

The World Ports Climate Declaration and Endorsement Ceremony

THE ENDORSEMENT CEREMONY

For the endorsement, a ceremony is organised where the Conference Chairman personally hands out, a so-called Scroll to each delegation leader of a port (city). The intention of the Scroll is that it expresses that the individual port, together with the other ports, gathered at the World Ports Climate Conference, adopts, within its own sphere of responsibility, the World Ports Climate Declaration as a document to guide action to combat global climate change and improve air quality. The hand out of the scroll will happen on stage. There will be no signing ceremony.

FOLLOW UP

Sustainable reduction of greenhouse gas emissions requires a long term approach. The conference and endorsement of the declaration is an important first step in this process. However, long term co-operation is needed. The Board of Directors of the IAPH (International Association of Ports and Harbours) at its meeting on April 16, 2008, in Dunkirk, France, adopted a resolution which supports the World Ports Climate Declaration and approved that IAPH would take the lead for the follow up together with the regional Port Organisations (ESPO, AAPA and others) after the World Port Climate Conference in July 2008. To that end the Port Environment Committee of IAPH in consultation with the regional Port Organisations and ports that are already involved in the process, will start an initiative to provide a mechanism for assisting the ports with the development of measures to combat climate change which might include measures as may be included in the "World Port Climate Declaration".

Additionally two important means of communication are proposed for the follow-up.

These are:

1. A bi-annual conference at which a progress report is presented that shows what ports have done to reduce CO₂-emissions and improve air quality; and
2. A website at which ports can exchange information to share best practices.

During the conference there will be three presentations about the follow up by regional and global organisation.

These are:

Thursday 10 July – session "Implementing the World Ports Climate Declaration; Regional leadership in the field of climate change".

A presentation by

Geraldine Knatz, Chairman elect of the American Association of Port Authorities (AAPA) and

Patrick Verhoeven, Secretary General of the European Seaport Organisation (ESPO), with "Combatting climate change in European ports - policy and practice".

Friday 11 July – during the closing ceremony:

"Global Leadership", presented by **Datin O.C. Phang**, President of the International Association of Ports and Harbors (IAPH).

World ports for a better climate

The World Ports Gathered at the C40 World Ports Climate Conference

9 • 10 • 11 JULY 2008 IN ROTTERDAM

AWARE that there is strong evidence that connects greenhouse gas emissions to the devastating effects of global climate change;

NOTING that transport through ports, port operations and industrial activities at ports contribute to greenhouse gas emissions;

MINDFUL that ports occupy a unique place as key 'hubs' in global supply chains, which enables them to influence the sustainability of those supply chains;

RECOGNIZING that measures to reduce greenhouse gas emissions may be effectively combined with measures that reduce emissions of local air pollutants and operating costs;

FURTHER RECOGNIZING that no one-size-fits-all solution exists for ports with their large variations in port management structures, emission sources and local conditions; and

CONCLUDING that ports in this respect have many opportunities and the responsibility to contribute to the reduction of greenhouse gas emissions,,

Now, therefore,

The PORT OF

ADOPTS, WITHIN ITS OWN SPHERE OF RESPONSIBILITY, THE WORLD PORTS CLIMATE DECLARATION AS A DOCUMENT TO GUIDE ACTION TO COMBAT GLOBAL CLIMATE CHANGE AND IMPROVE AIR QUALITY

The WORLD PORTS CLIMATE DECLARATION addresses:

- Reduction of greenhouse gas emissions from ocean-going shipping
- Reduction of greenhouse gas emissions from port operations and development
- Reduction of greenhouse gas emissions from hinterland transport
- Enhancement of the use of renewable energy
- Development and auditing of CO₂ inventories

ROTTERDAM, 11 JULY 2008

C40 Chairman

Conference Chairman



C40CITIES
CLIMATE LEADERSHIP GROUP

During the second C40 Large Cities Climate Summit in May 2007 (supported by the Clinton Climate Initiative) World Ports Authorities were invited to take their responsibility in developing and implementing a range of actions that will reduce greenhouse gas emissions and improve air quality. .

World Ports Climate Declaration

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1. RATIONALE

The world ports, under auspices of the C40 Large Cities Climate Leadership Group, supported by the Clinton Climate Initiative, recognise that:

- There is strong evidence connecting greenhouse gas emissions to the devastating effects of global climate change.
- Transport through ports, port operations, and industrial activities at ports contribute to greenhouse gas emissions.
- Ports occupy a unique place as key 'hubs' in global supply chains, which enables them to influence the sustainability of those supply chains.
- Measures to reduce greenhouse gas emissions may be effectively combined with measures that reduce emissions of criteria pollutants and operating costs.
- Ports have many opportunities and the responsibility to contribute to the reduction of greenhouse gas emissions.

Therefore, recognising that no one-size-fits-all solution exists for ports with their large variations in port management structures, emission sources and local conditions, the ports agree to:

2. INITIATIVES TO REDUCE CO₂ EMISSIONS OCEAN-GOING SHIPPING

- Support the development of clean shipping (fuel / engine / ship design).
- Promote and accommodate the further development and standardisation of shore-side supplied (renewable) electricity.
- Consider speed reductions were effective and possible with regard to nautical safety.
- Develop transparent incentives based on a shared system of environmental indexing of ships.
- Urge the IMO to accelerate incorporating best practices in reducing CO₂ in IMO treaties and to accelerate adoption of the current proposals to amend MARPOL Annex VI.

3. INITIATIVES TO REDUCE CO₂ EMISSIONS FROM PORT OPERATIONS AND DEVELOPMENT

- Promote CO₂ reduction measures for terminal operations and cargo handling (e.g. in lease contracts).
- Promote co-siting and shared utilities to capture energy efficiencies and use waste energy.
- Develop sustainable nautical services, such as those represented by tugs and other harbour craft.
- Encourage shore-side supply of (renewable) electricity for inland navigation, e.g. inland vessels, tugs and self propelled barges.
- Improve the energy efficiency of buildings, cargo handling, transportation and other elements of public and private port operations.

4. INITIATIVES TO REDUCE EMISSIONS OF HINTERLAND TRANSPORT

- Use efficient and innovative logistics to reduce the need for hinterland transport.
- Institute, facilitate and program the modal shift towards clean and energy efficient modes of transport.
- Stimulate the environmental performance of all transport modes (e.g. by environmental zoning).

5. PROMOTE THE USE OF RENEWABLE ENERGY

- Promote and enable generation of renewable energy (e.g. wind, solar, geo-thermal) in public and private domains.
- Use renewable energy where possible for port authority operations and advocate the use of renewable energy for port operations more broadly.
- Promote the transport and processing of certified biomass for the production of renewable energy.

6. CO₂ FOOTPRINT

- Begin a process of quantification and managing of CO₂ footprints by creating carbon inventories for their own activities, for port operations as a whole, and for the relevant part of the supply chain.
- Create structures and reporting mechanisms to internalize CO₂ self-assessment and control.
- Develop the methodology to determine and reduce the footprint of the port area (per unit of activity/cargo) and distinguish between cargo handling and port industrial activities.
- Develop their own (proportional) targets for CO₂ emission reductions in the port and industrial area in conjunction with relevant parties.

7. IMPLEMENTATION

- Create institutional mechanisms and responsibilities within their ports to drive continuous emission reductions and innovation.
- Monitor and evaluate the implementation of the afore mentioned initiatives.
- Advocate the agreed initiatives through an active leadership role throughout their regions and networks.
- Organize and facilitate technology transfer, education, outreach and exchange of best practices and cost benefit examples.

