



European Port Forum - Plenary meeting

Environmental Best Practices

Brussels, December 11th, 2017

Speaker : Lamia Kerdjoudj-Belkaid

Secretary General of FEPORT



The Federation of European Private Port Operators

FACTS & FIGURES

Founded in 1993, FEPORT represents the interests of large variety of private terminal operators and stevedoring companies performing operations and carrying out activities over 400 terminals in the seaports of the European Union. Private companies handle the main share of the total throughput in Europe. For container handling for instance this share is 94%. FEPORT speaks on behalf more than 1200 companies.



FEPORT membership consists of large, multinational terminal operating companies and national associations from the individual European Union member states.

The organization's aim is to promote the interests of our members and to maintain constant dialogue with all EU institutional and non-institutional stakeholders.



A.B.A.S.



Danske Havnervirksomheder



Asso-logistica



SENATOR

MAERSK

LIASCO

EU Environmental regulatory framework applicable to ports

The Bathing Water Directive

The Dangerous Substances Directive

The Wild Birds Directive

The Shellfish Directive

The Urban Waste Water Treatment Directive

The Habitats Directive

The Environmental Impact Assessment Directive

The Port Reception Facilities Directive

The Waste Reception Facilities Directive

The Water Framework Directive

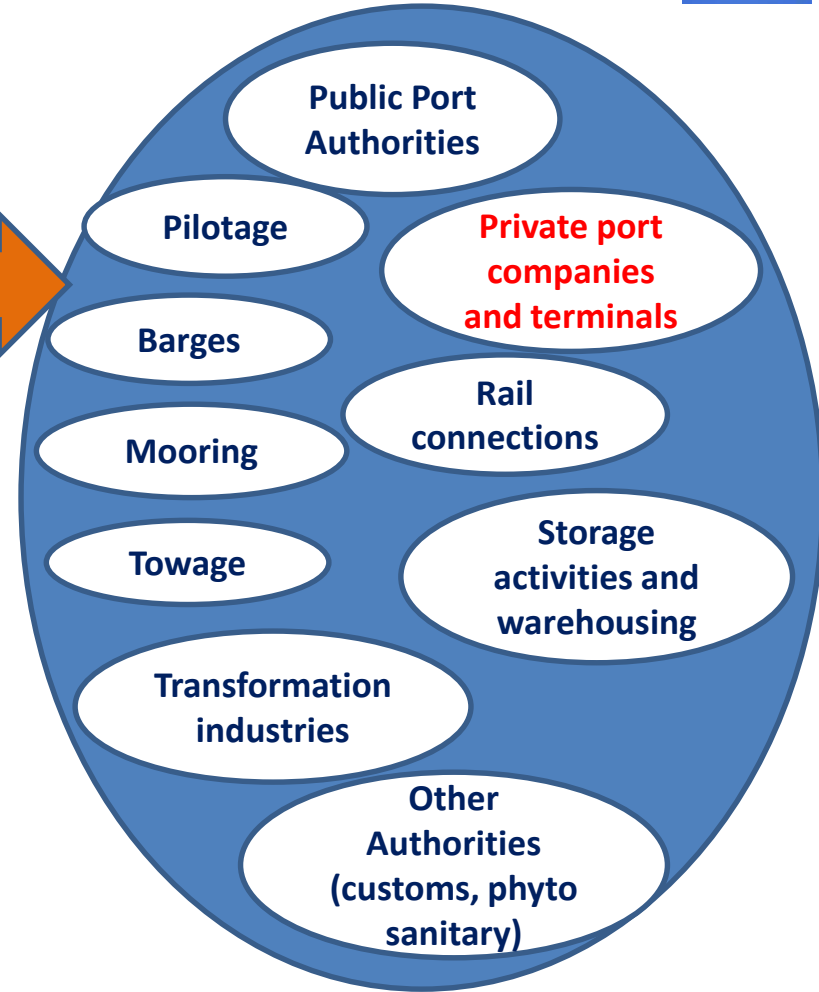
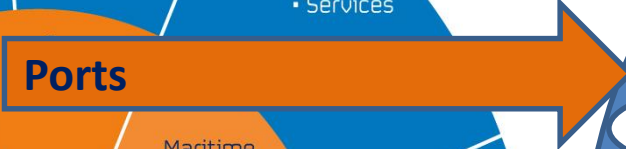
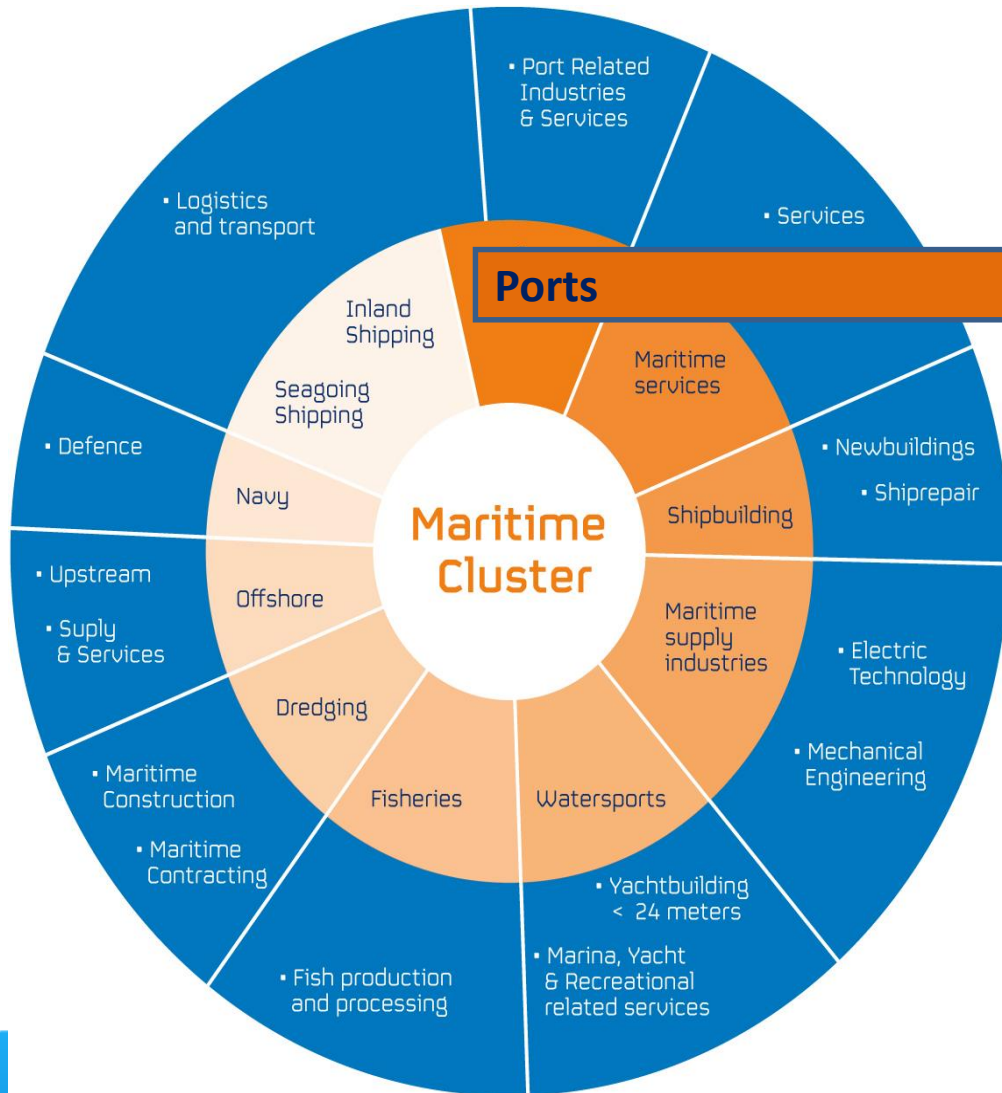
The Strategic Environmental Assessment Directive and

The Environmental Liability Directive

The NRMM regulation...

A blue rectangular box with a thin white border containing the text 'Not immune' in red.

Not immune



Private port companies and terminals are taking their responsibilities to carry out sustainable and environmental friendly operations

This commitment is translated through :

Significant investments ie private funds in :

- **Equipment and use of renewable energies**
- **Training**
- **In intermodal solutions (connections to rail and barges)**
- **Innovation in processes, labour organization**
- **Digitalization**
-



FIGURES

Number of Companies

1200



Contribution to the GDP

68 billion EUR



Investment
(last 10 years)

40 billion EUR

(in equipment and
infrastructure)



Indirect jobs

1 050 000*



Number of employees

220 000



Average throughput
80 million TEU

2.7 billion tons**



**Private money for
sustainability**

Figures representing the minimum and are based on information from Members who provided the data

* 1 000 000 tons of throughput creates 300 indirect jobs - OECD Report 2013

** non-containerized cargo

Sustainable Terminals

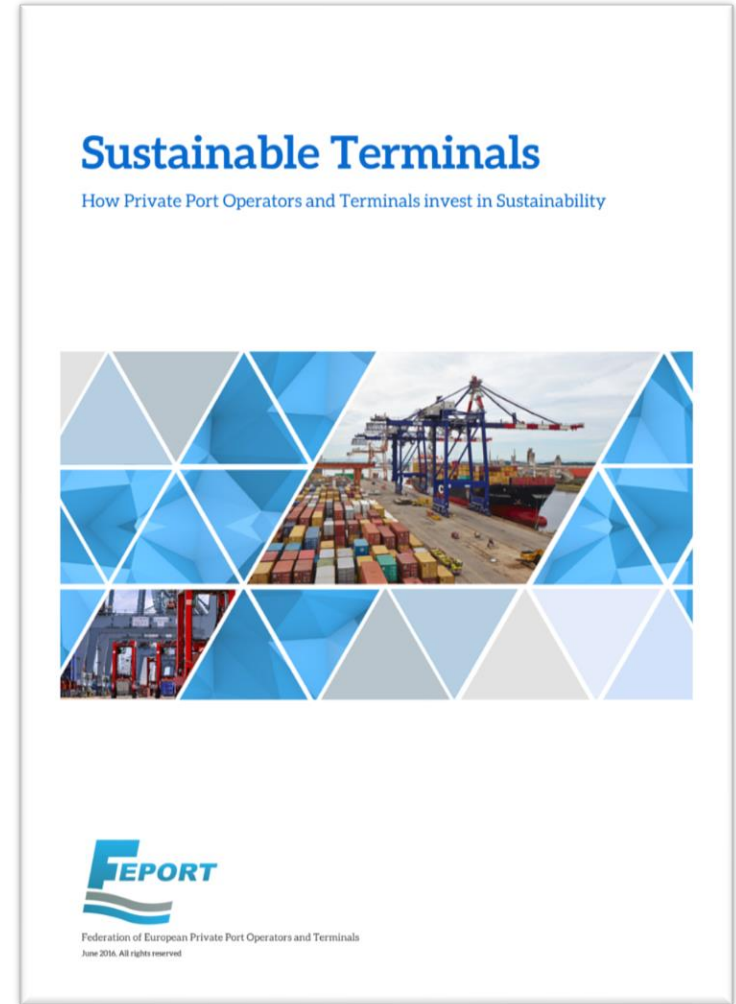
FEPORT publication on “*Sustainable Terminals: How Private Port Operators and Terminals Invest in Sustainability*” was released during FEPORT General Assembly on June 10th, 2016.

Why a brochure ?

To show that behind sustainable greening efforts, there is an important amount of investment that materializes into concrete results : green equipment, alternative energy production, new driving attitudes etc..

Four main issues addressed:

- Decarbonisation of Port Operations
- Renewable Energies and Greening of Operations
- Energy Efficiency
- Terminal Corporate Social Responsibility



Decarbonization of Port Operations

- Carbon emission reductions in port terminals are exceeding EU 2020 targets (EU 2020 Strategy)*.
- Carbon emission reductions have been industry lead
- FEPOR members have created a common methodology for calculation carbon emissions – currently used by most major port operators

Challenges

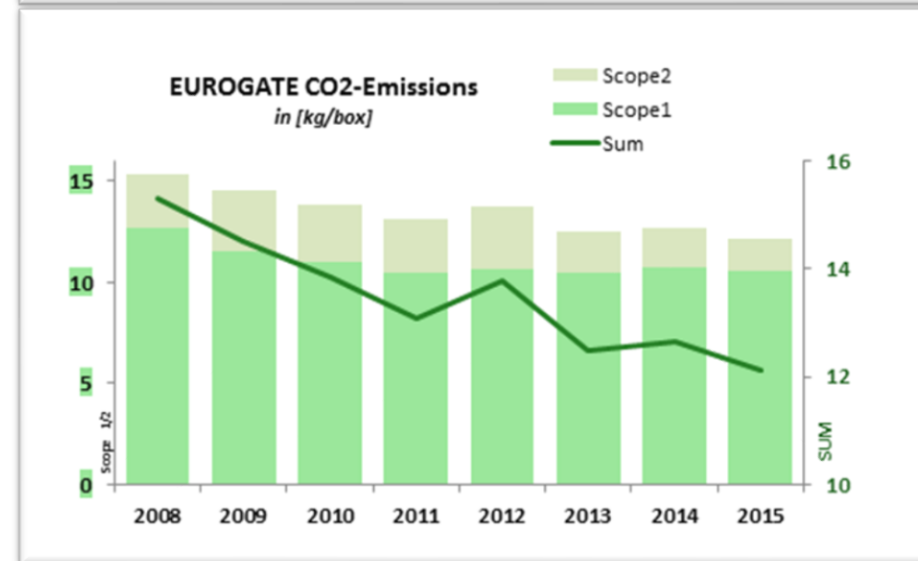
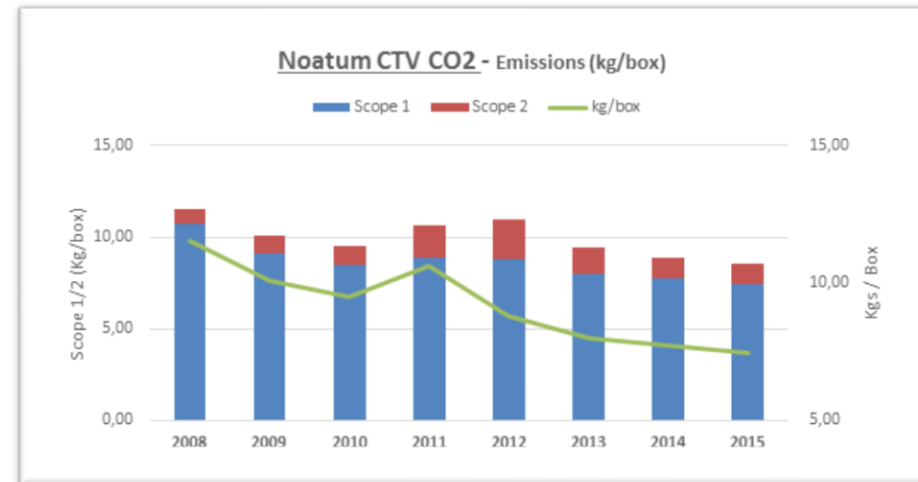
- Terminal emissions account for less than 10% of port emissions – most emissions come from 3rd parties in port area
- More holistic approach needed to addressing carbon emissions

*

20% cut in greenhouse gas emissions (from 1990 levels)

20% of EU energy from renewables

20% improvement in energy efficiency



Methodologies for calculating carbon emissions

General

- Any methodology for calculation emissions needs to be designed by the user
- End figures need to be useful to operators - namely useful in determining source of emissions so operators can take steps to reduce

Terminal Specific Measures

- How can we include reefer container figures in calculations (terminals have no control over reefer emissions)
- Where does the terminal end and begin

FEPORT has done a lot of work on these issues - further work being undertaken internally and with partners in logistics chain





More concretely,

In 2017

- **FEPORT has become a member of GLEC (Global Logistics Emissions Council) and has been designated as the GLEC body for development of terminal methodologies for calculating emissions**

Revised version of EEG Guidelines:

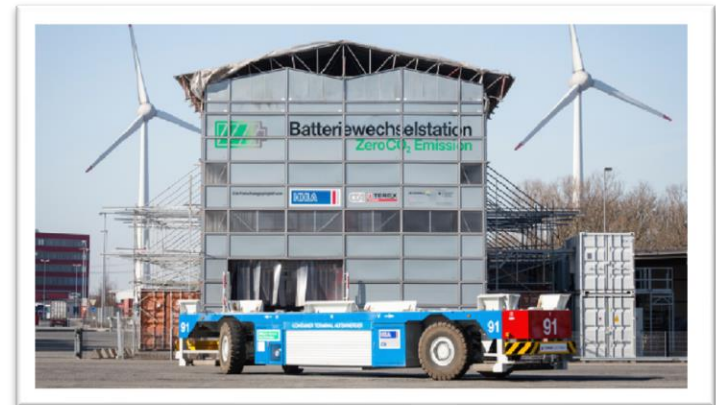
- **EEEG Guidelines amended to bring in line with latest scientific developments**
- **Guidelines aligned with GLEC Framework – informs terminals on how they can provide carbon emissions information to shippers in line with GLEC Framework (if requested).**
- **Commitment for EEG Guidelines to be an ongoing exercise (revision every 5 years).**

Renewable Energies and Greening of Operations

- Terminals have, and continue to invest, in renewable energies and greening of operations.
- Terminals have been proactive – Greening of equipment is a cost saving measure.

Challenges

- There is a requirement for a pragmatic approach to legislation that allows for operators to have a clear understanding of the where to invest in coming years.
- FEPORT has been successful in obtaining the support of the MEPs on the Non Road Mobile Machinery Regulation

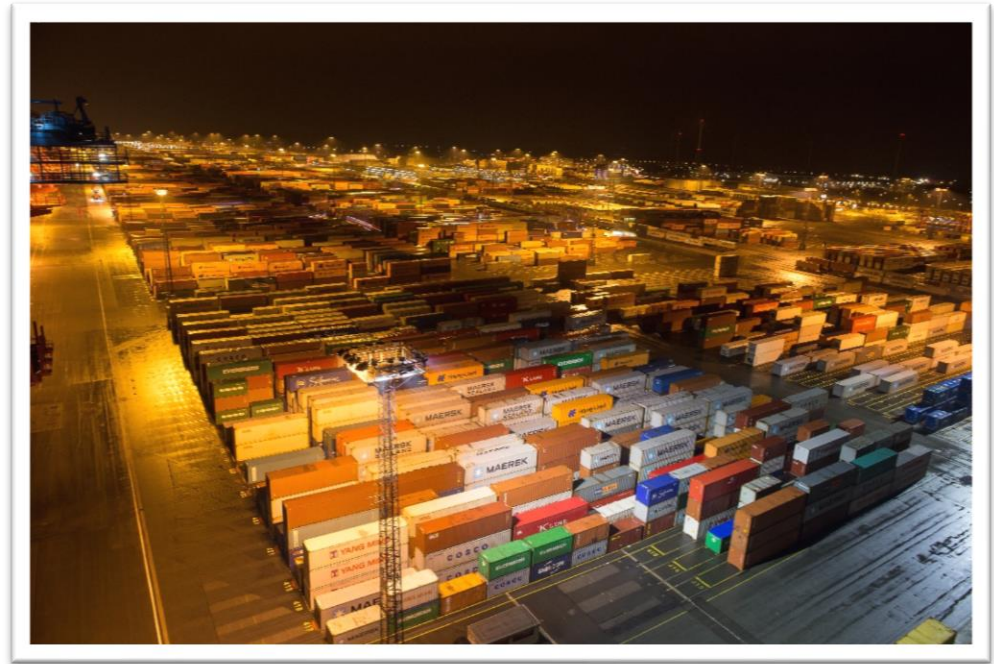


Energy Efficiency

- Energy Efficiency a key way to reduce overall emissions
- Terminals are investing in innovative solutions such as the installation of LED lights and green training.

Challenges

- The Commission should work to properly enforce the Energy Efficiency Directive. Most EU terminals are already complying with the Directive through the EEG/FEPORT Guidelines for Greenhouse Gas Emission Footprinting





This figure describes what shipping lines and terminals need from each other in order to achieve the mentioned operational goals

An example of cooperation about stowage plans :

Numerous container terminal operators and shipping lines have signed on to pilot test new stowage and collaboration platform XVELA following the first participant Hapag-Lloyd. Hamburger Hafen und Logistik AG (HHLA), PSA International, DP World, Maersk Line, Orient Overseas Container Line (OOCL) and Nippon Yusen Kabushiki Kaisha (NYK Line) are among the companies to have committed



Terminals are investing in:

- Noise Reduction Measures
- Light Reduction Measures
- Engaging with local communities on terminal development



Terminals are investing in:

- Dust reduction measures for bulk terminals
- Waste Management Programs

Terminals are investing in:

- Real jobs for EU port workers paying EU taxes and contributing in the local economy
- A vibrant local economy that creates

Scope of Social Dialogue



- Social Dialogue will respect national, regional and company agreements and systems
- No mandate for Commission interference in scope of social dialogue, agenda's, etc.
- Training and Qualifications, Health and Safety and Gender Issues priority issue to be handed – innovation being introduced

Training and Qualifications

Ensure greater flexibility and performance standards and generalize sustainable driving within yards and on docks

Health and Safety

Establish existing national health and safety requirements – Work to ensure proper enforcement where high standards exist – Where standards don't exist, raise good practice

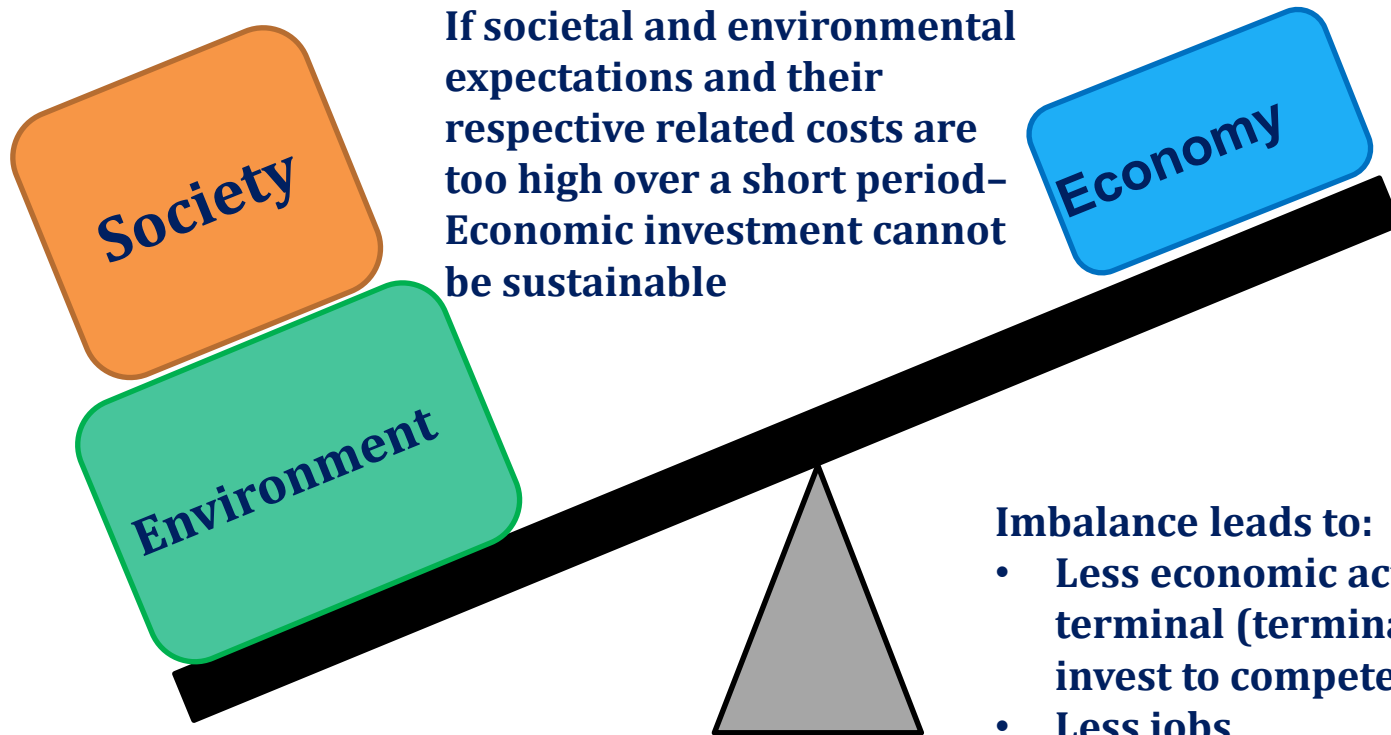
Gender Issues

Work to ensure there are no discriminatory recruitment practices in place in European ports

Innovation

Assist and set up the basis for a constructive dialogue between employers and employees to meet the challenges resulting from technological innovation

Need for a Balanced Approach



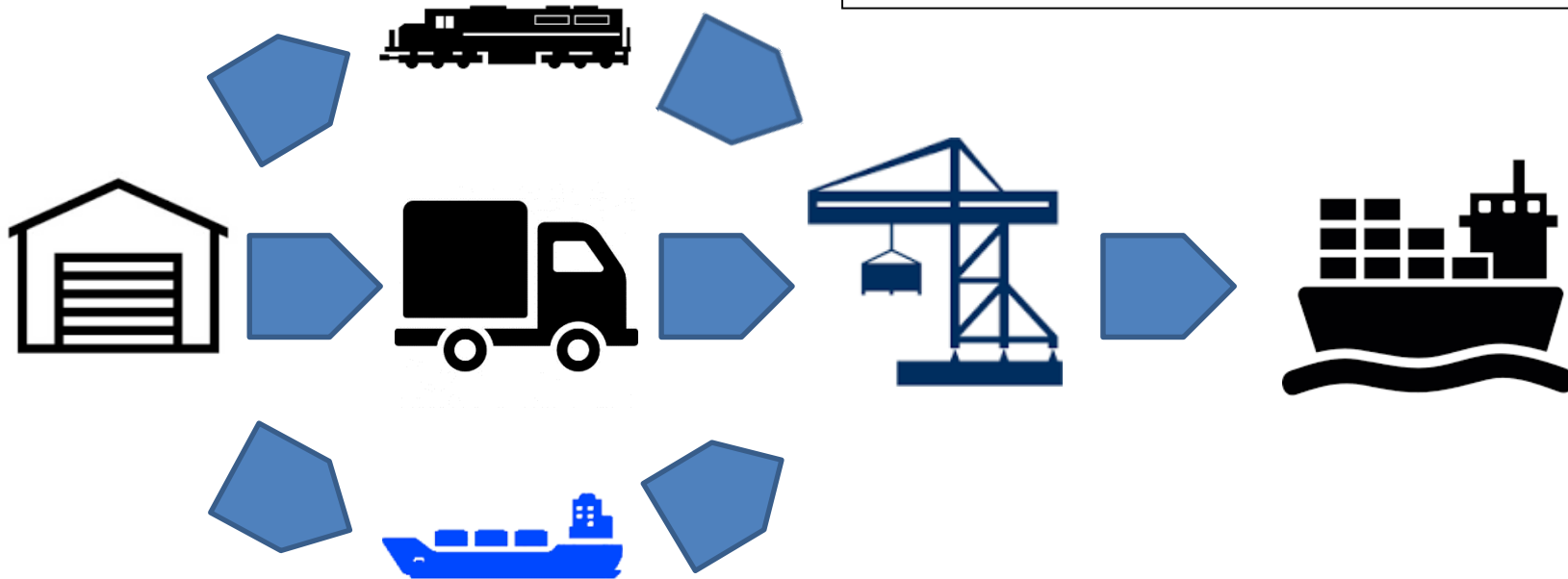
If societal and environmental expectations and their respective related costs are too high over a short period—Economic investment cannot be sustainable

Imbalance leads to:

- Less economic activity in terminal (terminal cannot invest to compete)
- Less jobs
- Less indirect job creation

How to Green Logistics?

Holistic Approach required between all actors. Focus needs to be on greening logistics rather than greening modes



Conclusion

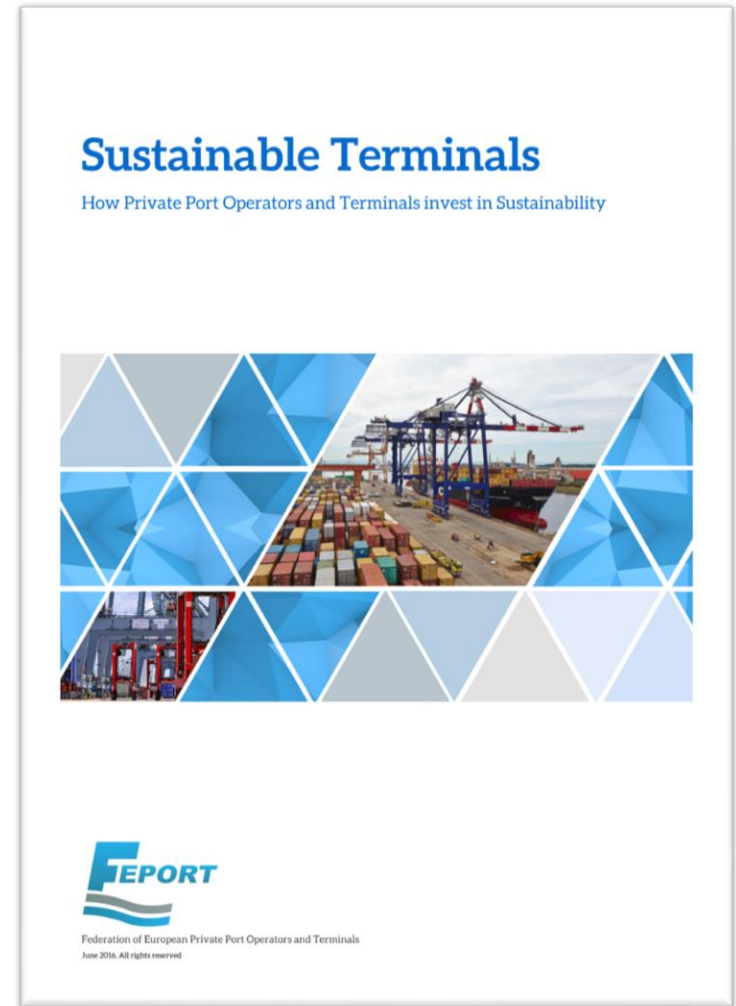
What is the mind set within FEPORT for the coming years and what are the main expectations ?

A lot of companies are early movers, innovating and investing beyond compliance to Regulations

Efforts will be definitely pursued because greening efforts are profitable over the long term

Terminal operators want to cooperate with all stakeholders to reduce the carbon footprint of maritime logistics businesses

Terminal operators believe in a strengthening of the relationships with regions and cities which could play a more active role in promoting the greening efforts of port stakeholders and their contribution to local, national and EU economy.



What is the mind set for the coming years and what are the main expectations ?

Terminal operators would like to have access to more funding about research and innovation to accelerate the path of greening

Terminal operators see the limits of a policy which is not inclusive. Ports are nodes where different types of transport converge. It is not only about ship-port interface. Air does not stop at the entry of a port either on the seaside or landside

Any environmental friendly policy should not harm business competitiveness by imposing radical measures over a short period of time or by seeking for compensation for loss of public revenues resulting from green incentives through an increase of concession fees.

Industry decarbonization initiatives should be supported





Thank you for your attention