



Port and City Environment as a follow up of the New Hansa Sustainable Ports and Cities

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Background 1/3



The New Hansa of Sustainable Ports and Cities (2003-2005)

- part-financed by the European Union (European Regional Development Fund) within the BSR INTERREG III B Neighbourhood Programme and by the Finnish Ministry of the Environment

Aim of the New Hansa project

- Ecologically,
 - socially and
 - economically
- sustainable ports in the Baltic Sea region with harmonized environmental practices.

Background of the project

- the Baltic Sea, special area of the EU and special area from ecological point of view
- sea transport is increasing and trade is growing
- port cities should be able to respond to the needs of ports and shipping lines (also ports have to respond the needs of the cities)
- port cities should take care of city's living environment
- all port cities and ports are dealing with similar challenges

→ INCREASED CO-OPERATION

Background 2/3



The three Work Packages:

Ship originated:

- **air emissions, noise and vibration**
- **solid waste**
- **waste water**

Common practices/Recommendations

- Feasibility Study – Final report by Centre for Maritime Studies **”SHIP ORIGINATED AIR EMISSIONS, SOLID WASTE AND WASTEWATERS - a Feasibility Study of the New Hansa Project”**
- Report published in the University of Turku, Centre for Maritime Studies Series A
- From the recommendations of the feasibility study and co-operation between project partners **the Memorandum of Understanding on Sustainable Port and Maritime Policy for the Baltic Sea Region** was created.
[<http://www.newhansa.net/memorandum.htm>]



Background 3/3



Partners of the NH project:

1. Stadtwerke Lübeck GmbH (as a lead partner)
2. Hanseatic City of Lübeck
3. Baltic Energy Forum e.V. (BEF as a coordinator)
4. City of Stockholm
5. City of Helsinki
6. Port of Helsinki
7. City of Malmö
8. City of Turku
9. City of Pori
10. City of Mariehamn
11. Port of Kolding
12. Port of Rostock
13. Ports of Stockholm
14. Port of Turku
15. Ports of Szczecin and Swinoujscie
16. Centre for Maritime Studies (CMS) of University of Turku
17. Union of the Baltic Cities (UBC)
18. Finnlines Plc.

Signatories of the MOU (3.9.2007):

1. City and port of Helsinki
2. City of Lübeck
3. City of Malmö
4. City of Mariehamn
5. City of Stockholm
6. City of Turku
7. Port of Kolding
8. Port of Rostock
9. Ports of Stockholm
10. Port of Turku
11. Baltic Energy Forum
12. Stadtwerke Lübeck
13. Szczecin and Swinoujscie Seaport
14. Gävle Hamn-Lagerhus AB
15. Stora Enso

All other Baltic ports, port cities, shipping companies and stakeholders are welcomed to sign the Memorandum.

Summary: general questions



The questionnaire was sent to the following organizations

- Helsinki: port and city
- Kolding: port
- Lübeck: port and city
- Malmö: city
- Mariehamn: port and city
- Pori: port and city
- Rostock: port
- Stockholm: port and city
- Szczecin: port
- Turku: port and city
- Göteborg: port
- Finnlines
- Finstaship
- Baltic Energy Forum e.V.

Summary: general questions



Responses from

- Mariehamn: port and city
- Helsinki: port and city
- Stockholm: port and city
- Turku: port and city
- Pori: port
- Szczecin: port
- Finnlines
- Baltic Energy Forum e.V.

Summary: general questions



- all (except one; not yet) have cooperated with other New Hansa partners
 - city to city, city to port, port to port were most common types of cooperation
- topics handled within cooperation
 - air emissions and clean air in ports and cities of the BSR
 - waste management
 - noise
 - port development
 - dredging
 - monitoring questions and regular supervision of the port activities
 - co-operation between ports (legal, economical, functional issues)
 - environmental aspects of the spatial planning related to development of transport corridors

Summary: general questions



Participation in environmental projects

- use of new type of fuels in ships to reduce shipborne emissions
- reducing energy use in freight transport
- sustainable mobility management to reduce pollution in the Baltic Sea
- participation in the environmental committee of the Confederation of Finnish Industries (EK)
- monitoring of emissions in Helsinki area
- ship-to-shore connection
- "Effective Operations in Ports" – EFFORTS, covers the most relevant environmental areas related to port operation
- ShipNODEff project, Research and Technological Development program for the estimation of the ship nitrogen emissions and their effects to the eutrophication of the Baltic Sea

Summary: general questions



Positive in New Hansa project

- establishing of new contacts
- a network of actors, specially between cities and ports
- opportunity to exchange information
- opportunity to exchange views on best practices with other cities and ports
- trading of experiences
- getting familiar with practices around Baltic Sea
- comparing the financial support with other ports
- common idea of reducing emissions in ports
- The Memorandum of Understanding

Summary: general questions



Negative in New Hansa project

- the administration and co-ordination of the project were too bureaucratic
- difficult and time-consuming reporting
- late payments

- lack of communication plan > poor communication

- absence of partners from the Baltic states

Summary: general questions



General feedback about New Hansa project

- meetings had a good atmosphere
- a good project to deepen knowledge of environmental issues
- highlighted questions about decreasing the environmental influence of maritime transports
- elaborated documents in New Hansa about measurements of water quality in harbour basin > a possibility of monitoring water quality in the port's water body

Summary: general questions



Certificated environmental systems

- ports have certified their activities
- Det Norske Veritas is mostly used

Type of projects that could be useful for the development of environmental issues

- exchange of cooperation 9
- information related 6
- investment related 5
- model development 2

Summary: general questions



Methods to decrease atmospheric emissions I

fuels (6)

- quality of the fuel used in vessels; renewable and alternative fuels
- lowering of excise duty on ecological fuels

economic incentives (5)

- economic incentives to promote pro-environment technology
- common economic incentives at ALL ports in the Baltic Sea; i.e. environmentally differentiated port and fairway fees due to environmental technique onboard and use of better fuels

Summary: general questions



Methods to decrease atmospheric emissions II

technology (4)

- development and design of new diesel engines at the new buildings for NOx
- suitable exhaust after treatment systems like SCR

other (3)

- speed reduction
- legislation and/or cooperation between ports, cities and shipping companies
- global regulations and controlling them

ship-to-shore connections where possible (2)

“The best effect for the Baltic Sea is if the actions taken has an impact on the whole journey over the Baltic Sea and not only when the ship stays in the harbour.”

Summary: general questions



Methods to decrease CO₂ emissions I

technology (6)

- energy-efficient ships
- fuel optimization
- new techniques in engines

economic incentives (2)

- environmentally differential fairway and harbour fees

ship-to-shore connections (2)

fuels (1)

- alternative fuels

Summary: general questions



Methods to decrease CO₂ emissions II

other (3)

- speed reduction
- regulations from governments
- global regulations and controlling them

“CO₂ emissions is not a Baltic Sea Region problem but a global one. We need to move more of the road transports to energy efficient ship transports in order to reduce CO₂ emissions, i.e. more cargo need to be transported by environmental adapted ships.”

Summary: general questions



All respondents agreed that waste water discharges should be prohibited, but following provisions were made

- cannot be controlled when traffic increases
- no, if there is a certified waste water treatment system in use on board
- there should be an international agreement between ALL Baltic states