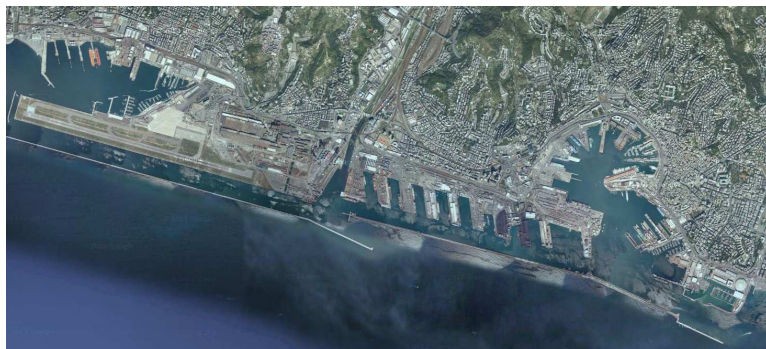
Encouraging ports to be **proactive in protecting the environment** by:

- ★ Providing guidance and preparing recommendations on environmental management (Green Guide)
- ★ Drafting guidelines on specific issues (e.g. nature protection)
- ★ Developing and promoting tools and methodologies for port environmental management (EcoPorts tools)
- ★ Providing the platform for port cooperation and sharing of environmental experience (ESPO/EcoPorts network)
- ★ Visibility and credit to frontrunners (ESPO Award, EcoPorts labeling and certification)





Ports are different





Environmental priorities evolve

	1996	2004	2009	2013
1	Port Development (water)	Garbage / Port waste	Noise	Air quality
2	Water quality	Dredging: operations	Air quality	Garbage/ Port waste
3	Dredging disposal	Dredging disposal	Garbage / Port waste	Energy Consumption
4	Dredging: operations	Dust	Dredging: operations	Noise
5	Dust	Noise	Dredging: disposal	Ship waste
6	Port Development (land)	Air quality	Relationship with local community	Relationship with local community
7	Contaminated land	Hazardous cargo	Energy consumption	Dredging: operations
8	Habitat loss / degradation	Bunkering	Dust	Dust
9	Traffic volume	Port Development (land)	Port Development (water)	Port development (land)
10	Industrial effluent	Ship discharge (bilge)	Port Development (land)	Water quality



Port authority: role and influence

Role model of environmental management

Port authority

Port area

Logistic chain



Influence: high
Effect: limited



Influence: reasonable
Effect: reasonable



Influence: limited
Effect: high



Implementing environmental ambitions

- ★ Port vision – strategic planning
- ★ Spatial planning
- ★ Infrastructure management
- ★ Tendering, concessions and lease agreements
- ★ Port dues
- ★ Enforcing

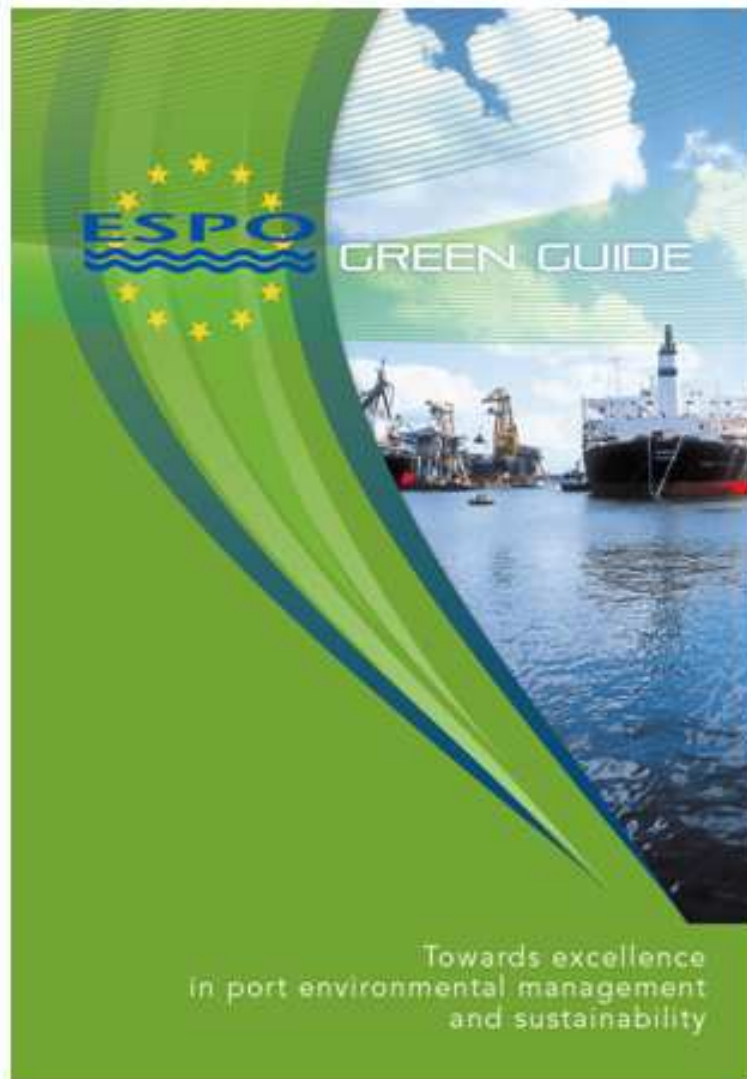




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European port authorities believe in:

1. Achieving voluntary self-regulation that raises standards beyond regulations through a bottom-up approach
2. Cooperation and sharing of knowledge and experience between port authorities on environmental matters
3. Serving in parallel the interests of the business and the local communities aiming towards the sustainable operation of port areas
4. Applying a systematic approach to port environmental management through appropriate structures that enable continuous improvement of performance
5. Being transparent in communicating and reporting on the ports' efforts and environmental performance





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In respect to the above principles, European port authorities aim to continuously work towards improving their environmental performance through focused action on:

1. **Exemplifying:** Setting a good example towards the wider port community by demonstrating excellence in managing the environmental performance of their own operations, equipment and assets
2. **Enabling:** Providing the operational and infrastructural conditions within the port area that facilitate port users and enhance improved environmental performance within the port area
3. **Encouraging:** Providing incentives to port users that encourage a change of behaviour and induce them to continuously improve their environmental performance
4. **Engaging:** with port users and/or competent authorities in sharing knowledge, means and skills towards joint projects targeting environmental improvement in the port area and the logistic chain
5. **Enforcing:** Making use of mechanisms that enforce good environmental practice by port users where applicable and ensuring compliance



Applying the 5 Es on 5 top priorities

- ★ Air quality
- ★ Energy conservation and climate change
- ★ Noise management
- ★ Waste management
- ★ Water management



	1996	2004	2009	2013
1	Port Development (water)	Garbage / Port waste	Noise	Air quality
2	Water quality	Dredging: operations	Air quality	Garbage/ Port waste
3	Dredging disposal	Dredging disposal	Garbage / Port waste	Energy Consumption
4	Dredging: operations	Dust	Dredging: operations	Noise
5	Dust	Noise	Dredging: disposal	Ship waste
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4.2 Air quality management

Challenges

Air quality is an item of the highest priority on the environmental and political agenda. The impacts of air pollutants such as CO, NO_x, SO_x, hydrocarbons (HCs), volatile organic compounds (VOCs), lead and particulates vary in scale and range from locally based to regional and global effects.

Reports by the World Health Organisation (WHO) and the European Environment Agency (EEA) regularly emphasise the potential impact of air pollutants to human health. Air pollution has a consistently high profile in public concern and it is often the target of regulatory control. The European Commission has clearly given priority to the implementation and enforcement of the European air-related legislation, especially the comprehensive Directive 2008/50/EC on ambient air quality and cleaner air for Europe. Several Member States are brought to the European Court of Justice – or are already convicted for the violation of air quality levels.

The European Commission has launched a comprehensive review of its air policy to be completed by 2013 at the latest¹⁰. The EU objective remains to achieve levels of air quality that do not result in unacceptable impacts on, and risks to, human health and the environment. The supporting Commission Staff Working Paper justifies the need of the review since "prompt action is required to further reduce air emissions linked to the most problematic pollutant such as particulate matter, ground-level ozone, and nitrogen dioxide"¹¹. It is argued that transport is one of the main reasons that the current policy efforts, at EU and national level, have not fully delivered the expected results.

This is attributed to various factors such as the increase in transport volumes, the quality of marine fuels in use, the slower than expected modernisation of vehicles fleets, and the differences observed between vehicle operational emissions and limits prescribed by the EURO standards. Overall the European legislation on air quality is expected to strengthen in the years to come.

Ports are most usually situated within or in close proximity to densely populated urban areas that are often critically affected by air pollution. In addition, being major nodes linking and bringing together international transport chains and related economic activities, port areas are often part of critical geographical areas when it comes to air quality considerations. Although port-related emissions contribute only for a part to air quality problems in port and surrounding areas, these problems can affect negatively the image of ports vis-à-vis their surrounding residential zones and put serious pressure on port development ambitions. In fact, air quality is often at the heart of the political and societal debate about economic development plans and port development projects. The emissions of air pollutants by port operations are therefore of high priority to European port authorities. The main challenge that port authorities face is to apply appropriate control mechanisms in order to manage and reduce port related air pollution.



¹⁰ http://ec.europa.eu/environment/air/revue_air_policy.htm

¹¹ Commission Staff Working Paper on the implementation of EU Air Quality Policy and preparing for its comprehensive review (2009/11) 342 final

Guidance - Air quality management

Exemplifying: setting the good example when managing own operations

- Investing in low emission and fuel efficient own fleet (vehicles and vessels);
- Making use of state of the art own terminal equipment (e.g. movable and non-movable cranes);
- Using low emission fuels (sulphur, carbon, PM) in operating own fleet (cars, trucks, service vessels) and terminal equipment (e.g. movable and non-movable cranes);
- Investing in projects demonstrating the feasibility of new technologies that reduce air pollution even further than existing state of the art;
- Reporting and communicating port authority achievements.

Enabling: providing conditions that facilitate users and enhance improved performance

- Providing the preparatory or complete infrastructural facilities for Onshore Power Supply (OPS) (cabling, frequency converters, transformers);
- Providing suitable space in the port area for LNG bunkering facilities;
- Applying techniques (e.g. wind screens, buffering zones) to prevent dust dispersion from dry bulk operations and/or road traffic.

Encouraging: providing incentives to greener port users

- Applying an incentive scheme rewarding ship owners and operators that demonstrate an outstanding environmental performance (e.g. ahead of what is required by legislation);
- Applying an incentive scheme to support ship owners/operators that use OPS;
- Applying an incentive scheme to support terminal operators that invest in state of the art terminal equipment;
- Providing visibility to front runners through "best performer of the year" type of awards.

Engaging: with users and/or authorities in sharing knowledge and skills

- Creating and maintaining a database on all port-related emissions and their contribution to air quality levels on local and regional scale, in close cooperation with the port users;
- Organising joint pilot projects and feasibility studies together with port users, especially in fields and areas of overlapping responsibilities. In such way the port authority can create a sense of co-ownership of the air quality challenges;
- Sharing means and expertise (e.g. co-organising workshops and co-hiring experts) for improving air quality;
- Working together with port users and competent authorities in view of deploying OPS and LNG bunkering infrastructure.

Enforcing: setting rules and ensuring compliance

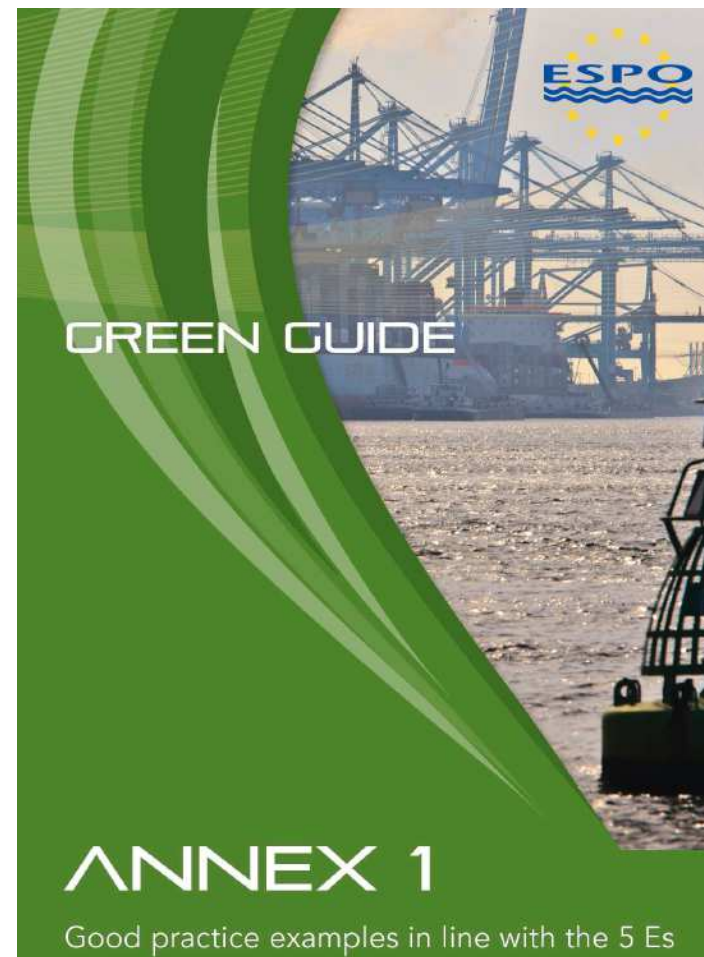
- Restricting the entrance of vehicles (trucks/barges/trains) in certain parts of the port area by establishing low emission zones;
- Controlling the performance of contractors by introducing expected standards regarding emissions into contract documents at the tender stage;
- Incorporating air emissions criteria and good operational practices in tendering procedures associated with concession and lease agreements;
- Undertaking inspections to ensure that port users and/or contractors comply with the rules and agreements.



Annex 1 - Good practice examples

- ★ Dynamic - Version 2
- ★ 76 contributions
- ★ 26 ports - 12 countries
- ★ Online database

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Exemplify

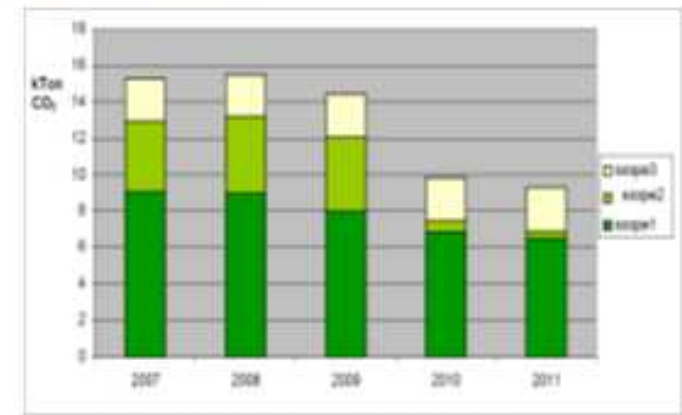
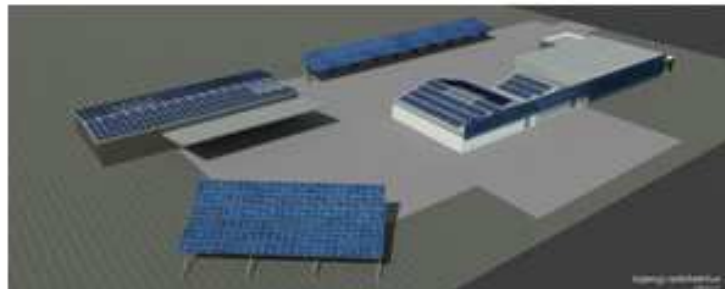
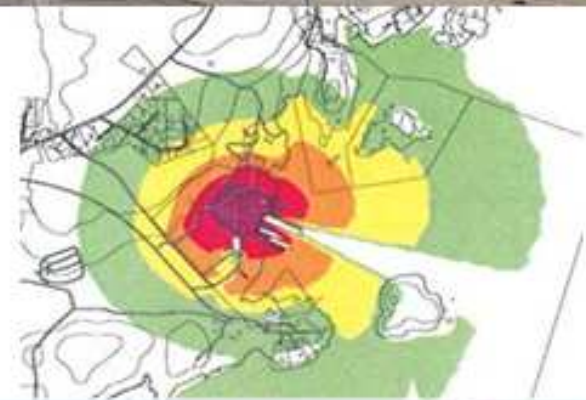


Figure 1: Total CO₂ emissions of scope 1, 2 and (linked) 3 activities over the period 2007-2011



Enable



Encourage

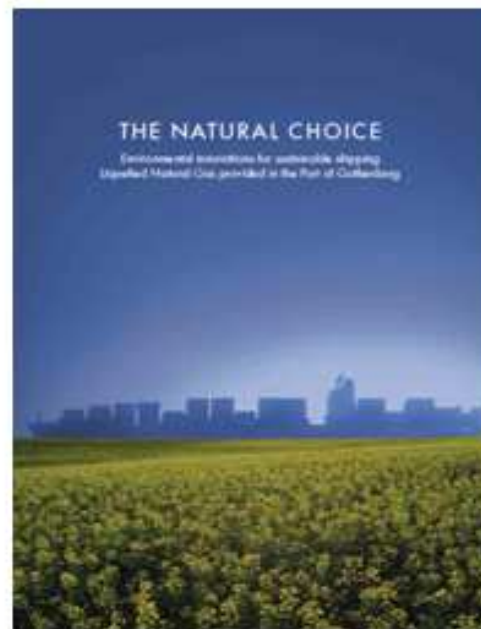


Environmental Ship Index ESI

World
Ports
Climate
Initiative



Engage





and as a last resort ... Enforce





Foreword by the European Commision

The application of the 5 Es (Exemplify, Enable, Encourage, Engage and Enforce) is showing the way towards a comprehensive and integrated approach. The Commission appreciates ESPO's approach in assisting ports to implement the relevant EU rules rigorously and is following this initiative with great interest.

Siim Kallas

Vice-President of the European Commission

In charge of Transport





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EcoPorts integration within ESPO

Welcome to the EcoPorts network

This page provides visibility and credit to ports that are currently part of the Network through the interactive map and the list below. The "EcoPort" status is obtained by any port within the broad ESPO membership upon completion of a Self Diagnosis Method (SDM) checklist. The port is awarded in that way for providing data on the performance of its environmental management programme and for contributing in such way to the up-to-date maintenance of the ESPO European Benchmark of performance. Additional credit is provided to ports that are certified with PERS, the only port-sector specific environmental management standard, and ISO 14001.



Access and manage your account

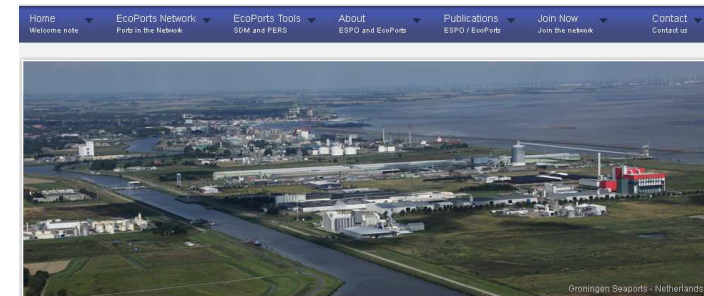
This is the portal where you can manage your registration

[My Account](#)



How does it work

- ★ Ports join the network
- ★ Expressing commitment to share environmental data
- ★ ...and experience
- ★ They get back recognition (labelling),
- ★ the opportunity to self improve by using the well established EcoPorts tools (SDM and PERS)
- ★ and access to professional advice and expertise





The network is growing!



June 2011 (25 ports)



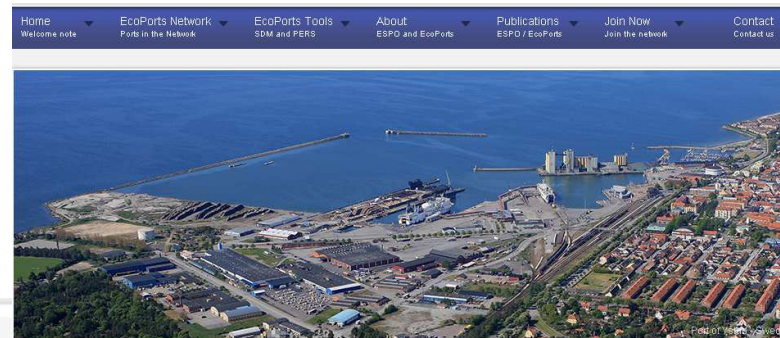
June 2012 (48 ports)



March 2014 (70 ports)



Visibility



Welcome to the EcoPorts network

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Latest EcoPorts

Port of Kristiansand - Norway

Feb 25, 2014

Port of London Authority - United Kingdom

Feb 21, 2014

Volos Port Authority S.A. - Greece

Feb 6, 2014

Odesa branch of SE - Ukraine

Feb 6, 2014





14 Baltic ports





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STRATEGIC ANALYSIS
QUESTIONNAIRE FOR
THE (ENVIRONMENTAL)
PORT MANAGER



SDM

SELF DIAGNOSIS METHOD

SELF
DIAGNOSIS
METHOD



What is SDM?

- ★ A concise checklist ..
 - for periodical self-evaluation of performance
 - for identifying environmental risk and establishing priorities
- ★ No pass or fail exercise
- ★ Single port environmental management performance against the European benchmark (190+ database)



A: Environmental Policy

ENVIRONMENTAL POLICY DOCUMENT

A.1 Does the Port have an Environmental Policy? ☐ Y ☐ N *

IF YES,

A.2 Is the Policy signed by Chief Executive / Senior Management? ☐ Y ☐ N

A.3 Is the Policy communicated to all relevant stakeholders? [A.3] ☐ Y ☐ N

A.4 Is the policy communicated to all employees? [A.4] ☐ Y ☐ N

A.5 Is the policy publicly available on the Port's Website? ☐ Y ☐ N

Does the Policy include reference to:

A.6 Major objectives? ☐ Y ☐ N

A.7 Publication of an Environmental Report? ☐ Y ☐ N

A.8 The identification and control of the port's Significant Environmental Aspects? ☐ Y ☐ N

A.9 Continual improvement? ☐ Y ☐ N

A.10 Prevention of pollution? ☐ Y ☐ N

A.11 Training employees in environmental issues? ☐ Y ☐ N

A.12 Introduction/maintenance of an Environmental Management System? ☐ Y ☐ N

A.13 Reduction of resource consumption? ☐ Y ☐ N

A.14 Improvement of environmental standards beyond those required under legislation? [A.14] ☐ Y ☐ N

A.15 Environmental management of main aspects within the port area (including Tenants and Operators)? ☐ Y ☐ N



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STRATEGIC ANALYSIS
 QUESTIONNAIRE FOR
 THE (ENVIRONMENTAL)
 PORT MANAGER



SDM

SELF DIAGNOSIS METHOD

Self Diagnosis Method (SDM)

		Gap Analysis:	PERS 60.71%	ISO 48.68%	Answers	SWOT	ANS(%)	YES(%)	NO(%)
A.1	Does the Port have an Environmental Policy?					S1	100,0%	87,8%	12,2%
A.2	IF YES,Is the Policy signed by Chief Executive / Senior Management?					S2	89,8%	90,9%	9,1%
A.3	IF YES,Is the Policy communicated to all relevant stakeholders?					S3	89,8%	88,6%	11,4%
A.4	IF YES,Is the policy communicated to all employees?					O1	89,8%	84,1%	15,9%
A.5	IF YES,Is the policy publicly available on the Port's Website?					O2			
A.6	Does the Policy include reference to:Major objectives?					S4	89,8%	90,9%	9,1%
A.7	Does the Policy include reference to:Publication of an Environmental Report?					O3	87,8%	65,1%	34,9%
A.8	Does the Policy include reference to:The identification and control of the port's Significant Environmental Aspects?					S5			
A.9	Does the Policy include reference to:Continual improvement?					S6	89,8%	93,2%	6,8%
A.10	Does the Policy include reference to:Prevention of pollution?					S7	73,5%	86,1%	13,9%
A.11	Does the Policy include reference to:Training employees in environmental issues?					O4	89,8%	75,0%	25,0%



SDM sections

- ★ Environmental policy
- ★ Organisation and personnel
- ★ Awareness and training
- ★ Communication
- ★ Operational management
- ★ Emergency planning
- ★ Monitoring
- ★ Review and audit

STRATEGIC ANALYSIS
QUESTIONNAIRE FOR
THE (ENVIRONMENTAL)
PORT MANAGER

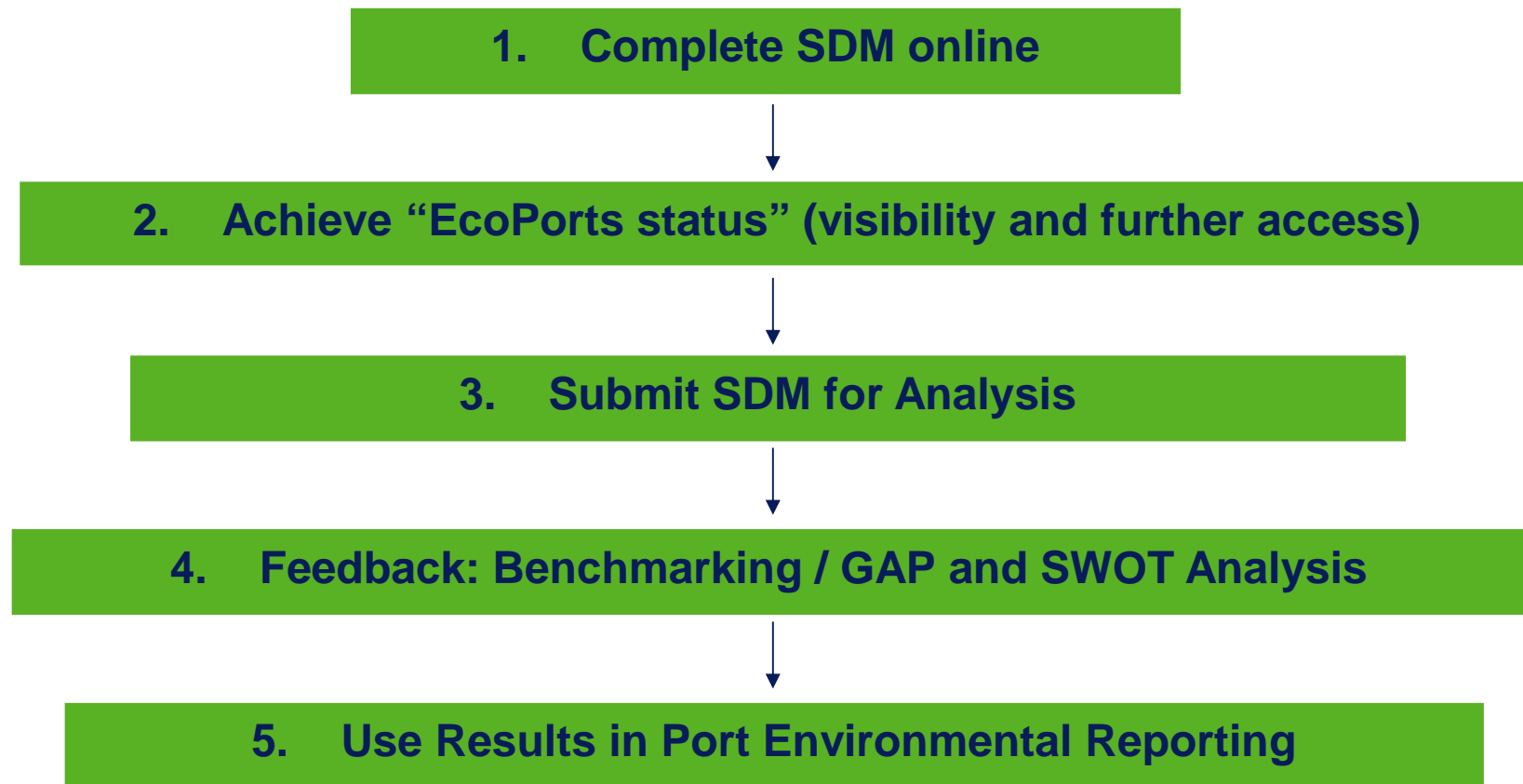


SDM

SELF DIAGNOSIS METHOD

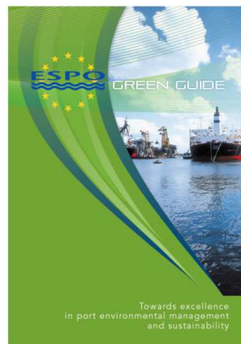


Using SDM





Added value sector - Credibility

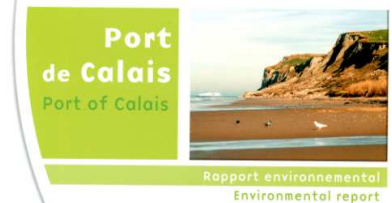


Environmental Management component	1996 %	2004 %	2009 %	2012 %	Percentage change (2004-2012)
Does the port authority have an environmental policy?	45	58	72	91	+33
Is the policy made available to the public?	-	59	62	85	+26
Does the policy aim to improve environmental standards beyond those required under legislation?	32	49	58	73	+24
Does the port publish an annual environmental review or report?	-	31	43	62	+31
Does the port have designated environmental personnel?	55	67	69	95	+28
Does the port have an environmental management system?	-	21	48	62	+41
Is environmental monitoring carried out in the port?	53	65	77	80	+15
Has your port identified environmental indicators to Monitor trends in environmental performance?	-	48	60	71	+23

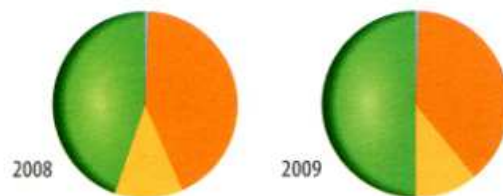
* Source: ESPO/EcoPorts
surveys and SDM



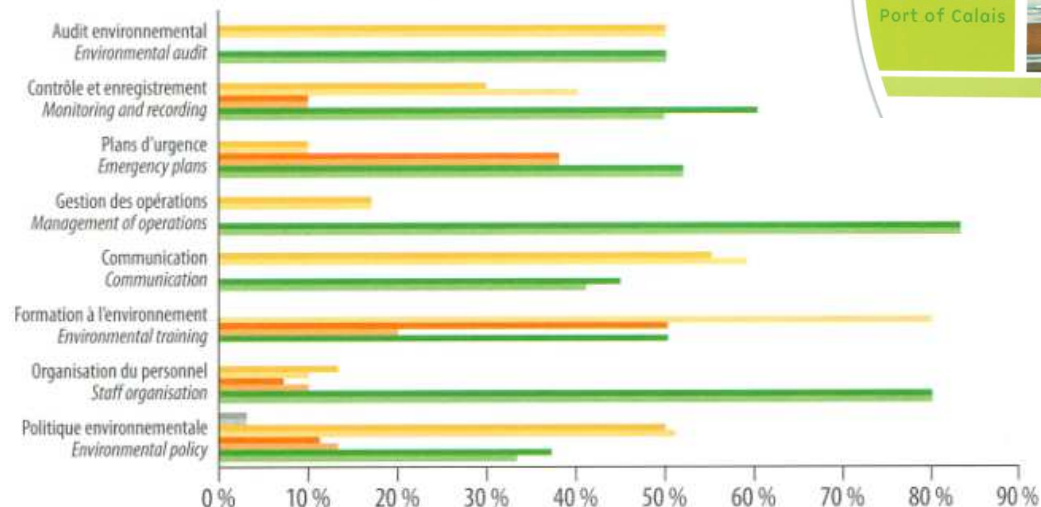
Added value single port Reporting – Port of Calais



Analyse des écarts Gap analysis	2008	2009
PERS	86 %	93 %
EMS	60 %	68 %
ISO 14001	68 %	80 %



2008	2009	
45 %	50 %	Réponses positives - Positive answers
12 %	11 %	Réponses partielles - Partial answers
42 %	38 %	Réponses négatives - Negative answers
1 %	1 %	Réponses non applicables Non applicable answers



2008	2009	
45 %	50 %	Réponses positives - Positive answers
12 %	11 %	Réponses partielles - Partial answers
42 %	38 %	Réponses négatives - Negative answers
1 %	1 %	Réponses non applicables Non applicable answers



PORT ENVIRONMENTAL REVIEW SYSTEM





What is PERS?

- ★ The only port sector specific environmental management standard
- ★ Developed by ports for ports
- ★ Incorporates the ISO 14001 concept





Implementing PERS

1. Environmental policy statement
2. Register of environmental aspects and legal requirements
3. Documented responsibilities
4. Conformity review
5. Environment report
6. Examples of best practice





PERS certification

Port/Organization	Country
PORT DE COMMERCE DE LORIENT	France
Port of Calais	France
Ports of Bremen/Bremerhaven	Germany
CORFU PORT AUTHORITY	GREECE
IGOUMENITSA PORT AUTHORITY S.A.	Greece
Kavala Port Authority S.A.	Greece
Municipal Port Fund of Avdera	Greece
PIRAEUS PORT AUTHORITY SA	Greece
Volos Port Authority S.A.	Greece
Dublin Port Company	Ireland
Port of Piombino	Italy
Groningen Seaports	Netherlands
Port of Moerdijk	Netherlands
Autoridad Portuaria de Valencia	Spain
Port of Vigo	
Peterhead Port Authority	
Shoreham Port Authority	





Users' feedback - Port of Cork

PERS initiated a process

- ✓ of creating environmental awareness
- ✓ and of using the creativity of all employees and the top management in finding environmental solutions and reducing costs



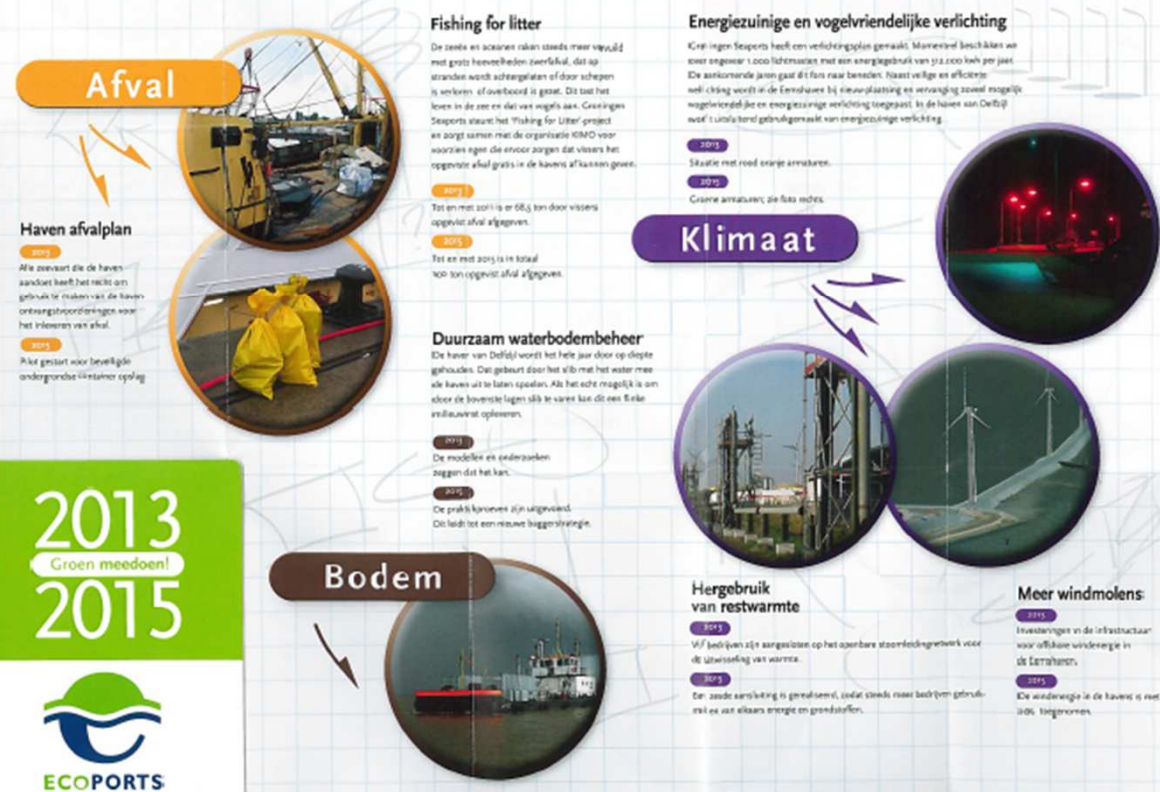


Monitoring and reporting – Groningen Ports

Milieuaspecten Ecoports-certificering Groningen Seaports

Groningen Seaports stimuleert op verantwoorde en duurzame wijze de economische activiteiten - en dus de werkgelegenheid - in de direct onder haar beheer dan wel regie vallende havens, bedrijventerreinen en andere logistieke knooppunten. Het centrale motto van Groningen Seaports daarbij is Doen = Groen. Een onderdeel hiervan is de certificering als Ecoports. Groningen Seaports is voor de vierde keer Ecoports gecertificeerd, omdat er ook daadwerkelijk acties worden ontwikkeld en ondernomen. Met 35 actiepunten - waarvan we er in deze Z-card 15 presenteren - Doen we Groen! We nodigen u van harte uit groen mee te denken en vooral groen mee te doen. Om zo te werken aan een betere wereld in de Eemshaven en ver daarbuiten.

2013
Groen meedelen!
2015



2013
Groen meedelen!
2015



Doelen

Doen-Groen, dat is waar EcoPorts voor staat. Enkele van onze acties en nog meer worden er nog meer. Welke kansrijke innovaties zijn voorhanden? Zijn er milieudoelstellingen waarvan we door geschikte acties de impact op de leefomgeving kunnen verkleinen, in totaal zijn er dan weliswaar 35 acties, inclusief 15 acties die horen bij Groningen Seaports de komende jaren nog meer stappen en richting een groene economische groei.

Meedelen en meedoen!

Een duurzame haven is ook van de zijden van het bedrijfsleven van Groningen Seaports. Dit willen we waarborgen door ons te laten voor de certificering van het Ecoports-certificaat. Personeel wordt weergegevoerd bij de nieuwe opzetten en projecten worden er te maken. Dit kan ook wel makkelijk niet alleen. Om te komen tot een in alle opzichten duurzame haven, hebben we de inzet van iedereen nodig.

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Certification - Vigo



El presidente del Puerto de Vigo, Ignacio López-Chaves (derecha), recibió el certificado de manos de Antonis Michail, en nombre de la Asociación Europea de Puertos Marítimos (ESPO). Foto JMR.

MARÍTIMO • En España únicamente tres puertos cuentan con el certificado PERS /10

El Puerto de Vigo obtiene un reconocimiento de alcance europeo por su gestión medioambiental



Diario

15 JULIO 2013
LUNES

del Puerto.com

DIARIO DE LOGÍSTICA

AÑO XX - NÚMERO 4.829



Vista general de los buques que operarán el servicio "Milk Run Service".

MARÍTIMO • Se inicia el próximo 3 de septiembre operado por Fret Cetam

LD Lines conecta Gijón y el Mediterráneo con su nuevo servicio de carga rodada "Milk Run"

El Grupo Louis Dreyfus Armateurs, a través de LD Lines Network, ha anunciado la puesta en marcha a partir del 3 de septiembre de su nuevo servicio "Milk Run Service" destinado a carga rodada no acompañada y que, operado por Fret Cetam, conectará el Puerto de Gijón con el Norte de África y el Mediterráneo. /3

MARÍTIMO • Jornada hoy decisiva en Madrid en pos de un consenso

IV Acuerdo Marco: "Sin límite horario"

Un coqueto y discreto establecimiento de la Gran Via



Peñorámica del PIF del Puerto de Valencia.

MARÍTIMO • La Marca de Garantía aporta nuevas mejoras en los tiempos de proceso en el PIF del Puerto de Valencia



El presidente del Puerto de Vigo, Ignacio López-Chaves (derecha), recibió el certificado de manos de Antonis Michail, en nombre de la Asociación Europea de Puertos Marítimos (ESPO). Foto JMR.



Join the network!





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Content



1. ESPO and the environment
2. ESPO Green Guide
3. EcoPorts as an integral part of ESPO
- 4. PORTOPIA**
5. Added value and conclusions



PORTOPIA project



- ★ Continuation of the PPRISM project
- ★ 12 partner consortium, led by University of Brussels
- ★ Project duration: 4 years, budget 4,2 mio EUR , 70% co-funding by EU
- ★ www.portopia.eu





PORTOPIA foreseen outcomes

- ★ Platform supervised by the industry and delivering value for all stakeholders
- ★ Port performance management toolkit for learning and self-improving
- ★ Meaningful indicators on governance, market trends, logistics, environment, health and safety
- ★ Benchmarking against EU average, best practices, individual port data kept confidential
- ★ Reports and publications for users and stakeholders



www.portopia.eu



Associated partners





PORTOPIA and EcoPorts link



- ★ EcoPorts is the gateway for environmental data, relevant data will be transferred to PORTOPIA
- ★ Currently selected SDM fields, future developments subject to approval by ESPO and EcoPorts



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Acknowledgement by the EU institutions



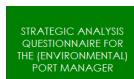
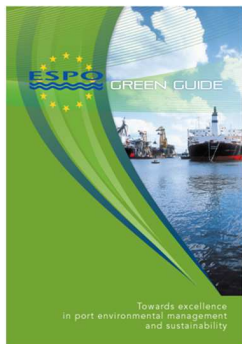
The application of the 5 Es (Exemplify, Enable, Encourage, Engage and Enforce) is showing the way towards a comprehensive and integrated approach. The Commission appreciates ESPO's approach in assisting ports to implement the relevant EU rules rigorously and is following this initiative with great interest.

Siim Kallas
Vice-President of the European Commission
In charge of Transport





Positive trends- Credibility

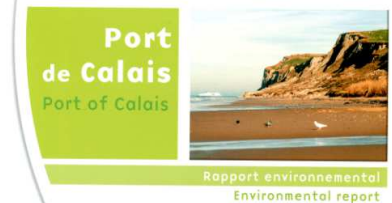


Environmental Management component	1996 %	2004 %	2009 %	2012 %	Percentage change (2004-2012)
Does the port authority have an environmental policy?	45	58	72	91	+33
Is the policy made available to the public?	-	59	62	85	+26
Does the policy aim to improve environmental standards beyond those required under legislation?	32	49	58	73	+24
Does the port publish an annual environmental review or report?	-	31	43	62	+31
Does the port have designated environmental personnel?	55	67	69	95	+28
Does the port have an environmental management system?	-	21	48	62	+41
Is environmental monitoring carried out in the port?	53	65	77	80	+15
Has your port identified environmental indicators to Monitor trends in environmental performance?	-	48	60	71	+23

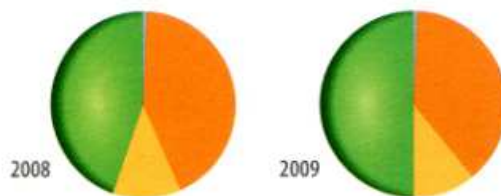
* Source: ESPO/EcoPorts surveys and SDM



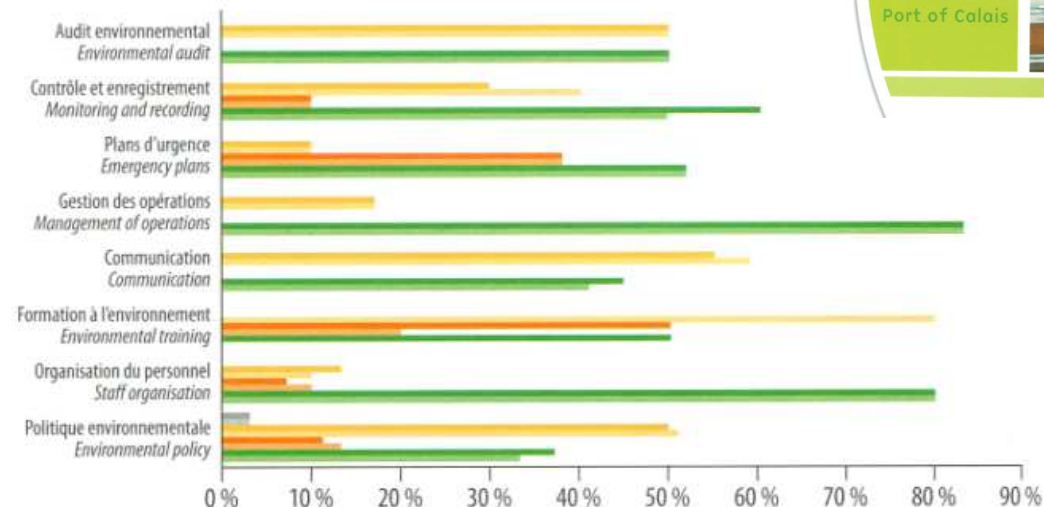
SDM assisting reporting



Analyse des écarts Gap analysis	2008	2009
PERS	86 %	93 %
EMS	60 %	68 %
ISO 14001	68 %	80 %



2008	2009	
45 %	50 %	Réponses positives - Positive answers
12 %	11 %	Réponses partielles - Partial answers
42 %	38 %	Réponses négatives - Negative answers
1 %	1 %	Réponses non applicables Non applicable answers



2008	2009	
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PERS driven monitoring and reporting

Milieuaspecten Ecoports-certificering Groningen Seaports

Groningen Seaports stimuleert op verantwoorde en duurzame wijze de economische activiteiten - en dus de werkgelegenheid - in de direct onder haar beheer dan wel regie vallende havens, bedrijventerreinen en andere logistieke knooppunten. Het centrale motto van Groningen Seaports daarbij is Doen = Groen. Een onderdeel hiervan is de certificering als Ecoports. Groningen Seaports is voor de vierde keer Ecoports gecertificeerd, omdat er ook daadwerkelijk acties worden ontwikkeld en ondernomen. Met 35 actiepunten - waarvan we er in deze Z-card 15 presenteren - Doen we Groen! We nodigen u van harte uit groen mee te denken en vooral groen mee te doen. Om zo te werken aan een betere wereld in de Eemshaven en ver daarbuiten.

2013
Groen meedoen!
2015



Afval



Haven afvalplan

2013
Als zeevaart de haven-aandacht heeft het richt om geluid te maken van de haven-onbrengstproblemen voor het inkomende afval.

2015
Als gestart voor beveiligde ondergrondse container opslag.



Fishing for litter

De zee en schepen raken steeds meer vervuuld met plastic afval. Het is belangrijk dat op stranden wordt schoongemaakt of door schepen is verworpen. Of overboord is gegaan. Dit doet het leven in de zee en dat van vogels aan. Groningen Seaports steunt het 'Fishing for Litter' project en zorgt samen met de organisatie KIMO voor voorlichting en de ervoor zorgen dat vissers het opgevoerd afval gratis in de haven af kunnen geven.

2013
Tot en met 2013 is er 60,5 ton door vissers opgevoerd afval afgegeven.

2015
Tot en met 2015 is er totaal 100 ton opgevoerd afval afgegeven.

Duurzaam waterbodembeheer

De haven van Delfzijl wordt het hele jaar door op diepte gehouden. Dit gebeurt door het slib met het water mee af te voeren uit de haven. Als het echt mogelijk is om door de boeren te laten spelen. Als het echt mogelijk is om door de boeren te laten spelen. Als het echt mogelijk is om door de boeren te laten spelen.

2013
De modellen en onderzoeken zeggen dat het kan.

2015
De praktijktoetsen zijn uitgevoerd. Dit leidt tot een nieuwe bodemtoetsing.

Energiezuinige en vogelvriendelijke verlichting

Groningen Seaports heeft een verlichtingsplan gemaakt. Maandag beschikken we over ongeveer 1.000 lichtbronnen met een energieverbruik van 312.000 kWh per jaar. De aankomende jaren gaat dit fors naar beneden. Naast veilig en efficiënt: wellicht wordt in de Eemshaven bij nieuwplaat en vervanging zoveel mogelijk gebruik gemaakt van energiezuinige verlichting (LED). In de haven van Delfzijl wordt 100% LED verlichting gebruikt.

2013
Staat met rood vlagje armaturen.

2015
Gedraaid armaturen die flits rood.

Klimaat



Hergebruik van restwarmte

2013
Vijf bedrijven zijn aangesloten op het openbare stookverwarmingssysteem voor de verwarming van woningen.

2015
De eerste aansluiting is gemaakt, zodat steeds meer bedrijven gebruik kunnen maken van de warmte en grondstoffen.

Meer windmolens

2013
Investeringen in de infrastructuur voor offshore windmolen in de Eemshaven.

2015
De windmolen in de haven is met 100% ingevuld.

Bodem



2013
Groen meedoen!
2015



Doelen

Doen-Groen, dat is waar Ecoports voor staat. Kunnen we onze activiteiten nog verder duurzamer maken? Welke kansrijke innovaties zijn voorhanden? Zijn er milieudoelstellingen waarvan we door gezichte acties de impact op de leefomgeving kunnen verkleinen. In actualiteit en in samenwerking met de haven, de haven van Delfzijl, de haven van Groningen Seaports de komende twee jaar nog meer stappen uit richting een groene economische groei.

Meedoen en meedoen!

Een duurzame haven is niet van de pijler van het besparingsplan van Groningen Seaports. Dit wil zeggen dat we ons is te laten zien de certificering van het Ecoports-certificaat. Positieve groei: we gaan duurzaamheid de nieuwe opbrengst en projecten realiseren en initiatieven. Dit kunnen we natuurlijk niet alleen. Om te komen tot een in alle opzichten duurzame haven, hebben we de inzet van iedereen nodig.

Groningen Seaports
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Telefoon 0934 641400
www.groningenseaports.com



Recognition



El presidente del Puerto de Vigo, Ignacio López-Chaves (derecha), recibió el certificado de manos de Antonis Michail, en nombre de la Asociación Europea de Puertos Marítimos (ESPO). Foto JMR.

MARÍTIMO • En España únicamente tres puertos cuentan con el certificado PERS /10

El Puerto de Vigo obtiene un reconocimiento de alcance europeo por su gestión medioambiental



Diario

15 JULIO 2013
LUNES

del Puerto.com

DIARIO DE LOGÍSTICA

AÑO XX - NÚMERO 4.829



Vista general de los buques que operarán el servicio "Milk Run Service".

MARÍTIMO • Se inicia el próximo 3 de septiembre operado por Fret Cetam

LD Lines conecta Gijón y el Mediterráneo con su nuevo servicio de carga rodada "Milk Run"

El Grupo Louis Dreyfus Armateurs, a través de LD Lines Network, ha anunciado la puesta en marcha a partir del 3 de septiembre de su nuevo servicio "Milk Run Service" destinado a carga rodada no acompañada y que, operado por Fret Cetam, conectará el Puerto de Gijón con el Norte de África y el Mediterráneo. /3

MARÍTIMO • Jornada hoy decisiva en Madrid en pos de un consenso

IV Acuerdo Marco: "Sin límite horario"

Un coqueto y discreto establecimiento de la Gran Via



Peñorámica del PIF del Puerto de Valencia.

MARÍTIMO • La Marca de Garantía aporta nuevas mejoras en los tiempos de proceso en el PIF del Puerto de Valencia



El presidente del Puerto de Vigo, Ignacio López-Chaves (derecha), recibió el certificado de manos de Antonis Michail, en nombre de la Asociación Europea de Puertos Marítimos (ESPO). Foto JMR.



Conclusions

- ★ Proactive voluntary self regulation
 - Green Guide - 5Es
 - Well established EcoPorts tools – SDM, PERS
 - Ports sharing experience – professional cooperation
 - Reporting and communication
- ★ Proven added value for the sector and individual ports
- ★ Positive trends provide inspiration for further improvement



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Thank you for your attention!



BPO environmental seminar, Gdansk, 5 March 2014

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