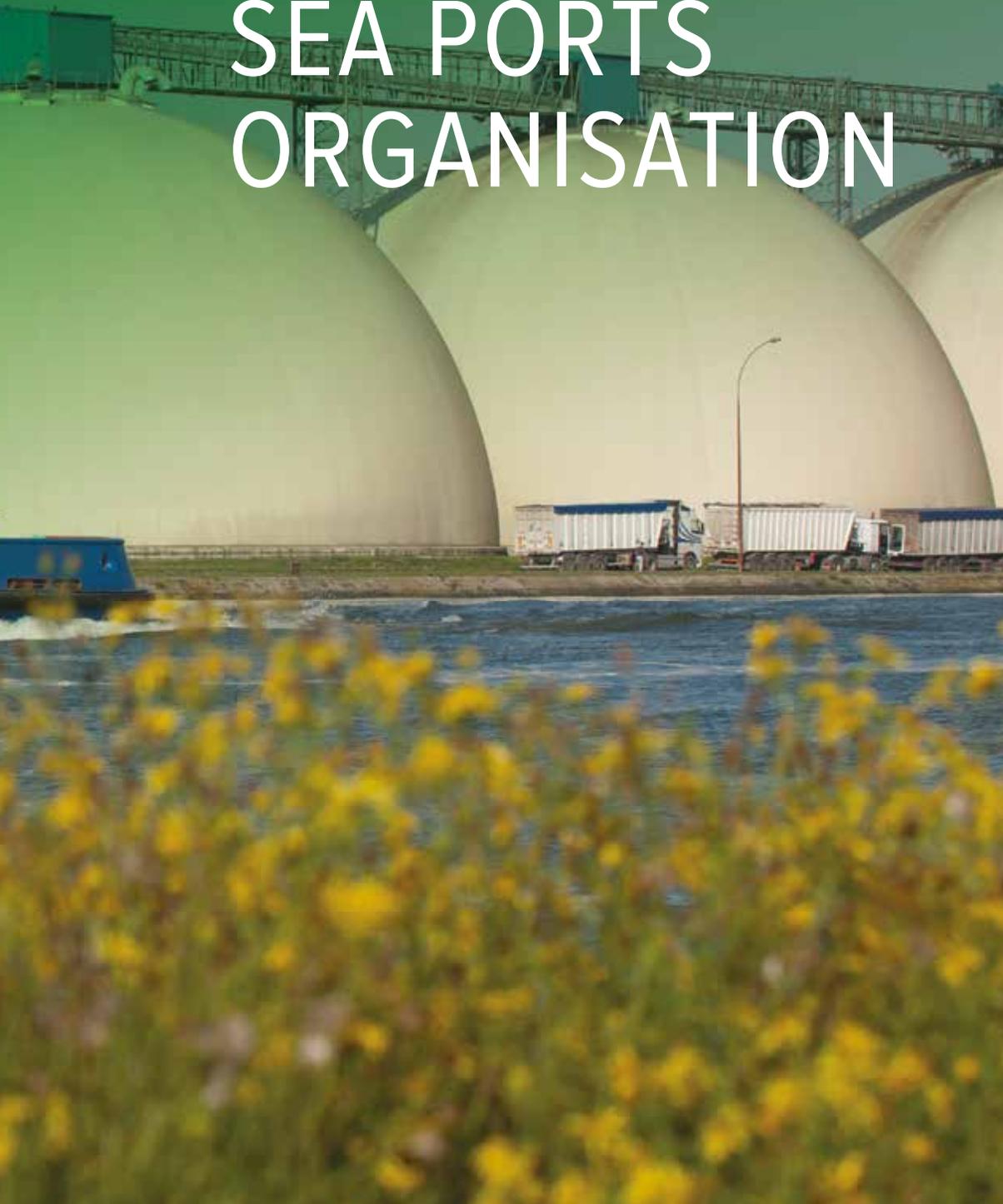


THE EUROPEAN SEA PORTS ORGANISATION



ESPO: THE FIRST PORT OF CALL FOR EUROPEAN TRANSPORT POLICY MAKERS IN BRUSSELS

ESPO's role • 5

How ESPO works • 6

Overview of
ESPO membership • 7

The Secretariat • 8

ESPO's annual conference • 10

ESPO: A KNOWLEDGE NETWORK THAT DRIVES PORTS TO PERFORM BETTER

Port environmental management
and sustainability • 13

Societal integration • 19

More than freight • 23

Reporting port performance • 25

ESPO's international
engagement • 29



ESPO'S ROLE

Based in Brussels, the European Sea Ports Organisation ensures that seaports have a clear voice in the European Union. ESPO represents the common interests and promotes the common views and values of its members to the European institutions and its policy makers.

- ESPO assists its members in gaining a better understanding of policy initiatives of importance to the sector.
- ESPO assists European policy makers in better understanding the role and importance of port authorities, based both on its extensive knowledge of the sector and on reliable information and data.
- ESPO is also engaged in a continuous dialogue with all European stakeholders in the port and maritime sector.
- Finally, over the years, ESPO has turned into a unique knowledge network of European port authorities.

ESPO was created in 1993. In 2013 it celebrated its 20th anniversary.

MISSION

Our mission is to influence public policy in the European Union in order to achieve a safe, efficient and environmentally sustainable European port sector, operating as a key element of a transport industry where free and undistorted market conditions prevail, as far as practicable.

KEY OBJECTIVES

- Ensure that the economic importance of European ports is recognised in the European Union and its Member States and that the sector is heard on any measure likely to affect it;
- Promote free and fair competition in the port sector;
- Ensure that European ports play their full part in delivering economic efficiency;
- Promote the highest possible safety standards in European ports;
- Encourage ports to be proactive in protecting the environment.

HOW ESPO WORKS

The membership structure is organised on national level. Each member country has three official delegates with voting rights in the General Assembly. Neighbouring countries have one observer delegate each.

Each member country also has a formal delegate in the Executive Committee, which is the daily policy-making body of the organisation. The General Assembly elects a Chairman and two Vice-Chairmen for a mandate of two years.

Technical expertise and advisory input comes from the technical committees and networks on topics as diverse as port governance, intermodal transport, logistics and industry, sustainable development, marine affairs, trade facilitation, customs and security, economic analysis and statistics, cruise and passenger port issues, labour and operations and legal issues. These specialised committees and networks are made up of and chaired by experts from the member ports and are co-ordinated by ESPO staff. The recommendations of the technical committees are submitted to ESPO's Executive Committee which takes the final decision.

OVERVIEW OF ESPO MEMBERSHIP

The following national port associations and port administrations are members of ESPO: Bulgarian Ports Infrastructure Company, Croatian Ports Association, Cyprus Ports Authority, Danish Ports, Finnish Port Association, Union des Ports de France (UPF), Hellenic Ports Association (ELIME), Irish Ports Association, Associazione Porti Italiani (Assoporti), Transport Malta, Norwegian Ports, Association Ports of Portugal (APP), Administrația Porturilor Maritime S.A. Constanța, Puertos del Estado, Ports of Sweden, British Ports Association / UK Major Ports Group and Israel Ports Company (AIP) (observer member).

The following members countries are represented by their ports directly: Belgium, Estonia, Germany, Latvia, Lithuania, Netherlands, Poland and Slovenia.

ESPO'S GENERAL ASSEMBLY MEMBERS (GOTHENBURG, 2014)



THE SECRETARIAT

ESPO's Permanent Secretariat in Brussels ensures the communication between the European institutions and the ports throughout Europe and is responsible for the general management of the organisation. The day-to-day work of the secretariat is overseen the Secretary General, Isabelle Ryckbost, who ensures that the priorities of the Executive committee are addressed.

A GROUP PORTRAIT OF THE SECRETARIAT



At the age of twenty, ESPO has the vitality, dedication and enthusiasm of a young and dynamic organisation. But at the same time, its numerous achievements and wide range of initiatives prove it to be a solid, well-established organisation that has earned its place among Brussels' main European stakeholders' organisations.

Santiago GARCIA-MILÀ
*Chairman ESPO on the occasion
of ESPO's 20th anniversary*

ESPO'S ANNUAL CONFERENCE

Every year, one of ESPO's member ports hosts the annual conference. Following eleven successful editions, ESPO's annual conference has become a meeting point for European port industry and transport policy makers. The conference features very high quality speakers, allows for open debates on topics that are high on the ports' agenda and includes multiple networking events in beautiful settings. It is a unique opportunity for industry, stakeholders and European political scene to meet, discuss and learn from each other.

The next edition of ESPO's annual conference takes place in Athens on 21 and 22 May 2015 and deals with Energy in Ports. The Port of Dublin will be hosting the 2016 ESPO Conference.

www.espo-conference.com



PORT ENVIRONMENTAL MANAGEMENT AND SUSTAINABILITY

From the start, ESPO has chosen to face present and future environmental challenges in a proactive way.

Since 1996, ESPO has monitored the top environmental priorities of the European port sector through regular surveys. Those priorities clearly show on which environmental issues port authorities are working and where initiatives have been undertaken by ESPO over time.

EVOLUTION OF ENVIRONMENTAL PRIORITIES OVER TIME (1996 – 2013)

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

THE GREEN GUIDE

In 1994, ESPO published its first environmental Code of Practice, allowing ports to exchange good examples in the field of sustainability. The positive experience of this first guide, has given ESPO and its members the appetite to continue in this forward-looking approach and has led to the development and publication of several other guides.

The “ESPO Green Guide: Towards excellence in port environmental management and sustainability” (2012) sets the overall framework on how European ports address their environmental responsibilities. Through the Green Guide, European port authorities commit to continuously work towards improving their environmental performance through focused action on the “5 Es”: Exemplifying, Enabling, Encouraging, Engaging, Enforcing.

Exemplifying	By showing how well they manage the environmental performance of their own operations, equipment and assets, ports set the good example towards the wider port community
Enabling	By providing favourable operational and infrastructural conditions in the port area, ports enhance a better environmental performance by the port users
Encouraging	By providing incentives to port users, ports can encourage a change of behaviour and convince port users to continuously improve their environmental performance
Engaging	By sharing knowledge, means and skills with port users and/or competent authorities in joint projects, ports can drive environmental improvement in the port area and the logistic chain
Enforcing	By making use of enforcing mechanisms, ports can ensure compliance and can oblige users to apply good environmental practices

The ESPO Green Guide comes with a dynamic online annex of more than 80 best practices in tackling the main environmental priorities of the sector. The green guide and its annexes can be accessed at www.ecoport.com/publications. The Guide is available in English and Italian.

THE ECOPORTS NETWORK

EcoPorts is the main environmental initiative of the European port sector. It was initiated by a number of proactive ports in 1996 and has been fully integrated into ESPO since 2011. The founding principle of EcoPorts is to create a level playing field on environment through co-operation and sharing of knowledge between ports. Serving the principle of “ports-helping-ports”, EcoPorts is focused on outcomes with applied practical value, namely on tools and methodologies that assist port environmental managers in their daily work. The well-established EcoPorts tools, Self Diagnosis Method (SDM) and Port Environmental Review System (PERS) actively assist ports in their environmental management and are subject to continuous development and refinement.

Each year the EcoPorts network is growing. It now counts for more than 80 ports from 23 countries (www.ecoport.com/map).



TWO TOOLS TO GREEN EUROPEAN PORTS

Self Diagnosis Method (SDM)

The “passport” to the EcoPorts network is the completion of the Self Diagnosis Method (SDM). SDM is a checklist against which port managers can assess the environmental management programme of their port in relation to both the sector and international standards. As such, SDM assists ports in identifying environmental risks and establishing priorities for action and compliance. The data provided by the individual ports help to build up and update the sector’s benchmark of performance in environmental management.

Port Environmental Review System (PERS)

The second tool, the Port Environmental Review System (PERS) has firmly established its reputation as the only port sector specific environmental management standard. Developed by the ports themselves, PERS incorporates the main general requirements of recognised environmental management standards (e.g. ISO 14001), but is specifically adapted to the realities of port environmental management. The scheme effectively builds upon the policy recommendations of ESPO and gives ports clear objectives to aim for. Last but not least, its implementation can be independently certified by Lloyd’s Register.

ENVIRONMENTAL MANAGEMENT IN PORTS IS CLEARLY PROGRESSING

DID YOU KNOW THAT

The number of ports in the EcoPorts network grew from **25** in 2011 to more than **80** in 2015.

2 out of 3 ports in the EcoPorts network are certified by a recognised environmental management system such as PERS, ISO 14001 or EMAS.

Almost **90%** of European ports today have an environmental policy as compared to less than **50%** back in 1996. The trends in relation to the ports that make their environmental policy publicly available and those that aim beyond just compliance with legislation have also been positive over the last 18 years.

The percentage of ports having an environmental monitoring programme has risen from around **50%** to **80%** between 1996 and 2015. Similar trends can be observed for the percentage of ports that identify indicators to monitor trends in their environmental performance.

The most common **components of environmental monitoring** programmes are energy consumption (72 %), waste (70%), water quality and consumption (64 and 63%), sediment quality (58%), air quality (56%), noise (53%) and carbon footprint (51%).



SOCIETAL INTEGRATION

During the last decades port-city relations have clearly been changing, because both the ports and the cities have changed. Ports have been facing a serious scale increase starting with the industrial revolution at the end of 19th century. As a result, ports have been obliged to expand, and have been pushed outside the city area. At the same time cities has changed. During the last decades urban waterfronts have been rediscovered. They have evolved towards trendy areas where fancy lofts, expensive office buildings, recreational areas, posh bars and restaurants are struggling to have their place by the water.

Since 2009, ESPO has been proactively working on improving this challenging port-city relationship with a view to improving the societal integration of ports.

ESPO CODE OF PRACTICE ON SOCIETAL INTEGRATION OF PORTS (2010)

The ESPO Code of Practice on Societal Integration of Ports was developed with the aim of raising awareness among port authorities about societal integration, giving insight in the tools to use in view of getting public support, giving recommendations on how to responding proactively to this challenge. The code has defined three different target groups: the general public, people who work or could work in a port and finally people living in and around ports. The ESPO Code of Practice has developed ten concrete recommendations. The Code of Practice on Societal Integration of Ports is available in English and Spanish.



ESPO AWARD
Wooden sculpture by
François Schuiten

THE ESPO AWARD

To promote the efforts made by different European ports to enhance the city port relations through innovative projects, ESPO decided in 2009 to give out an annual ESPO award on Societal Integration of Ports.

After the two first editions, it was decided to focus each year on one different aspect of societal integration. The themes addressed so far are: Creative Strategies to Communicate the Port to the Wider Public (2011), Youth (2012), Heritage (2013) and Innovative Environmental Projects (2014). The theme for the 2015 edition is "Relationship with Schools and Universities".

Every year, the winner is selected by an independent jury of international experts. The award is given during a ceremony that takes place in Brussels and gathers more than 200 guests.

DID YOU KNOW THAT

A total of **120** port projects have been submitted to compete for the ESPO Award on societal integration of ports since its establishment in 2009.

PREVIOUS WINNERS OF THE ESPO AWARD

YEAR	PORT	TITLE
2009	Port of Gijón (Spain)	Gijón Port & City Together
Special mentions	Genoa Port Authority (Italy)	Genoa Port Center –Breaking Down the "Social Distancing" of the Port
	Ghent Port Company (Belgium)	Project Ghent Canal Zone -Working Together on the Sustainable Development of the Ghent-Terneuzen Canal Zone
2010	Port of Helsinki (Finland)	Port as Part of the City
2011	Ports of Stockholm (Sweden)	Hamnvision 2015 (Portvision 2015)
2012	Port of Genoa (Italy)	Citizens of the Port – Knowing and Living the Port of Genoa
2013	Port of Antwerp (Belgium)	Heritage: The Breadcrumb Trail between City and Port
2014	Port of Koper	No Waste, Just Resources!
2015	The winning project of 2015 will be announced on 10 November 2015	



MORE THAN FREIGHT

ESPO CODE OF GOOD PRACTICE FOR EU CRUISE AND FERRY PORTS

In June 2014, ESPO decided to work on the development of a code of practice for both cruise and ferry ports. This new initiative aims at bringing together practical experience of cruise and ferry ports in Europe and setting out recommendations for European ports accommodating passenger and cruise ships as regards policy applied and services available. At the same time, this exercise will be an active contribution from the port sector to the Commission's Blue Growth Initiative. The publication of this code is expected by mid-2016.

STRATEGIC CO-OPERATION WITH THE EUROPEAN CRUISE PORTS ORGANISATIONS

On 17 September 2014, ESPO signed a strategic co-operation agreement with different organisations representing cruise ports. The aim of the agreement is to establish ESPO as the official voice of the cruise and ferry port authorities when dealing with the EU institutions, and to develop a network of interested parties that meet regularly to discuss the latest European policy measures and define points of interest that need to be defended.

REPORTING PORT PERFORMANCE

As ESPO we insist on the important contribution seaports deliver to European trade and welfare. But is everyone aware of this? And how can the sector actually prove this? Unlike other transport sectors, ports do not have a proper set of indicators at European level, beyond the well-known volume statistics. To change this, ESPO led the EU project PPRISM (Port Performance Indicators Selection and Measurement) aimed to identify a set of port performance indicators at EU level in order to measure and assess the impact of the European port system on society, environment and economy. Since 2013, efforts continue with the PORTOPIA project (Ports Observatory for Performance Indicators Analysis).

PORTOPIA Ports are great, let's show it!

The PORTOPIA project monitors and reports key performance data for European ports and thus assists the industry in moving towards a more sustainable and competitive port system. PORTOPIA will provide facts and figures on different perspectives of port performance: market trends, socio-economic impact, environmental management, occupational health, safety and security, logistic chain and operational efficiency, governance and investment.



ONE-STOP-SHOP FOR PORT DATA

- The PORTOPIA platform aims to become the single window for the collection, analysis and reporting of port performance data in Europe. The platform will make available specific products and services (e.g. dashboard and analytical tools) that will assist individual ports in monitoring and communicating their performance.
- PORTOPIA will support ports in showing and better communicating individually or collectively how important they are for the economy and for the region.
- PORTOPIA will publicly report collective performance data of European ports. This will enable the monitoring and reporting of trends over time in key areas. Shipping lines, terminal operators, shippers, port service providers, local communities, policy makers and the general public will all benefit from the PORTOPIA knowledge platform.

PORTOPIA is a 4-year research project under the Seventh Framework Program (FP7) of the European Commission now known as the "Horizon 2020" Program. This collaborative research project brings together universities, knowledge institutes and industry in view of creating applicable and industry relevant research outcomes under the form of new products and services. As such, PORTOPIA receives 70% co-financing by the European Commission. The additional investment is provided by industry partners, which guarantees that the outcome will be relevant and practical.

ESPO has been publishing Port Performance Dashboards since 2012.¹ Those provide information on EU port sector performance in the fields of market trends, socio-economic impact, intermodal connectivity, port governance and environment. The reporting on those trends gives credibility to the sector and shows the progress that can be achieved through the European port authorities' commitment to voluntary self-regulation.

¹ • www.espo.be under publications

It is so important that ports can generate the information and data to demonstrate their environmental achievements. Using these to regularly report on progress based on selected indicators is a real advance and a very welcome development for a sector which is so fundamental to the EU economy.

David WHITEHEAD
Chairman ESPO (2001–2004)



ESPO'S INTERNATIONAL ENGAGEMENT

The European port industry is an international industry that does not stop at the borders of the European Union. To increase the mutual understanding and enhance cooperation with ports all over the world, ESPO has signed a memorandum of understanding with the American Association of Port Authorities (AAPA) in 2008 and with the International Association of Ports and Harbours (IAPH) in 2012.

As part of environmental co-operation with American ports, the EcoPorts tools SDM (Self Diagnosis Method) and PERS (Port Environmental Review System) are now being implemented by members of AAPA, thereby strengthening the global nature of the EcoPorts network.

ESPO works closely with IAPH on international policy issues at International Maritime Organisation (IMO) level. Furthermore, ESPO fully supports and contributes to the projects under the IAPH's World Port Climate Initiative where European ports work together with their International counterparts in addressing climate change and air quality.

