

PROGRESS REPORT ON THE CLIMEPORT PROJECT

Since work began on the project in May 2009, different technical action has been undertaken with the objective of attaining the goals set for this period. More specifically the following items have been addressed:

Responding to the work schedule, the first technical task to execute, and which ends July coming, is to know the situation of ports in terms of greenhouse gas emissions, for which different stages have been considered:

The initial stage is to collect information from participating ports in order to make a diagnosis of emissions or inventory of greenhouse gas emissions originating from their activities. Firstly, common methodology was designed in order to compare results obtained from different ports, undertaken by Port Authority of Valencia (APV), Coordinator and Electrical Technology Institute(ITE), technological partner.

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The methodology was classified in four levels: Level 1: Overall gas emissions at ports; Level 2: by activities; Level 3, by processes, and Level 4, by equipment. Gas origins are also taken into account, both direct and indirect. Classification by levels will allow detailed information to be obtained which will be very useful in the following stage of development and implementation of "Action Plans".

The participating ports are currently finalising the aforementioned inventory of gas emissions. Although the work is not yet complete, we are able to forward some of the results stemming from the obtained data about energy consumption, for example, indicate higher consumption in port buildings is from heating / air conditioning, and that most energy consumed during port activities arises at container terminals.

Furthermore in the 2nd stage, the participating ports are working on calculations of the "Carbon Footprint and through this initiative the exact tonnage of equivalent CO₂ they generate (directly and indirectly) will be determined. This data will allow us, on one hand to evaluate the benefits in the fight against climate change and on the other hand to assess the effectiveness of the actions concerning reduction and control that could be put forward in future projects stages, and therefore, the choice of those that account for greater contributions in the reduction of gas emissions. The first results of the carbon footprint calculations at participating ports will be presented at the 3rd project meeting that will be held in Koper (Slovenia) on March 30th.

Further to the aforementioned tasks, work is currently being carried out by the participating ports in compiling and organizing the "best practices", i.e. the most effective means and processes from the point of view of greenhouse gas emissions while undertaking port activities. Simultaneously a benchmarking study is being carried out of all ports, both European and domestic in order to identify any tested good practices and find out about the results.

Finally, we note that in the coming months the calculations on the impact of ports concerning carbon footprints are expected to be completed and to consider the inventory of good practices to be implemented at the different ports, necessary to design the action plans. These action plans will be implemented through the development of "pilot projects" that will allow the effectiveness of the adopted solutions to be monitored.



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Project cofinanced by the European Regional Development Fund

CLIMEPORT RECOGNISED AS A KEY PROJECT AT THE FIRST CONFERENCE ON CAPITALIZATION OF THE MED PROGRAMME

Naples (Italy) hosted the first Conference on Capitalization in the MED programme the last 16th and 17th of November, a leading aim of which is the creation of added value through the development of synergies between projects to ensure that the results obtained are made available and transferred not only within the consortiums themselves, but also outside them, and that work continues after the program ends.

Before the conference a technical meeting was held to establish various workgroups to responder to the variety of problems posed. At the meeting, different aspects of the projects currently being undertaken were analysed with the objective of finding synergies between them which would permit collaboration and the exchange of information and solutions. The results reached were then presented to the representatives of the nearly 50 projects currently in progress in the MED programme.

Following this preliminary meeting, the Conference on Capitalization itself took place on 16th and 17th of November, organized by the MED programme and had more than 150 people, from members of projects already underway or awaiting approval to representatives of a variety of entities interested in presenting suggestions at future meetings of the MED programme.

The representative of the Port Authority of Valencia in the CLIMEPORT project, explained the practices and strategies for both capitalization and working methods common to all the projects within the area of transport and port management to ensure the continuation of the work and the transfer of the results. In his presentation, emphasised the importance of creating a “network” of Mediterranean ports, key players in both the maritime and terrestrial logistics chains, as an instrument for the transfer of “know how” and the publication of solutions reached addressed to all the ports and agents involved in the logistics chain.



ROLE OF LUKA KOPER

Luka Koper is a public limited company which operates the Port of Koper and provides port and logistics services. As such it is part of a rapidly developing port and logistics group, one of the most significant in the Northern Adriatic.

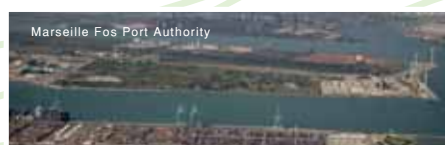
As a partner representing Slovenia, Luka Koper is participating in all phases of the Climeport project. Using its in-house expertise it will prepare a greenhouse emission report for the Port of Koper, as well as calculate its carbon footprint and benchmark best practices in order to reduce greenhouse gas emissions; it will also prepare a port-specific environmental action plan as a contribution towards climate change mitigation.

Saving energy and reducing greenhouse emissions are just two of the objectives of Luka Koper's environmental policy and strategy. Measures and strategies are already being implemented with regard to this, further to which results will be presented regarding the introduction of modern energy-efficient technologies aimed at reducing the

consumption of natural resources and ameliorating detrimental impacts on the environment. Luka Koper will also present approaches for the ongoing reduction of emissions together with its program for the improvement of the environment management system.

During the project, Luka Koper will participate in a study of state-of-the-art technologies as well as develop pilot initiatives based on energy-efficient systems. Luka Koper will thus embark on a number of actions and initiatives to develop diagnoses as to the port's influence upon climate change, together with action plans for reducing the impact of port operations on the environment. Luka Koper has been given a specific assignment to develop balanced and harmonized actions across the Climeport group of ports, in order to improve weak points concerning greenhouse gas emissions at each port.

Luka Koper will also contribute to the promotion and dissemination of the Climeport results across the Mediterranean and European port sector, and is to organise a workshop in March 2010.



ATTENDANCE OF THE REGIONAL IAPH MEETING AND THE WORLD PORTS CLIMATE INITIATIVE SESSION (WPCI)

The Port Authority of Valencia (APV) attended the International Association of Ports and Harbours (IAPH) Regional meeting and, more specifically the session about the World Ports Climate Initiative (WPCI), where the CLIMEPORT Project was presented.

The conference took place on the 17th and 18th at the Hamburg Port Authority facilities and was attended by representatives of European and African ports, as well as other players in the sector.

At the session held on the 18th, the main progress made by the work groups of the WPCI were presented, led by the Los Angeles Port, centred on:

- Carbon footprint assessment. The proposed methodology was put forward and action to test it was planned for the coming months in order to develop a tool that can be used over the internet.
- Environmental Ship Index. The results of shipping vessel classification were presented based on their efficiency in terms of greenhouse gas emissions and taking into consideration the regulations developed by OMI. This index allows a programme of incentives to be developed at European ports.
- On-Shore Power Supply (or Cold Ironing). In 2010 a version of a web tool will be available which will help ports assess the relevance or otherwise of implementing this electricity supply system to vessels and eventually to identify any traffic susceptible to using it.
- Promotion of intermodality. A study is being undertaken centred on identifying best practices that facilitate the increase in the use of the most efficient hinterland connections in terms of emissions, such as rail or river transport as opposed to road transport.

During the meeting contacts were held between members of the work groups. They were all informed about the CLIMEPORT Project and were given documents about the project in order for them to assess possible synergies with the different Work Groups.

ROLE OF AVEN (Energy Agency of Valencia) IN THE PROJECT

AVEN (Agencia Valenciana de la Energía) participates in the CLIMEPORT Project as technical partner. AVEN is a public body belonging to the Department of Infrastructures and Transport of the Regional Government of Valencia (Spain). Its purpose is the development of performances in energy field in the scope of the Comunidad Valenciana, in accordance with the Regional Government's guidelines and in the framework of the European Union policies. One of the sectors in which AVEN is making greater efforts and is getting a number of saving measures and energy efficiency is the transport sector. The involvement of AVEN in the project reflects the interest of the Regional Government policy to combat climate change reducing greenhouse emissions and fostering a better use of energy.



As a first specific work, AVEN will conduct a study on the internal traffic in the Port of Valencia which will reveal the exact contribution to the emission of greenhouse gases. First we will analyze the current situation by identifying data on all transport users with their features. Infrastructures and services available to the port will be studied. The movement of people and goods assessing magnitudes and characteristics will be analyzed. With the available data we will proceed to calculate emissions of greenhouse gases.

With the results of the first phase, it will be develop a plan of action aimed at improving existing mobility principles of environmental sustainability. This action plan will consider transport and logistics. Barriers for its implantation will be studied and taken into account in order to minimize its negative effect. Although the object of study is the traffic at the Port of Valencia, because the procedure will be systematized then it can be used for other ports that participate as partners in the project.

A final step will consider the next way for the common implantation of the best practices defined in the previous activity.



EVENTS

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30 / March / 2010

KOPER
MEETING & STEERING
COMMITTEE

September-October / 2010

CLIMEPORT INTERMEDIATE
CONFERENCE IN LIVORNO

June / 2010

Seminar in Valencia
ENERGY EFFICIENCY
IN THE PORT INDUSTRY



LEADER



PARTNERS

