Transnational ENhacement of ECOPORT8 network

TEN ECOPORT - Code SEE/D/0189/2.2/X

Jointly for our common future

Jointly on eco-routes

South East Europe
Transnational Cooperation Programme
Priority Axis 2 Protection and improvement of the environment
Area of Intervention 2.2 Improve prevention of environmental risks
OUR MISSION
To work jointly on eco-routes and strongly contribute to the sustainable environmental development of the port areas

OUR VISION
To provide the decision-makers with the useful tools & policies that will help them plan the future common model for the efficiency of the Trans-European Network corridors
A PROGRAMME FOR A EUROPEAN AREA IN TRANSITION
ON THE WAY TO INTEGRATION

The South East Europe Programme aims to develop transnational partnerships on matters of strategic importance, in order to improve the territorial, economic and social integration process and to contribute to cohesion, stability and competitiveness of the region. For this purpose, the Programme seeks to realize high quality, result-oriented projects of strategic character, relevant to the programme area. The South East Europe Programme helps to promote better integration between the Member States, candidate and potential candidate countries and neighbouring countries. Regional cooperation in South East Europe is essential, regardless of the different stage of integration of the various countries. The stability, prosperity and security of the region are of significant interest to the EU.

TEN ECOPORT, PRIORITY AXIS 2:
PROTECTION AND IMPROVEMENT OF THE ENVIRONMENT

Environment is one of the basic pillars of the EU Cohesion Policy as defined in the Gothenburg Priorities, underlining the environmental dimension of the EU interventions and the need for protection and enhancement of environmental resources as a pre-condition for sustainable growth. South East Europe (SEE) is characterised by rich biodiversity and various landscapes but it is also heavily affected by industrialisation. The objective of this Priority Axis is to override the constraints imposed by national barriers, to foresee future environmental threats and opportunities and to develop common transnational action for the protection of nature and humans within the SEE.
TEN ECOPORT aims to capitalize on ECOPORT 8 project results. ECOPORT 8 tackled the problem of environmental impact affecting port areas and its surrounding areas taking into account that all the port areas examined have a high population density. The ECOPORT 8 activities established a first port network for the development, strengthening and transfer of coordinated initiatives of cooperation for eco-management of the sea routes. Nevertheless, the project highlighted the obstacles during the effort to define shared environmental policy due to the different regulatory system of the SEE countries.

As revealed by ECOPORT 8, Port Authorities alone cannot act on Environmental Process without the support of Port Operators. However, improved environmental performance through the implementation of an EMS could improve Port Operators’ involvement in the management of the environmental issues and improve their relations with their Port Authorities.
**TEN ECOPORT** was inspired by the extensive review process of the Trans-European Transport Network (TEN-T) policy during the last years. The main innovation in the new policy of the Trans-European Networks (TEN) was the concept of a "core network" and therefore the enhancement of the Core Regional SEA-Network as precursor of the Trans-European Networks (TEN) led the **ECOPORT 8** partnership to be enhanced, becoming broader and more up-to-date in its goals and vision.

**OUR TARGET GROUPS**

- Port Authorities of the SEE area
- Policy- and decision- makers from the 7 countries involved
- Those affected by the environmental port policies and engaged in port activities, such as port operators, SMEs, several related authorities
- Port end-users
- Experts and technicians working with Environmental Management Systems (EMS)
THE CHALLENGES FOR TEN ECOPORT

The different legal systems in the countries involved create difficulties for the standardization of procedures that can guarantee high environmental quality. **TEN ECOPORT** aims to become a driving force of competition and cooperation among all ports involved with a common aim: the equaled environmental effectiveness of the seanetworks. Port Authorities could face high costs for the application of a proper environmental policy that greatly affects their economic interests, taking into account their double role: as commercial actors, and as controllers and managers of Environmental Policies within their port area.

In this context, the project **TEN ECOPORT** will:

- encourage the start of an environmental policy by promoting a step-by-step implementation, so as to make it possible to reduce initial investments, without losing sight of the long-term vision;
- launch boosted education and training activities at two levels: one involving all Port Authorities and one internal, within each port, involving both Port Authority and stakeholders;
- establish a permanent discussion platform, again at two levels: one among Port Authorities and one between each port and its stakeholders as fundamental element for the timely solving of emerging problems.

**“**

**TEN ECOPORT becomes the driving force of competition and cooperation among ports**

**”**
METHODOLOGICAL APPROACH

TEN ECOPORT activities are carried out with a “closed-chain” methodological approach, which means that some of the project activities will be used to validate the initial estimates or to correct planned management actions.

The **different phases** of the closed-chain cycle can be summarized as follows:

- identification of the key-actors within the partnership;
- identification of the key-activities for the achievement of the forecasted aims;
- application of environmental protocol;
- monitoring of the obtained results;
- identification of the obstacles which prevent the achievement of the objectives;
- identification of the possible solutions and review of initial hypothesis.

MAIN OBJECTIVES

- to enhance the cross-border and trans-European partnership between SEE port areas developing **collaboration** and effective relation **among all stakeholders** (i.e. Port Authorities, local institutions, local authorities, enterprises, external operators and citizens of the involved countries), in order to stimulate an integrated policy on environmental protection and growth of the Trans-European Network (TEN) corridors;

- to develop and implement **intelligent environmental port management** and information systems using integrated technology for environmental risk protection in order to reduce the impact on human health, biodiversity and other environmental aspects.
MAPPING OF CRITICAL ISSUE

Through the joint work of the local working groups, consisted of Port Authorities’ representatives, Stakeholders, Local Authorities and Research Institutes, was elaborated the inventory of all critical issues within the ports. A screening for defining the most significant ones permitted to achieve the **Definition of a Set of Common critical issues**, and to propose environmental Objectives, Solutions and Action Plans related to them.

All the results of this analysis are collected in the TEN ECOPORT WebGIS (www.tenecoport.eu/webgis).

**CRITICAL POINTS IN THE MAPS:**
The color of the circle upper part indicates the source of pollution:
Red for pollution from ground
Light blue for pollution from water

The color of the circle down part indicates the issue:
Blue for WATER
Brown for SOIL AND STORAGE
Grey for AIR, ODOURS, DUST AND NOISE
Yellow for ENERGY/CONSUMPTIONS
Green for WASTE

**HISTORICAL PORT AREAS**

- Mercantile Areas
- Historical Centre
- Commercial Areas
- Old Industrial Areas
- Touristic Areas

Interactive maps: e.g. clicking on the polygons, the circles and the yellow dots, allows access to information about the port areas (selected polygons), environmental points of interest (eco-mapping) and the historical buildings (yellow points).
ECO-MAPPING

10 eco-maps were realized and led to an inventory of practices and problems using a systematic method of conducting an on-site environmental review, through the collection of information showing the current situation, using photos and data, allowing stakeholders’ involvement and participation. The main environmental CRITICAL ISSUES revealed are related to:

- **Air Pollution** (due mostly to gas emissions and dust/particles caused by traffic, parking area, loading/unloading goods, industrial plant - if present)
- **Water Pollution** (because of effluent contaminants by surface run off, ship waste, eutrophication of sea water)
- **Soil Pollution** (caused by oil, coal, cocks, iron, ores, fertilizers, damaged cement, and other residuals)
- **Waste Management** (solid and liquid waste)
- **Consumptions** (mostly energy and natural resources consumption)
- **Others** (noise, accidental pollution, etc.)

Per each specific Critical issue, the working groups found the main causes, the environmental objective to be achieved, the stakeholders to involve and the environmental Actions to be implemented in order to achieve the objectives.

ASSESSMENT AND DEVELOPMENT OF HISTORICAL PORT STRUCTURES

A sustainable development of port areas should go beyond the legitimate goals of risk protection for environment, human health and biodiversity and find further challenges to the safeguarding of landscape, the protection of historical heritage and the conservation of places’ cultural identity.

In this light, the mapping was extended also to the historical Port structure, so further CRITICAL ISSUES revealed in SEE ports are:

- separation of port and urban areas
- loss of identity of interface and connection spaces
- progressive abandon and decay of historical structures and infrastructures.

The results of these additional studies permitted to deepen the Analysis of relationships between port and city, and to make the Assessment of functional, technological and normative obsolescence of spaces and buildings, also with reference to the transformation process of port activities.
A COMMON MANAGING ACTION PLAN (MAP) FOR TWO PILOT PORTS

Bari and Durres, the two Pilot Ports of the TEN ECOPORT project, one from EU countries and one from IPA countries, set up common actions and procedures concerning the same environmental issue: WASTE MANAGEMENT, in particular the management of ship-generated waste.

Main goals of MAP are:

• to create a cooperation between the ports of Bari and Durres to reduce illegal discharges into the sea of all kind of wastes and cargo residues from ships;
• to start coordination activities between the two ports to define common protocols and procedures for the management of ship-generated waste;
• to improve the port waste management system by promoting the practices of separate collection according to the type of categories.
Cooperation activities between the Ports of Bari and Durres are:
• to ensure compliance with Marpol V and apply a separate collection of waste onboard ship (paper, plastic, glass and metal...);
• a common procedure to continue the separate collection on port reception facility;
• the creation of a database in which the operators of the waste reception facility record data (type and quantity) of the waste actually discharged from ships (both Ports have access to the database to check if any ship intends to deliver waste into their port).

**TEN ECOPORT guarantees the balanced environmental effectiveness of the sea-networks**
The WebGIS is an application with a threefold aspect:

• provide environmentally important “hot spots” (eco-mapping) at the territories of the ports that participate in the project. Information about historical buildings and monuments (with short descriptions) that are closely related to these ports is also provided;

• provide long-term variations (annual and inter-annual) of marine parameters in the whole eastern part of Mediterranean and Black Sea, aiming to highlight their rates of changes in sub-areas and sea corridors that connect commercially the participating ports;

• monitor the temporal evolution of environmental parameters inside the two pilot port areas where environmental conditions are provided on a real-time basis.

Example of climatic spatial variations regarding a marine parameter (Sea Surface Temperature during winter) in the greater area of Eastern Mediterranean that includes all the ports of the project and their main sea-corridors.
COMMON MODEL

ISO Standard 14001 claims the implementation of Environmental Management System (EMS) which is considered as a prerequisite for the certification process complying with the Environmental Management Auditing Scheme (EMAS). Even though the ports in South East Europe (SEE) have systems (or elements of such systems) for environmental management, only few meet the international standards for certification. **TEN ECOPORT** project has developed a **Common Model (CM) and Guidelines** able to yield Management Action Plans (MAP) as a core element of the EMS, in order to improve management of sea ports of the TEN-T networks within the SEE area.

Common Model consists of Management and Preparative/Executive cycles. It explains that the main actors responsible for the improvement of port ecology are Port Decision Makers, the Port Environmental Office and Port Operators/Stakeholders, and it describes important steps that are to be followed in the process of the construction of a MAP. Guidelines specify the structure of the MAP and give a list of tangible instructions and recommendations that streamline the creation of the MAP.

Common Model and Guidelines help the decision making process as they always result in a feasible and constructive planning able to meet the needs of the management authorities for an improved environmental performance of the SEE sea ports and facilitate the concrete MAP development.
SUSTAINABILITY AND TRANSFERABILITY OF THE PROJECT
How to transfer the knowledge gained by TEN ECOPORT

Exploiting the expertise and knowledge of the 20 postgraduate students who were trained on EMS during ECOPORT 8, seven feasibility studies aim to determine if an EMS, or portions of an EMS, to be developed by a Port Authority, involving External Operators, is really effective or not. Moreover, two International Conferences (in Albania in April 2014 and in Bulgaria in September 2014), and 10 Info Stands (one per each port area) aim to disseminate the Project results. TEN ECOPORT wants to create a task force which will gather all the knowledge and experience gained within this project and the previous one, to continue to support and offer services to SEE ports and generally to European organizations. All Project activities, focused on the operative engagement of all key-actors, aim to reach results, useful also to Policy Makers, in defining or improving environmental policies and actions that cover not only one or more port areas but the whole “SEE route”. This could be a first step to establish the European Groupings of Territorial Cooperation (EGTCs).

TEN ECOPORT will contribute to the stimulation of an integrated policy on environmental protection & growth of Trans-European Network (TEN) corridors.
## TEN ECOPORT IN A FEW WORDS

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<th><strong>Timeframe</strong></th>
<th>10/2012 - 9/2014</th>
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<tbody>
<tr>
<td><strong>Total budget</strong></td>
<td>2,284,282,00 EUR</td>
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<td><strong>Participating countries</strong></td>
<td>Italy, Greece, Bulgaria, Romania, Montenegro, Croatia, Albania</td>
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### Outputs & Results
- 1 Benchmarking seminar, organised using the European Awareness Scenario Workshop (EASW) Methodology, in order to define the possible internal or external constraints that obstacle the achievement of the sustainability of the results
- 10 Working groups involving Port Authorities’ representatives, stakeholders, local authorities, regional environmental agencies and research institutes
- 1 Training Course on oil spilling for increasing environmental protection capacity of local working specialized groups in SEE ports
- 10 Eco-maps
- 2 Pilot Plans for the implementation of Action Plan
- 1 Common Managing Action Plan between the two Pilot Ports, Bari & Durres
- 1 Set of Guidelines for Common Model of Environmental Sea-network
- 1 Advanced WebGIS
- 1 Electronic platform for sustainable ideas, good practices and success stories with the contribution of stakeholders, IMMs, operators, universities and other Port Authorities
- 10 Technical seminars of consulting activities for Port Operators
- 7 Feasibility studies for EMS related to a specific activity of Port Operators
- 10 Info Stands within Port Areas
- 2 Transnational Conferences to disseminate the project results and outcomes
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TEN ECOPORT Project