

GreenPort News

Issue 56 – Wednesday 8 July 2009

GreenPort News is emailed to over 2970 recipients, including policy-makers, regulators and consultants, together with managers at ports and terminals throughout the world, who are responsible for planning and environmental management.

Send news about your environmental initiatives to Julian King on info@green-port.net

New Communication sets out the Commission's vision for the Future of Transport for the next decade

European Transport policy has always been based on a “White Paper”, a strategic document setting out the policy measures for the next decade. The first Transport White paper came out in 1992. The second (2001) emphasized the need for modal shift, decoupling of transport growth from GDP growth and saw a great future in rail transport. In 2006, a midterm review of the 2001 White Paper was published: it launched the idea of “co-modality” - optimally combining various modes of transport within the same transport chain - as the solution for freight transport.

The European Commission is now working on a new White paper for the period 2010-2020. In preparation of this, Commissioner Tajani (photo) published yesterday a Communication. It summarizes the results of a wide reflection that was launched by the European Commission earlier this year on the future of the European Transport system. The evaluation study on the European Transport policy and the High Level Stakeholders Conference (9-10 March), in which ESPO participated actively, were the main pillars of this reflection.

The document further defines a vision for the future of transport and mobility until 2020, taking into account scenarios that may possibly arise decades beyond this date. The idea is to stimulate further debate.

Views on the future of transport and on possible policy options should be submitted to the European Commission by the end of September. This will be followed by a stakeholders conference in Autumn. On the basis of all the feedback received, the European Commission will adopt a New White Paper in 2010.

The general conclusions of the Communication are:

- Europe's transport policy has contributed to a mobility system that in terms of efficiency and effectiveness can cope with that of the economically most advanced countries in the world. Considering the goals of the Union's Sustainable Development Strategy, the results are more limited. There has for instance been limited progress in shifting transport to more efficient modes such as short sea shipping.
- Environmental sustainability, ageing, migration, fossil fuel scarcity, urbanisation, and globalisation are the main trends and challenges up to the middle of this century.
- To meet these challenges the introduction of innovative technologies and the full integration of different transport modes should be speeded up. This in a context in which transport users and employees are always kept at the centre of policy making.

- It is important to advance the external projection of European Transport Policy, as a way to ensure further integration with the neighbouring countries and to promote Europe's economic and environmental interests in the global context.

From a ports perspective, following issues are relevant:

- The European Commission is pleading for a correct pricing system of externalities for all modes of transport. This must allow transport operators and citizens to identify the transport modes that are best for the economy and the environment and must help them in factoring transport costs in location decisions.

- It also predicts that the transport sector has to become increasingly self-financing also in relation to infrastructure. Congestion charges will in that respect give an indication of the additional infrastructure needed.

- The Commission puts a lot of emphasis on the development of ports and intermodal terminals as a key element in optimising the functioning of the transport system and integrating the individual parts of the transport network.

- The Commission sees the full implementation of the European maritime space without barriers and the maritime transport strategy for 2018 as a way to make the Motorways of the Sea a reality and to exploit the potential of intra-European short sea shipping.

- Technological innovation is considered to be a major contributor to the solution of the transport challenges. "Soft infrastructures" as ITS can optimise the use of the network and improve safety.

- Finally, the Commission stresses that enforcement of existing legislation and new legislation will be need for opening up the markets in the rail sector.

The deadline for submitting comments on the communication is 30th September. ESPO will prepare its contribution.

More information on the Commission's communication can be found
http://ec.europa.eu/transport/strategies/2009_future_of_transport_en.htm

Charleston Deepening Project Advances

South Carolina's seaports in Charleston and Georgetown stand to gain more than \$12 million in additional funding for deepening studies and channel maintenance following action in the U.S. House of Representatives.

The Port of Charleston is currently 47 feet deep at mean low water in the entrance channel and 45 feet inside the harbor. Charleston's channels have the opportunity to go even deeper thanks to funding for the resumption of a reconnaissance study on future deepening. "With a 45-foot draft at low water, Charleston already has the region's deepest channels and can accommodate post-Panamax ships today," said David J. Posek, chairman of the South Carolina State Ports Authority. "The new project would take Charleston beyond 45 feet, opening the port to all classes of the world's most modern vessels. We are ready for the Panama Canal expansion and beyond."

After final approval by the U.S. House and Senate, and passage of the Energy & Water appropriations bill, Charleston Harbor will also receive \$1,798,000 for dredged material disposal facilities and an additional \$10.7 million for maintenance dredging work. "The Ports of Charleston and Georgetown will be even more competitive," said Posek, "thanks to the

action of Congressman Henry Brown, as well as the support of our allies and our Congressional delegation.”

Another \$1 million will go to needed maintenance dredging in Georgetown’s 27-foot authorized channel. “There are several new cargo accounts eyeing Georgetown, and adequate draft will help close those deals and bring these new projects, jobs and investment to our state,” said Posek. “We are committed to enhancing Georgetown’s position and are aggressively pursuing new business for the port.”

For more information:

Byron D. Miller, Director, Public Relations
S.C. State Ports Authority www.scspa.com

US Coast Guard announces interim rule increasing limits of liability under Oil Pollution Act of 1990

The U.S. Coast Guard recently announced the publication of an interim rule that adjusts limits of liability for vessels and deepwater ports under the Oil Pollution Act of 1990.

The interim rule, effective July 31, 2009, increases the current OPA 90 limits of liability for vessels and deepwater ports to reflect significant increases in the Consumer Price Index since the limits were amended by the Delaware River Protection Act of 2006. The interim rule also increases the current OPA 90 limit of liability for the Louisiana Offshore Oil Port to reflect Consumer Price Index increases since the Louisiana Offshore Oil Port limit was established by regulation in 1995.

The interim rule amends Title 33, Code of Federal Regulations, Part 138, Subpart B. The proposal for this rulemaking (73 FR 54997) was published Sept. 24, 2008. A final rule will be published following the close of the public comment period Aug. 31, 2009. The public may view the interim rule in the Federal Register online at www.gpoaccess.gov/fr.

The amendments also establish the methodology for appropriate future increases to liability limits to reflect significant increases in the Consumer Price Index. Such increases prevent the real value of limits of liability from depreciating over time from inflation, preserving the polluter pays principle embodied by OPA 90.

The interim rule clarifies that OPA 90, single-hull, tank vessel limits of liability apply only to single-hull tank vessels that carry, or are constructed or adapted to carry, oil in bulk as cargo or cargo residue. The clarification was not discussed in the proposal for the rulemaking and is needed to ensure that the rule is consistent with the OPA 90 statutory scheme. The Coast Guard encourages the public to participate in this rulemaking by submitting comments and related materials concerning the single-hull tank vessel limit of liability clarification to the docket by Aug. 31, 2009, at www.regulations.gov, docket number: USCG-2008-0007. All comments received will be posted without change.

Houston Port Partners Granted DERA Funds

The Port of Houston Authority (PHA) along with eight other Houston Ship Channel industries are the recipients of more than \$3.47 million in an Environmental Protection Agency (EPA) National Clean Diesel Campaign that provides funding through the Diesel Emission Reduction Act (DERA), as part of the recently enacted nationwide economic stimulus package, the American Recovery and Reinvestment Act.

PHA has been awarded \$611,466, while \$2,856,666 has been awarded to eight port industrial partners.

The funds will go towards proposed PHA projects consisting of public private partnerships with eight port-related entities for replacement or repowering of older diesel equipment/engines with newer cleaner equipment/engines. The repower and replacement projects will be for eligible heavy-duty trucks, cargo-handling equipment, and a marine engine system.

The PHA plans to use a portion of the funding to augment a recently-granted Texas Emissions Reduction Plan (TERP) grant of \$110,500 to replace the decades old engines and generator on the tour boat MV Sam Houston, which gives twice-daily public tours of the Houston Ship Channel. Last year, more than 39,000 toured the ship channel aboard the MV Sam Houston.

In addition, PHA plans to apply the remaining funds toward replacement of cargo-handling equipment with new, cleaner-burning diesel engines.

In the near future, additional opportunities will be made available through the EPA's DERA program for applications to address emission reductions from port-related equipment.

Port to Test Feasibility of Pollution Control Device

- 'Sock on a stack' technology captures ship pollution at berth

The Long Beach Board of Harbor Commissioners gave preliminary approval Monday to fund a long-term test of an innovative "sock on a stack" air quality improvement system for ships that has shown promising results in previous demonstrations.

Developed by Rancho Dominguez-based Advanced Cleanup Technologies Inc., the system uses a crane to place a large bonnet-like device over a ship's smokestack. The exhaust from the ship's diesel engines is then captured and scrubbed of harmful air pollutants before being released back into the atmosphere.

In tests conducted in summer 2008 at the Port, the Advanced Maritime Emissions Control System, or AMECS, captured about 95 percent of nitrous oxide, sulfur oxide and particulate matter – the major pollutants in a ship's emissions.

Docked ships in the Port run their engines to power their electricity needs. Although the Port is working aggressively to equip its shipping terminals with shore power, which allows ships to shut down their diesel engines and plug into cleaner electricity, AMECS could be used to cut pollution at berths that are not outfitted with shore power.

"This is a promising system to cut air pollution from ships," said Port Exec. Dir. Richard D. Steinke. "By funding a more definitive test of this cutting edge technology, the Port is again showing its commitment to minimize the impact of its operations on our community."

On Monday the Port preliminarily approved as much as \$2.39 million to test the long-term feasibility of AMECS. The test is being conducted to assess costs, durability and other operational issues associated with the system. A final vote is expected later this month.

The testing, which could take up to a year, would be conducted at the Port's bulk cargo terminal, Berth G214. Metro Ports, the operator of the bulk terminal, is a proponent of the technology and would share a portion of the costs of testing the system. However, most of the expenses will be paid by the Port.

Contact: Art Wong, Port of Long Beach Assistant Director of Communications/Public Information Officer, wong@polb.com.

Shipping Executive Newsome Picked to Lead South Carolina Ports

Charleston, SC – The South Carolina State Ports Authority (SCSPA) Board of Directors today voted unanimously to hire James I. (Jim) Newsome III as president and chief executive officer, effective September 1.

Newsome, 53, brings more than 30 years of global shipping experience to the ports of Charleston and Georgetown and is only the fifth leader of the SCSPA in its 67-year history.

“We are very pleased to have such a well-respected and accomplished executive leading our ports,” said David Posek, chairman of the SCSPA. “He will be welcomed by customers and port workers alike.”

“South Carolina’s ports are tremendous economic assets,” said Newsome. “I hope to lead in a way that allows us to focus squarely on our core mission – serving our customers and bringing economic benefits to the state. With the region’s deepest channels and the most efficient operations in the country, we are very well positioned. I am very excited about the opportunity to advance the state’s ports.”

Newsome said he will explore new ways to engage customers and other stakeholders. “Relationships are critical to a port's success, and they will be a top priority.”

An accomplished shipping executive, Newsome previously served as president of Hapag-Lloyd (America), Inc., which is part of the world’s fifth-largest ocean shipping company. “Jim was the unanimous pick of both the board and the search committee,” said Bill Stern, SCSPA vice chairman and chairman of the search committee.

Solar Ship Docks at Port of Long Beach

The Port of Long Beach on July 1st, welcomed the Auriga Leader, a car carrier ship partly powered by solar energy. It is a first-of-its kind green technology application on a car carrier.

The Auriga Leader is fitted with 328 solar panels that can generate up to 40 kilowatts, decreasing demand on the ship's diesel-powered auxiliary engines for electricity thus cutting down pollution.

The Port is working on several fronts to decrease pollution from ships, including the EPA-award winning Green Flag Program, encouraging the use of cleaner-burning low sulfur fuels, and outfitting container terminals with shore side plug-in power.

The Auriga Leader's photovoltaic panels are part of a technology demonstration project by Toyota Motor Corporation, a customer of the Port of Long Beach, and NYK Line, the ship's owner and operator. The 656-foot, 60,000-ton vessel can carry up to 6,200 cars and is used to transport Toyota, Lexus and Scion vehicles from Toyota Motor Corporation factories in Japan to the Port of Long Beach. The solar panels made their debut at Kobe port in Japan last December. Wednesday was the Auriga Leader’s first call at the Port of Long Beach.

"The Auriga Leader is a perfect example of how the maritime industry is voluntarily finding new and innovative ways to be responsible stewards of the environment," said Port of Long Beach Executive Director Richard D. Steinke. "Our Port is a regional economic engine and in order to stay competitive, we must ensure that our growth is sustainable. That means minimizing the impact of shipping operations on the environment."

Article Explores Feasibility of Ecosystem-Based Management in the Tropics

In response to diminishing ocean resources and marine habitats, the journal Coastal Management has published a special theme issue devoted to the feasibility of tropical marine ecosystem-based management. The article “Tropical Marine EBM Feasibility: A Synthesis of Case Studies and Comparative Analyses” offers an overview of the six case studies and two comparative analyses that comprise the issue and proposes an innovative new organizational framework for effective tropical ecosystem-based management (EBM).

The article appears in volume 37, issues 3 & 4 of Coastal Management, published by Taylor & Francis. For free access to the article, visit:

<http://www.informaworld.com/smpp/content~content=a910537346~db=all~order=page>

The case studies published in the theme issue present research conducted in the Philippines, the Caribbean, the Benguela Current (Southern Atlantic Ocean), and Hawaii. Successful EBM is often challenging in tropical locations as many areas suffer from poverty, weak governments, large disparities between rich and poor, and other legacies of colonialism. The article develops four overarching conclusions to address the unique difficulties of tropical EBM. The authors argue that a successful EBM program must:

- Be tailored to each distinct location
- Utilize a wide variety of tools, such as creating marine protected areas and reducing fishing
- Balance ecological concerns with social and governance concerns
- Have the sustained commitment of formal institutions, governments, resource users, scientists, and donors

Evergreen first to assist in international project monitoring greenhouse gases over oceans

As part of its goal to retain a leadership role in ensuring a sustainable maritime industry, an Evergreen container ship set sail July 4 as part of an ambitious project to measure and monitor the distribution of greenhouse gases in the Pacific Ocean. The EVER ULTRA is the first commercial marine vessel equipped to measure marine hydrocarbon and halocarbon emissions and is part of an international Pacific Greenhouse Gases Measurement (PGGM) project.

Taiwanese scientists at National Central University with the cooperation of Evergreen Marine Corp., the National Science Council (NSC), the Environmental Protection Administration (EPA) and the University of Cambridge initiated the PGGM project in 2008. The project will combine data from Taiwan's FORMOSAT-3/COSMIC satellite. The FORMOSAT-3/COSMIC program is an international collaboration between Taiwan and the United States that uses a constellation of six remote sensing micro-satellites to collect atmospheric data for weather prediction and for ionosphere, climate and gravity research.

The US\$70 million 980-foot-long vessel 5364 TEU Ever Ultra, which departed from the newly built Taipei Port destined for the Persian Gulf, is the first of three Evergreen ships that will participate in the project, with the second scheduled to sail to the Atlantic July 24, according to NCU.

Wang Kuo-ying, director of NCU's Center for Environmental Studies, said prior to the Ever Ultra's launch that the project would for the first time

generate invaluable data from in-service container ships and aircraft, as opposed to fixed measurement stations. "This is an unprecedented effort that will over the next 20 years observe the global distribution of greenhouse gases, which will put Taiwan's greenhouse gas observation on the same track as international studies," Wang said.

K.W. Nieh, Evergreen Group spokesman, said: "The Evergreen Group is committed to playing its part in the battle to restrict global warming. Striking a balance between providing transport services and being environmentally sensitive is not easy but Evergreen's strong sense of social responsibility will ensure that the company will seriously consider every possible way of minimizing the industry's and its own global footprint. This will also enable its customers to develop greener supply chain systems."

Evergreen's S-type "Greenships" were the first to incorporate many new environmental features well beyond current international environmental requirements. These include a double-skinned hull with all fuel tanks situated within the transverse bulkhead spaces, thus minimizing the risk of oil pollution or fire as a result of grounding or collision. A high-capacity oily water separator enables the oil content of wastewater to be reduced to just 15ppm. Larger separator bilge oil and bilge oil holding tanks provide more storage capacity, enabling Greenships to maximize the amount of waste that can be held for ultimate disposal in specialized shore facilities.

Of the project-touted as a sign of Taiwan's determination to join international forces in battling global warming, Wang said, "This is the best present that Taiwan can give to the world."

The PGGM project will also collaborate with the European Union's In-Service Aircraft for a Global Observing System (IAGOS) project to install instruments on commercial aircraft to monitor atmospheric composition and aerosols and gather data.

Portsmouth Port searches for construction company to build 'green' terminal

Portsmouth Commercial Port has started the process to appoint the construction company that will build its £12 million new terminal building.

The Port has issued an Official Journal of European Union (OJEU) notice for the contract to build its new environmentally friendly terminal building which is due for completion in 2010. Following an evaluation of all applicants, contract documents will be issued to tenderers at the end of June.

The winning contractor will deliver the construction of the new terminal building, set-down area, access roads and associated infrastructure. Also required will be the demolition of existing facilities and the reinstatement of the area previously used for the old terminal, as a marshalling area.

The search for contractors comes after last October's scheme approval by Portsmouth City Council. The new passenger terminal is scheduled to be completed in late 2010 and operational by Spring 2011. The project is currently in the final stages of detailed design in readiness for tendering the construction work.

The new terminal will be situated to the east of the existing terminal building, where Port terminal sheds used to reside. Set to incorporate advanced sustainable features and groundbreaking environmental technology, the terminal will be a fantastic new landmark building for Portsmouth and the shipping industry. Port Manager, Martin Putman, says: "We have been planning this new terminal for many years and it is nice to see all the plans coming together. Enabling works are already underway to re-locate some workshops, to resurface a large area and demolish some existing service sheds, but we look forward to the new terminal construction work starting in November."

Providing Civil, Structural, Mechanical and Electrical design services together with project management on the new terminal is Chichester-based company, Halcrow. Rachel Fowler, Master Planner at Halcrow comments: "We initially started this project by undertaking a master planning exercise to determine the best layout of the buildings and service areas. It is exciting for us to know that construction will commence shortly. This will be an innovative building as it will have a 'Very Good' BREEAM rating, meaning it will be a very environmentally friendly building with low CO2 emissions. In particular the building will utilise sea water as a heat source for the building, one of the first times this has been done in the UK."

RPT-Europe raises pressure for ship emissions curbs

The European Commission is preparing measures to cap carbon emissions from shipping if the global maritime industry fails to come up with its own proposals soon, an official of the EU executive body said on Tuesday. A Copenhagen conference in December is due to agree a successor to the U.N.'s Kyoto Protocol on fighting climate change, and the shipping industry faces mounting pressure to bring forward a system to curb emissions.

"I can assure you that we are already preparing possible European measures that could be introduced in the event of a failure to reach any wider international global agreement," Dimitri Giotakos, the European Commission's representative, said in a speech at a shipping conference in Oslo.

"Faced with the lack of progress...in the IMO (International Maritime Organization), the council of EU (European Union) and the EU parliament has repeatedly asked the EU Commission to take action," he said.

"We have a clear preference for ETS (emissions trading system)," he told a news conference.

Giotakos said a decision would be made after the Copenhagen talks but that the Commission hoped the industry would come up with a system itself.

"The time has come to take firm actions, that's why we need a mandatory system," Giotakos said, adding that to get results, a system would need to be enforceable, measurable and provide for a sanction mechanism for those who do not abide by it.

Oakland Board of Port Commissioners adopts Comprehensive Truck Management Plan (CTMP) and directs staff to develop Truck Ban

On June 18, The Oakland Board of Port Commissioners adopted the Port of Oakland's Maritime Comprehensive Truck Management Plan (CTMP) at the Tuesday, June 16, board meeting. The CTMP addresses air quality, safety and security, business and operations, and community issues related to drayage trucking at the Oakland seaport at an estimated cost of \$15.2 million for Fiscal Years 2009-12. According to Port Board President Victor Uno, "The Port of Oakland is balancing its economic responsibility as a global gateway with its social responsibility to reduce

air pollution and improve the trucking system at the Oakland seaport." The CTMP is a program developed within the Port's larger Maritime Air Quality Improvement Plan (MAQIP). The MAQIP is the Port's master plan framework to reduce seaport diesel pollution by 85% by 2020.

According to Port of Oakland Executive Director Omar Benjamin, "We are very pleased that the Port Board adopted the CTMP which is a comprehensive approach to addressing the drayage truck issues at the Oakland seaport. We can now begin implementing components of the program including a truck registry for safety and security as well as facilitating financing for cleaner trucks. All of this is going to lead to a major improvement in the overall trucking industry at the Oakland seaport while at the same time improving air quality for a healthier community." According to the California Air Resources Board Health Risk Assessment for West Oakland, port trucks contribute about 4% of that health risk.

The Port Board also directed staff to prepare an ordinance to amend the Port's Tariff for operating the marine terminals to include a truck ban. President Uno remarked, "The truck ban will demonstrate that the Port of Oakland is very serious about reducing diesel pollution. We are taking an aggressive position to provide maximum assurance that only cleaner trucks will serve our seaport."

The CTMP is organized in two categories: Core Components (6) and Future Component (1). Core Components are items that will be implemented in the next one to two years and are considered priorities for the Port. The Future Component is a potential item (Truck Positioning Technology) that requires further study and/or necessitates major funding that is currently not available at this time. The \$15.2 million spending will cover Fiscal Years 2009 through 2012 and includes both implementation ("set-up") and annual operation and maintenance costs.

There are extremely valuable benefits to the CTMP as explained by Port of Oakland Maritime Director James Kwon, "Through the CTMP using a Port Registry, the Port will identify drayage trucks serving our maritime area which will add another significant layer of safety and security at our seaport. The CTMP will also improve air quality and the flow of commerce through operational efficiencies and reducing traffic and congestion." Executive Director Benjamin concluded, "The Port is committed to balancing the needs of its customers with those of its neighboring community in an effort to improve commerce, public health, and quality of life for those living and working in and around the Port."

Bromma Develops "Green Spreader Spec" Guidelines for Port Planners

The world's leading crane spreader company, Stockholm (Sweden) based Bromma, has developed a set of green spreader spec guidelines for consideration by port planners as they set green specification criteria for next generation investments. Recommended green spec areas include such topics as:

- the relationship between spreader efficiency standards (MTBF, MMBF, and MTTR) and environmental impact in terms of truck idling correlation
- the - crane spreader weight between crane power consumption and energy
- spreader - with spreader design decisions consumption and its correlation consumables
- spreader - spreader design issues and their correlation with of oil spill risk
- minimization - place of the spreader in noise
- the - abatement

Bromma pioneered the development of all-electric yard crane spreaders, which are the standard yard crane spreader solution for most terminals around the world. Many terminals are also increasingly specifying all-electric spreaders for the twin-lift portion of their spreader fleet, continuing the long-term trend in recent years of moving from hydraulic to all-electric spreaders in single-lift yard crane operations.

“Green spreaders represent a primary ‘design value’ of our organization,” said Vikram Raman, V.P of Sales and Services at Bromma. “However, while green equipment solutions in some areas of port operations are more costly than non-green equipment, in the case of the spreader, the situation is quite the reverse. Green spreaders with a lower weight and all-electric design actually cost less than non-green spreaders, due to sharply lower lifecycle costs. Adopting a green spreader spec thus does not require financial sacrifice; going green actually confers a financial advantage to the terminal. This is just one reason why so many terminals around the world are keenly interested in GREENLINE spreader fleet solutions.”

VPA Leads Mediterranean Ports in the Climeport Project against the effects of climate change

On 20 May 2009, the Valencia Port Authority (VPA) presented the Climeport Project in Valencia; an environmental project funded by the European Union involving the main Mediterranean ports with the aim of palliating the effects of climate change. Representatives from the port authorities of Algeciras (Spain), Marseilles (France), El Pireo (Greece), Koper (Slovenia) and Livorno (Italy) met in Valencia to launch this decisive project with European funding to the tune of 1,200,000 euros (from a total of 1,600,000€). The Instituto de Tecnología Eléctrica (ITE) (Institute of Electric Technology), the Agencia Valenciana de la Energía (AVEN) (Valencia Energy Agency and the Agencia Eslovena de la Energía (Slovenia Energy Agency) are also taking part in the initiative which is led by the VPA. The work session coincided with European Maritime Day established by the European Union.

The Contribution of Mediterranean Ports to Combating Climate Change is the general motto of this project which is due to run for the next three years. One of the principal aims of the project is to assess the importance of ports in this geographical area in the struggle against climate change by monitoring greenhouse gases from port activity. Climeport will also promote the use of less polluting energy and the use of cleaner and more balanced transport. The programme will also allow tools to be designed for measuring and monitoring the results obtained through the implementation of environmental improvement plans.

Actions to be carried out include an Emissions Diagnosis to reveal the volume of greenhouse gas emissions from Mediterranean ports. The project entitled Carbon Footprint also falls within the Climeport project and the initiative will allow a precise determination to be made of the tons of CO₂ (direct and indirect) generated in Mediterranean port areas. Once the first results have been obtained, specific action plans will be drawn up for each of the port authorities via pilot projects. The plan will also assess the costs and benefits of each of the measures implemented.

Apart from the ports directly involved in the project, Climeport will also foster collaboration and experience sharing with other world ports. The programme anticipates the organisation of conferences and seminars to collectively examine questions such as the use of renewable energies in ports, efficiency in port buildings and facilities, water treatment and recycling, and the study of CO₂ emissions in the transport and logistics sectors as well as other sectors to identify systems which are energetically more efficient in relation to the environment.

The Climeport programme falls within the framework of the Med programme of the European Union. The Med programme, with a total investment of over 250 million euros, aims to foster the competitiveness of Mediterranean countries, ensure growth and employment for the coming generations and actively promote environmental protection within a framework of sustainable development.

This VPA initiative falls within the framework of its commitment to the environment. For over ten years, the VPA has carried out a wide range of environmental projects aimed at integrating

environmental protection and care into port activity. Such projects include Ecoport II, an initiative which has become an environmental point of reference in the port sector on a national and international scale enabling an Environmental Management System to be implemented in every company in the ports of Gandía, Sagunto and Valencia. The VPA's achievements in the area of environmental achievement include certification of ISO 14001 in April 2006, PERS (Previous Environmental Review System) in December 2006 and EMAS in April 2007, among the most prestigious environmental achievements in Europe.

First bulldozers start work on Maasvlakte 2

The first bulldozers are driving around on an island in the North Sea, which will grow to become Maasvlakte 2. In the past few weeks, so much sand has been sprayed on that various islands have been created, which also remain sufficiently above water during high tide. Maasvlakte 2 will be 5 m above the sea level (Amsterdam Ordnance Datum). That is higher than the dredging vessels can spray on the sand ('rainbowing'), so from now on the sand is also being pumped to the island via pipelines from the trailing suction dredgers ('pumping ashore'). Bulldozers then make sure that the sand is distributed correctly.

Reaching this new milestone means that the project is well on schedule. In 2010, construction work on the quay for the first container terminal will start here. If all goes according to plan, the first ship will dock here in 2013. At the moment, four to six trailing suction dredgers belonging to the contracting consortium PUMA (Boskalis and Van Oord) are operating continuously. You can get a good view of the work from the information centre 'FutureLand' on the edge of the existing Maasvlakte.

For more information: Email: s.poppe@portofrotterdam.com

Container Transport with Batteries: Zero Exhaust Gas for Terminals

The first battery-driven AGV (Automated Guided Vehicle) will in future be transporting containers at HHLA's Container Terminal Altenwerder. HHLA and Gottwald are committed to zero exhaust emissions.

HHLA Container Terminals GmbH (HHLA CT), a wholly owned subsidiary of Hamburger Hafen und Logistik AG (HHLA), and Gottwald Port Technology GmbH (Gottwald), a subsidiary of Demag Cranes AG, are working together to develop the first battery-driven AGV Automated Guided Vehicles for handling containers. Building on many mutually beneficial years of working together, HHLA CT and Gottwald have signed an agreement for this purpose. Testing of the prototype vehicle is due to begin at the HHLA Container Terminal Altenwerder (CTA) shortly.

By pursuing this joint step, the operator of the most advanced container terminal in the world has joined forces with the AGV systems pacesetter and technological leader for ports and terminals to make a sustainable contribution to environmental protection in maritime ports near urban areas. In order to meet current and future environmental requirements, the two companies are aiming to employ container handling equipment that produces zero exhaust emissions in ports and terminals.

Captain Heinrich Goller, Managing Director of HHLA Container Terminals GmbH, says: "Against a backdrop of growing concern about environmental issues in society, politics, households and industry, we, as terminal operators, are expected to take a more responsible stance in regard to the environment. We need to design our facilities to meet these obligations long term and increase our investment in zero exhaust-emissions technology. For cost-

efficiency reasons, we also need to employ highly efficient and economical technology in view of the overall difficult economic situation and increasing fuel costs predicted long term."

Dr. Mathias Dobner, Chief Operating Officer and Chief Technical Officer of Gottwald, comments on the recent development partnership between Gottwald and HHLA CT: "The Battery AGV is an important module in the handling equipment being developed as part of Gottwald's Green Range. By implementing zero-emission, low-consumption and thus environmentally aware technologies, we aim to meet the requirements of our customers."

HHLA and Gottwald are linked by a technological partnership extending back many years, which began in 2000 with the planning phase of CTA. Gottwald supplied a turnkey AGV system including management and navigation software. Approximately 90 container transport vehicles make up the AGV fleet at CTA today. This partnership between HHLA and Gottwald ignited innovative ideas in 2006 when HHLA used diesel-electric AGVs at CTA for the first time. These vehicles make considerably less noise in operation than their predecessor, the diesel-hydraulic AGV. With the new vehicles, HHLA was also able to save 25% on fuel costs and reduce exhaust emissions significantly, a substantial contribution to environmental protection.

With the introduction of the Battery AGV, the two companies have initiated the next phase in their technological partnership. One of HHLA's modified diesel-electric AGVs, having undergone retrofitting for battery operation in the past few months, has passed extensive testing on Gottwald's test field with flying colours. To collect further experience in a real-life terminal situation, the modified vehicle has been transported to CTA where it will be integrated into the existing AGV fleet in Hamburg for more test runs and will operate alongside the productive AGVs.

"Even though the vehicle will not yet be in productive operation, we expect the tests to provide important information on the anticipated low noise emissions, the battery cell operating life and the AGV control system before we focus on battery cell charging management, the battery-change station and the actual automated battery-changing process," states Dr. Mathias Dobner, explaining the next steps in the development process.

Additional Information:

Gottwald Port Technology GmbH

peter.klein@gottwald.com www.gottwald.com

HHLA Corporate Communications

unternehmenskommunikation@hlla.de

CEDA seminar in Russia leads the way in eco-friendly dredging

Eco-friendly Dredging in the Modern World

13-14 October 2009, Hotel Moscow, St. Petersburg, Russia

The Central Dredging Association (CEDA) is organising an international sustainable dredging seminar, this October, in collaboration with the Russian State Hydrometeorological University (RSHU) and the St. Petersburg State Polytechnical University (SPbSPU). The seminar, entitled Eco-friendly Dredging in the Modern World, will focus on environmental and sustainability issues and will provide participants with a valuable opportunity to exchange ideas with their fellow professionals.

Polite Laboyrie, Chairman of CEDA's Environment Commission said he was delighted to be invited to co-organise the event. He said "We will now have the opportunity to connect our experience and knowledge with the Russian technical community. Over the last decade we have

learned a lot about creating an infrastructure that ensures economic, environmental and social, effects are treated in a balanced way. We have developed the tools and experience. One of the things we have learned is that there is no real “cook book” available, every location and project is unique and has to be treated on a case-by-case basis. That is why the CEDA community is very interested to hear the Russian experience so that we can learn from them too. In having a balanced program with local and international CEDA speakers I am convinced we will have a very fruitful seminar.”

Professor Shilin of RSHU, co-chair of the proceedings and the driving force behind the event, explained the rationale behind inviting CEDA. He said “there are many unresolved issues relating to the assessment and monitoring of the environmental effects associated with dredging works in the Gulf of Finland. These need open and objective discussions with the specialists in this field. This is why it is absolutely natural, and logical, that in their search for qualified and experienced answers the Russian specialists, who carry out the EIA for these projects, on the northern and southern coasts of the Finnish Gulf, are looking forward to an exchange with their CEDA colleagues.”

In keeping with regular CEDA events this promises to be a truly international seminar attended by academics, scientists and practitioners, from all over the world, and from the full range of disciplines across the industry.

Dmitrij Alekseevich Golubev, Head of Department of Environment, City Government St. Petersburg, will give the keynote speech on their experiences with dredging projects in the St. Petersburg area and the role of the Helsinki Convention. The comprehensive two-day programme will also include a technical visit to the St. Petersburg Flood Protection Barrier.

This event will be of interest to scientists and practitioners representing academic and research institutions, port, coastal and environmental authorities, owners of infrastructure projects, regulators, environmental organisations, dredging contractors, consultants, designers and builders of dredging equipment.

Details of the full programme and registration form are available at www.dredgingconferences.org/st-petersburg2009

The seminar is sponsored and supported by the Government of St. Petersburg’s Committee for Nature Use, Environmental Protection and Ecological Safety.

For further information please contact:

Anna Csiti, General Manager CEDA T +31 15 268 2575 F +31 15 268 2576 E
[***csiti@dredging.org***](mailto:csiti@dredging.org)

PEMA publishes second global survey on port equipment deliveries

The Port Equipment Manufacturers Association (PEMA) has published its second annual survey on global port equipment deliveries as part of the Association’s ongoing drive to improve planning and acquisition practices in the port sector.

“We commissioned the survey to contribute to the body of port equipment industry knowledge available in the public domain, and thus enhance efficiencies across the industry,” explains PEMA President, Ottonel Popesco.

Covering equipment deliveries for calendar year 2008, the report focuses on smaller classes of port equipment where consolidated market data is not readily available. This includes reach stackers, FLTs (empty and laden), terminal tractors and terminal trailers. For each equipment

class, the report provides a snapshot of market size both globally and by region for new deliveries.

“This year’s survey builds on the success of last year’s edition; for example by providing more detailed geographical breakdowns on deliveries and a comparison of the 2008 market with the previous two years. We hope the report will prove to be a valuable resource for equipment suppliers and buyers throughout the industry and we are committed to expanding PEMA’s survey initiatives in the years to come,” adds Popesco.

As with the first edition of the survey, published in June 2008, this year’s data has been compiled, collated and presented under the strictest anonymity and confidentiality according to legal guidelines.

All known manufacturers of the equipment types included in the research were contacted by email and telephone between January and March this year.

For more information please contact Michael Scheepers at michael.scheepers@pema.org.

Port of Cork Company achieves ISO 14001 Certification

The Port of Cork Company have been awarded the international environmental standard ISO 14001 certification. Audited by Bureau Veritas, ISO 14001 certification recognises the Port’s positive commitment to the environment. ISO 14001 is an internationally recognised standard which identifies performance requirements for an environmental management system.

Speaking at the presentation by Bureau Veritas to the Port of Cork, Chief Executive Brendan Keating said; ‘We have set ourselves a series of objectives across a full spectrum of our operations and have committed to a wide range of tasks and actions in achieving them. Since 2006 the Port of Cork Company has made significant progress in managing and reducing the impact of port operations on the environment.’

He continued; ‘Achieving the international ISO 14001 Certification marks a further milestone in the development of the company and the Port of Cork’s continuous drive towards environmental sustainability.’

ISO 14001 enables an organisation to develop and implement a policy and objectives, which take into account the legal requirements and other requirements the company subscribes and information about significant environmental aspects. It applies to both the environmental aspects that the organisation identifies as those it can control and those which it can influence.

The Port of Cork has been actively working on environmental management systems since 2004 with the assistance of the EcoPorts Foundation. This opened up the possibility to establish a Certifiable Environmental Management System within the Port of Cork Company, which was achieved in 2006.

The Port of Cork Company was the first port in Ireland to achieve the PERS (Ports Environmental Review System) Certification and is the second in Ireland to received ISO 14001.

For further information please contact;
Sara Dymond – sdymond@portofcork.ie
www.portofcork.ie www.youtube.com/portofcork

Konecranes supplies advanced empty container handlers to Shanghai International Port Group in China

Konecranes has delivered seven empty container handlers to the Shanghai International Port (Group) Co., Ltd (SIPG) in China. The machines are stacking empty containers in Waigaoqiao terminals along the Yangtse River in Shanghai.

SIPG is a cooperation of companies running the container terminal, the public general and bulk cargo terminal businesses in Shanghai Port. With 582 million tons cargo throughput and 28 million TEUSs container throughput in 2008, SIPG was ranked the second largest in the world in cargo and container handling.

“SIPG, the exclusive operator of all the public terminals in the Port of Shanghai, is a very important reference for Konecranes,” says Ryan Flynn, Asia Ports Director at Konecranes. “We received the order thanks to our smarter liftrucks that includes Konecranes’ latest generation of advanced technology in container handling. Our service availability and close proximity of the Port to our Liftrucks Assembly Plant in Shanghai provided added impetus to Shanghai Port.”

The seven empty container handlers ordered are equipped with “power on demand” load-sensing hydraulic technology that ensures low fuel consumption, higher lifting speeds and safe operation. In addition they are all fitted with Konecranes’ unique Eco Drive management control system, which measures operational performance of each operator.

Further information:

Ryan Flynn, Director, Ports, Northeast and Southeast Asia
ryan.flynn@konecranes.com

Antwerp Port Authority developing solar power

The board of directors of Antwerp Port Authority has decided to permit the installation of photovoltaic systems within the port area, under certain conditions. In this way renewable energy can henceforth be obtained from solar power as well as wind and geothermal power, in line with the intentions for sustainable energy use laid down by the Port Authority in its Climate & Energy environmental vision.

Previously, the port authority in its capacity as distribution network operator was hampered by special circumstances on the right bank of the Scheldt. Since the port area on the right bank is relatively small (530 ha) in relation to the space that would be taken up by solar panels, the distribution network costs for users would be particularly high. Furthermore, the Port Authority would be obliged to buy up all green electricity certificates for this area that are not traded. In the board’s opinion, the resulting sharp increase in electricity rates would adversely affect the competitive position of companies in the port.

However, the Flemish government has decided to introduce the “limited solidarisation mechanism” in order to share out the costs for investments in green energy more fairly. Under the terms of this measure the board has decided to permit the use of photovoltaic systems with sufficient installed capacity to cover the quarterly peak consumption (i.e. the winter peak) within the concession area of the company concerned.

The decision by the board has been welcomed by private companies in the port area. The Port Authority is now considering whether it will install its own photovoltaic systems, and if so at which locations. In the meantime, the Port Authority is closely monitoring government decrees, so as to be able to take advantage of the latest developments.

Northwest Ports Unveil Clean Air Strategy Report

The Port of Seattle, along with the ports of Tacoma and Vancouver, BC, have released their first annual Northwest Ports Clean Air Strategy Implementation Report. This regional partnership was developed to reduce maritime and port-related diesel and greenhouse gas emissions in the Pacific Northwest that affect air quality and climate change.

Port of Seattle CEO Tay Yoshitani said, "First we worked with our partners to measure maritime air emissions, then we created a plan that collaborates with our customers, stakeholders, and neighbors. Providing a report that details our efforts to date is a terrific next step as we move toward cleaner air for our region."

The goal of the Northwest Ports Clean Air Strategy is to reduce air emissions in the Pacific Northwest from current and future maritime port operations through specific strategies and actions within each category of port operation. This ground-breaking effort has three components:

- Reduce maritime and port-related air quality impacts on human health, the environment, and the economy
- Reduce contribution to climate change through co-benefits associated with reducing air quality impacts
- Help the Georgia Basin/Puget Sound airshed continue to meet air quality standards and objectives.

The Implementation Report set goals for transparency, progress, and clarity around air quality. Although there are a number of technical reporting standards to clarify between the three port agencies, there have been good benchmarks established for future collaboration, as environmental goals are met in the coming years.

What makes the Strategy actions outlined in this report unique are that they are driven by the Ports' collaborative relationships with industry, agencies and other stakeholders in order to achieve early reductions prior to any future applicable regulations.

There's light at the end of the tunnel at TOC Europe

Terminal operators across Europe came together to defy the economic crisis and show their commitment to the future development of the industry at the 33rd TOC Europe in Bremen last week. Efficiency and productivity were top of the agenda at this year's conference which was attended by more than 300 high-calibre delegates. While the exhibition, which ran alongside the conference sessions, attracted senior level executives from across the globe, highlighting the event's importance to the industry.

TOC Europe 2009 was kicked-off by Seaport Innovation's Kent Busk and Edwin Dekker who held a highly-practical session that offered delegates suggestions on how their operations can be improved by analysing terminal KPIs. Following the well-attended session, Mr Busk and Mr Dekker offered terminal operators the chance to have their KPIs taken away for individual analysis.

The main conference programme began in earnest on Tuesday, 16 June, with a session devoted to the economy, during which, Ben Hackett, a Senior Advisor at IHS Global Insight, and Mark Page, Director – Liner Shipping at Drewry Shipping Consultants, aired their forecasts of when the industry would begin to show signs of growth. Other key areas of debate during the three-day long conference included terminal efficiency, new technologies and issues surrounding the supply chain. Of particular interest was the well-received maritime container supply chain

session, on day one, in which Adam Rashid, International Solutions Manager of Sony Supply Chain Solutions, shared his views on managing today's economic challenges and the opportunities for the future.

Alongside the conference, 130 companies exhibited at the three-day event, launching products, demonstrating new innovations and taking part in networking sessions. A number of new products were launched at TOC Europe 2009. Loxystem, was on hand to show visitors its innovative new twistlock system, The RAT, while LXE launched the new MX9 handheld computer, designed especially for use in harsh port environments. Other leading exhibitors in Bremen included Conductix Wampfler, Nexans, Fantuzzi Group, Cavotec MSL, ABB Cranes, Konecranes, Gottwald Port Technology and Liebherr.

For the first time at TOC Europe, a series of free workshops from leaders in the industry took place on the exhibition floor, allowing visitors and delegates alike to hear presentations on a range of topics covering automation, productivity and cost-efficiency. This new concept, first seen at the TOC Americas event, proved to be highly successful for the exhibitors that presented, while many attending visitors were able to source new products.

Matt Ramsey, Director of Business Development at APS Technology, held an informative workshop on process automation during the first day of TOC Europe. He commented: "The new workshops on the exhibition floor were a great addition to the 2009 event and they were all extremely well attended. Following our workshop presentation on the first day, we had several new visitors to our stand which was hugely encouraging."

Paul Holloway, Event Director of TOC Events Worldwide, added: "Now more than ever, it is has become paramount that the industry pulls together to tackle the issues of the economic downturn. The support that was shown at this year's event highlighted that TOC Europe is the event that the industries leaders attend to develop strategic plans for the future.

"We place a huge emphasis on the editorial content of our conference ensuring that the topics covered by the programme are relevant and informative to the current situation. This year's show was no different with the conference programme proving to be hugely popular. We attracted high-quality speakers and the economic and environmental issues discussed were relevant to all those in the industry. The strength of the TOC brand, its reputation for excellence and the high calibre of visitors naturally position it as an industry-leading offering for those serious about business development."

TOC Europe heads south in 2010

During the event in Bremen, TOC Events Worldwide announced that next year's TOC Europe event will be returning to southern Europe for the first time in six years, as it moves to the glorious surroundings of Valencia. The Port of Valencia, sponsor of the 2010 show, has grown to be one of the largest and most significant container ports in the Mediterranean, and over the coming years will be instrumental in mapping the future of the shipping industry following its development of a revolutionary port cluster system. By leading the way in future terminal operations, Valencia is the perfect location for TOC Europe 2010.

Paul Holloway, concluded: "We are aiming to target a wider audience at future TOC Europe events, therefore the 2010 conference will incorporate emerging market focus sessions, devoted to the Africa and South America port communities. Additionally, whilst we will never neglect the operational roots of TOC, we will look to further explore issues that ultimately impact the container port from higher up the cargo supply chain."

The 34th edition of TOC Europe will run from 8 - 10 June 2010, for further information please visit www.tocevent-europe.com, call Maria Alm at TOC Events Worldwide on +44(0)20 7017 4378 or email maria.alm@toc-events.com

GreenPort News is emailed to over 2970 recipients, including policy-makers, regulators and consultants, together with managers at ports and terminals throughout the world, who are responsible for planning and environmental management. To view previous issues, click on www.green-port.net.

Send news about your environmental initiatives to Julian King on info@green-port.net

Subscribe/Un-subscribe

If you wish to add extra names to the mailing list or remove your name from the mailing list, please e-mail Julian King on info@green-port.net