

CLIMEPORT: DEVELOPMENT OF COMMON AND SPECIFIC ACTION PLANS FOR REDUCING PORTS' CARBON FOOTPRINT

CLIMEPORT project has achieved a remarkable milestone with the definition of Common and Specific Action Plans for reducing the Mediterranean Ports Carbon Footprint within the Component 4 of the project. This Component started with the input of the thirty best practices (BP) already identified as successful cases both from the economical and environmental perspectives.

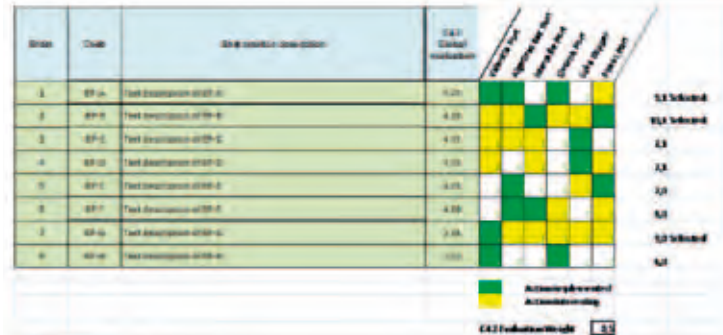
The methodology involved in the definition of the common and specific plans was carried out by means a multi-criteria and multi-expert analysis with the aim of evaluating three main attributes for each BP: quality, impact and relevance of the best practice. In this manner, each BP was ranked according these criteria in a first round. After that, a second evaluation round was carried out by the participant ports in order to select the most interesting actions according to 9 environmental, economical and social criteria such as the degree of complexity for the best practice implementation, the impact of the BP in terms of GHG emissions reduction or the cost-benefit analysis, among others.

With this process, the best practices were ranked according to quantitative and qualitative criteria. The following picture shows an example of best practice evaluation using different environmental, economical and social criteria:

Please, evaluate your degree of agreement with the following statements	Evaluation	
1.- The associated information of the BP is appropriate	5	Totally Agree
2.- The degree of complexity of the required resources for the BP implementation is appropriated/affordable	4	Agree
3.- The degree of complexity of the required knowledge for the BP implementation is appropriate/affordable	5	Totally Agree
4.- The level of monitoring, control and maintenance of the BP is suitable	4	Agree
5.- The BP reduces significantly the CO2 emissions	4	Agree
6.- The BP respects the port environment	5	Totally Agree
7.- The cost/benefit relationship of the BP is appropriate	5	Totally Agree
8.- The BP can be implemented within different port scenarios/activities	5	Totally Agree
9.- The BP can be extended to the logistic chain	5	Totally Agree

With these results, in March 2011 the Steering Committee of CLIMEPORT met in Marseille in order to officially select the best practices which would be the initial step for designing the Common and Specific Action Plans of the project.

In this manner, each port selected those best practices already implemented in other ports with the aim of developing an implementation plan in a benchmarking session.



The previous figure shows the process of best practices assignment to each port. Thus, it was decided that the Common Action Plan of CLIMEPORT would be composed by the following actions:

1. Improving in the consumption of exterior lightning of roads, yards and docks.
2. Installation of Solar Energy (PV+ST) in the roofs of Port Authority Buildings.
3. Electric Consumptions Monitoring.
4. Vessels Onshore power supply (OPS).
5. Environmental R&D in Ports.
6. Integration of the detailed general Plans for the Implementation in any port of the actions described by the rest of partners.

Moreover, each port has also developed Specific Action Plans for their implementation according to particular needs and requirements like geographical situation, local climate conditions, etc. Examples of these plans are: use of clean fuels in port operations, design of "green" areas for CO2 capture or improvement of the energy management in port companies, among others.

Next step in CLIMEPORT project is the start of Component 5, which will develop CO2 reduction pilot projects in Valencia, Livorno and Piraeus ports supported by Algeciras, Marseille and Koper respectively.

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Project cofinanced by the European Regional Development Fund



ROLE OF PORT OF MARSEILLE FOS AUTHORITY IN THE PROJECT

As the No. 5 port in Europe, Marseille Fos affirms its position as a major player in the Euro-Mediterranean domain, with the adequate infrastructure and space to accommodate all types of traffic, including miscellaneous and container goods, dry bulk, liquid bulk, ro-ro, cars, conventional traffic, passenger traffic and cruise traffic. Marseille Fos port is constantly investing and innovating to satisfy the demand generated by international maritime transport development.

Port of Marseille Fos is working with its partners to implement projects firmly focused on the medium and long term, targeting niches of activity which are experiencing strong development (energy, logistics and combined transport) and promise to generate traffic, growth and employment (41,000 jobs linked to port activity).

Conscious of its role as corporate citizen, Port of Marseille Fos gives priority to initiatives, which reconcile economic, social and environmental issues.

Through its sustainable growth and development plan, Port of Marseille Fos has made major commitments to limit the impact of its facilities on air, water and land, and to respect local communities, protect biodiversity, promote energy conservation and guarantee efficient waste management.

Port of Marseille Fos is involved especially in the local and regional climatic plans and carbon footprint studies and develops a project with industrials established in the Port area for carbon management: VASCO project (Valuation and Storage of CO₂).

Port of Marseille Fos joined Project Climeport to fight climate change effects with the main Mediterranean ports.

In the first phase, Port of Marseille Fos calculated direct and indirect emissions from port activities that contribute to the greenhouse effect and realized his carbon footprint assessment.

In the second phase, Port of Marseille Fos shared the good practices developed in Marseille with partners:

- Installations of photovoltaic and wind energy in port area to promote the renewable energies;
- On-Shore Power Supply to reduce atmosphere emissions;
- Improve electrical consumption of the Port and improve gas consumption of the Port;
- Recover Hydrocarbon fraction of ballast water of oil tankers in order to enhance fuel to recycle waste.

In the next phase, Port of Marseille Fos will develop in facilities the best practises shared by the partners.



Port of Valencia



Marseille Fos Port Authority



Port of Piraeus



THE PARTICIPATION OF PIRAEUS PORT IN THE PROJECT

Ports constitute the main trade axe worldwide, therefore they should implement the principles of sustainable development, demonstrating great concern on the protection of the environment, since environmental protection is in direct link with cost-effectiveness and development regarding any activity.

Piraeus Port Authority SA (PPA), having an important role among the Greek Ports as in Mediterranean area, is in continuous development, according to the principles of sustainability and environmental protection.

Piraeus Port Authority SA is working on the environmental protection in the entirety of the port activities. Therefore, PPA SA implements an environmental policy with specific goals and action plan which consists of the most important element of PPA SA's Corporate Social Responsibility. The elaboration and the implementation of this environmental policy are based on the European and National Environmental Legislation, as well as the International Environmental Regulations, whilst a specific mechanism for the evaluation of the environmental performance of the port activities is implemented.

PPA SA implements an environmental management policy with a particular concern for the Climate Change and the GHG emissions inventory in the port sector.

In this framework, PPA participates to the CLIMEPORT Project and aims to the adoption of the specific sustainable actions concerning the Mediterranean Sea, the reduction of the greenhouse gas emissions, achievement energy saving and efficiency in port activities and the implementation of practices for the improvement of the general climate conditions. Cooperation amongst Mediterranean ports is considered to be an important tool in the achievement of the above mentioned goals and that is the main benefit of the PPA's participation to the project.

The PPA constitutes an active partner in all phases of the Climeport Project. Since the beginning of Climeport Project, PPA has worked on the assessment and the harmonization of CO₂ Footprint evaluation, on the benchmarking and best practices identification for the reduction of the GHG emissions related with the port activities and on the best practices transfer. During current phase PPA works on Pilot Projects design in collaboration with the leader Valencia Port and the co partner Luka Koper.

PPA throughout the duration of the Project, has been participating to the activities such as conferences, articles in magazines, press releases etc, aiming to the dissemination of the Climeport Project, and additionally organised and hosted the 2nd Technical Meeting of the CLIMEPORT project held on 14th October 2009.

PPA holds an active role to the Climeport Project and anticipates to reinforce its strategy on the air emissions reduction by adopting the knowledge and the best practices that will come up from the Climeport Project.

THE FIFTH TECHNICAL PROJECT MEETING TAKES PLACE

On 31st March, the fifth technical meeting of the CLIMEPORT Project took place in Marseilles, France.

The first phase of studies on reducing greenhouse gas emissions (GGEs) resulting from port activities has now finished, with these studies focusing on the drafting of a GGE inventory, the application of best practices, the implementation of new technologies and the promotion of renewable energy sources. The project, which began in May 2009, is co-financed by the European Regional Development Fund (ERDF), as part of the European Union's MED programme, and has a budget of €1,610,454 and a duration of 36 months.

This meeting examined the work carried out on the Action Plans which will be implemented by the participating ports as part of what is known as

Component 4. The objective of this task was to put in order of importance the best practices collated in previous tasks and, once this classification had been completed, to draw up an overall plan for the ports and also to implement the specific plans at each of them, bearing in mind their interests, as well as social, environmental and economic criteria.

The work timetable to follow over the coming months was also set and administrative, management and communication issues were discussed.

The tasks carried out as part of the project are encouraging activities in international ports which are respectful of the environment, while also supporting the adoption of measures to reduce the GGEs released into the atmosphere.



EVENTS

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19 / October / 2011
BARCELONA
 SMART GROWTH &
 THE MED PROGRAMME

November / 2011
MARSEILLE
 MED Capitalisation Conference

29 / Feb. - 2 / Mar. / 2012
VALENCIA
 EXPOENERGÉTICA - ECOFIRA

March / 2012
 Final Conference Climeport
 MEETING & STEERING
 COMMITTEE CLIMEPORT
 PROJECT

LEADER



PARTNERS

