RESOLUTION ON A WORLD WIDE APPROACH TO REDUCE GREENHOUSE GAS EMISSIONS IN PORTS ADOPTED ON 16 APRIL 2008, IN DUNKIRK, FRANCE

THE BOARD OF DIRECTORS OF THE INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS

RECALLING the Resolution on Clean Air Programs for Ports adopted on 4th May 2007 by the 25th IAPH World Ports Conference in Houston, US which *inter alia* urges ports, members and non-members alike, to take active and effective steps towards clean air programs while stressing the critical need to develop integrated action plans for respective ports and recognizing that no one-size-fits-all solution exists for ports with their large variations in pollution level, emission sources, geographical and meteorological conditions;

BEING 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, taking into account local circumstances and port management structures;

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

NOTING FURTHER that ports have many opportunities and the responsibility to contribute to the reduction of greenhouse gas emissions;

RECOGNIZING that the International Association of Ports and Harbors (IAPH) should continue to act in a leading role for the world's ports;

1. INVITES Ports, members and non-members of IAPH alike, to note the initial work* of the Preparatory Conference for the C40 World Ports Climate Conference which took place in Rotterdam, The Netherlands on 26 and 27 November 2007;

2. INSTRUCTS the Port Environment Committee, in consultation with the regional Port Organisations and respective leading ports**, 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"***;

3. INSTRUCTS the Communication & Community Relations Committee, in cooperation with the Port Environment Committee, to provide a framework for information exchange which should at least include an up-to-date section on the website dedicated to the climate initiatives and their progress;

4. INVITES all incumbent Conference Vice Presidents to dedicate one session in the bi-annual World Port Conference to the climate initiatives and their progress.

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* The initial work is contained in the draft of the "World Ports Climate Declaration" (attached).

** "Leading port" is a port organisation that has undertaken to develop guidance for certain areas of concern that will be discussed at the World Port Climate Conference, 9 thru 11 July 2008 in Rotterdam

*** This Declaration will be finalized at the Conference referred to in the footnote above.

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Draft World Ports Climate Declaration

January 18, 2008

Preface: *On November 26 and 27, 2007, representatives from major ports[1] convened in Rotterdam, to discuss initiatives and approaches towards reducing CO2 emissions. The ports were brought together under the auspices of the C40 Large Cities Climate Leadership Group. The objectives included to share best practices and to develop a draft for the World Ports Climate Declaration for the World Ports Climate Conference, to be held in July 2008. The preliminary outcome of the meeting is drafted in this document. It is meant to be a discussion document to jointly prepare the 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 (substantially) 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, taking into account local circumstances and port management structures.
- 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, the ports, within their respective regional and national conventions and requirements, agree to:

2. Initiatives to reduce CO_2 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 CO_2 in IMO treaties and to accelerate adoption of the current proposals to amend MARPOL Annex VI.

[1] Amsterdam, Antwerp, Dubai, Gothenburg, Hamburg, Houston, Los Angeles, Melbourne, New York, Rotterdam, Santos, Singapore, Sjanghai and Tokyo,

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3. Initiatives to reduce CO_2 emissions from port operations and design

- Promote CO_2 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. CO_2 footprint

- Begin a process of auditing and quantification of CO_2 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 CO_2 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 CO_2 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.