



**PIANC**

The World Association for  
Waterborne Transport Infrastructure

## **Terms of Reference**

### ***A practical guide for a sustainable seaport***

#### **Background and need**

Increasing environmental awareness create new challenges for the development of ports. In addition, climate change calls for adaptation measures that aim at minimizing impacts of e.g. rising sea levels and increased flood water heights but safeguard accessibility of ports and waterways and also safeguard future sustainability for the social and natural environmental conditions.

International and national legislation for new ports or extensions of existing ports are incorporating these issues and are increasingly based on strict regulations aiming at creating designs with minimized environmental impact and sustainable operations in the long-term. The regulations are enforced through a system of permits in which certain construction and operation methods are predefined including (large-scale) mitigation and compensation measures.

In many cases, the environmental issues and (long-term) impacts of port construction and operation are unknown during the planning and design stages of the port. Assumptions may be made on the basis of worst case scenarios, leading to associated mitigation measures. Furthermore, proposed environmental and sustainability measures in the various planning studies and provided permits are new and have not been tested to their full potential nor is their effectiveness monitored in the field.

Green Ports are widely regarded as 'the answer' to the above mentioned challenges. However, there is no clear and comprehensive description of what a Green Port actually is. Environmental Issues of Ports have been studied in great detail before, but there is a need for a step forward towards an integrated approach in which all separate measures, including climate change adaptation and mitigation measures, are merged into the concept of a single package: the Green Port.

#### **Objective of the Working Group**

The objectives of the Working Group are:

- Give, with a focus on seaports, a comprehensive definition of what a Green Port actually is and how it relates to its stakeholders, through collection of existing views and global trends ;
- Describe why Green Ports are necessary and how they will be more attractive for operations in the long run (sustainable development);
- Define guidance on the need for and how to adopt a green ports philosophy;
- Refer to best practices of 'climate change mitigation and adaptation' and 'environmental friendly and sustainability issues' from existing ports and their effectiveness and economic potential to be used as examples for other ports;
- Include the concept of Corporate Social Responsibility and port re-construction or transformation phases and relevant aspects of port operations in the scope.

#### **Final Product**

The Working Group will draft a report in which the above-mentioned objectives are tackled and described in detail. Case studies will be used to illustrate best-case practices including lessons

learned and suggestions for implementation of identified issues. An evaluation will be given of the relevance and effect of proposed issues and measures.

A technical brief will be written to allow for a promotion of the report within PIANC but also through recognized port-related organizations and -representatives.

### **Relevance for Countries in Transition**

The Green Port philosophy can be applied to all ports in the world. Sustainable development and adaptation to climate change are issues that have no boundaries and affect everybody. Creating sustainable Green Ports is a common responsibility and is therefore as relevant for Countries in Transition as any other country, especially when it concerns new port developments.

### **Partners and associated PIANC EnviCom activities**

The working group should be partnered with PIANC MarCom, port associations like IAPH and ESPO and global organisations like UNEP.

Activities need to be coordinated and synergised with related PIANC EnviCom activities like the PTG on Climate Change and WG 136 on Sustainable Maritime navigation.

### **Working Group Members**

There are several major stakeholders involved in Green Port development. Ideally, these stakeholders should be included in the Working Group as Members delivering important input from all perspectives. An initial scan has proved that there is a strong support for the Working Group within port authorities, port representative groups, government, consultancies and non-profit organisations.

The following stakeholders should be members:

1. Port authorities, -administrators, -operators and/or -financers including representatives and organisations
2. Port users (shipping, logistics)
3. Port planners (consultants, engineers)
4. Port legislation (governmental- and regional authorities)
5. Other port stakeholders, including contractors and non-profit organisations

By involving these stakeholders in writing the report, all issues concerning the operations of Green Ports will be tackled. Furthermore, readers will be able to identify themselves with each of the stakeholders.