

“World’s Ports and Challenge to Climate Change”

Speech made by IAPH President O.C. Phang

At the closing ceremony of the C40 World Ports Climate Conference (WPCC)

convened in Rotterdam, 9-11 July 2008

Thank you Mr. Chairman,

Good morning your Excellency the Mayor of Rotterdam, Mr. Opstelton., the honourable Former Prime Minister of Netherlands, Mr. Lubbers, Mr. Magaziner, representative from the Clinton Initiative, distinguished participants ladies and gentlemen.

I wish to thank the organisers for inviting IAPH to participate at WPCC and be privileged to learn from other players in our efforts to combat the effects of climate change.

By now I believe all of you know much about IAPH so I shall just show the inductive slides and go straight to how we in IAPH operate.

IAPH works together through the Technical Committees set up to tackle key issues facing the world port community. In this respect the Port Environment Committee, under the Chairmanship of Dr. Geraldine Knatz, the CEO of the Port of Los Angeles, USA, plays a pivotal role in spearheading our activities in facing challenges to climate change.

IAPH also plays a proactive role in developing global framework for issues related to Maritime and trade activities at the IMO, UNEP, ILO and UN agencies.

Towards this end in May last year, at its biannual 25th World Ports Conference held in Houston, Texas, a resolution for Port Clear Air Program was made.

In April this year, at the IAPH Board Meeting held in Dunkirk, France, the Dunkirk Climate Resolution was adopted for the reduction of CO₂ emissions in port.

In pursuing the implementation of these resolutions adopted, IAPH recognises that :-

- i. Air quality of ports may affect large populations due to their closeness to the city centres
- ii. By and large, ports vary in local conditions and institutional framework (what some would term as common but differentiated responsibilities)
- iii. Effective measures for better air qualities also need to be designed to improve port efficiency and costs while promoting business development (eg. Development of Technology and Innovations)

The IAPH Port Environment Committee started developing the Tool Box for Port Clean Air Programs. This Tool Box serves:-

- i. To provide ports with quick access to valuable information through the web-based guidelines and references for improving air quality in port.
- ii. To balance growth and development with environmental considerations through clean air strategies
- iii. To provide tools on the basic know-how to move forward to develop an integrated program for port

- iv. To provide case studies to share good, if not the best practices and experiences among the world's leading ports and various leading parties concerned who have initiated their own port clean air programs. You heard over the last two days such initiatives by ports and industries towards reducing effects on the environment
- v. To enable the planning process to address port-related air quality issues and tools to identify air pollution sources in ports
- vi. These options and tools also describe aspects on their strengths and weaknesses to facilitate decisions makers

In this respect, IAPH recognises that feedback from ports and users are important to keep abreast of development. Continuous action will be taken to expand this Tool Box to include greenhouse gases. IAPH invites you to explore this Tool Box for Port Clean Air Programs to begin your clean air journey. A CD on this matter has been distributed by IAPH during this Conference.

May I take this opportunity to quote from a Chinese proverb:

"The Man who moves a mountain begins by carrying away small stones"

Ladies and gentlemen,

Allow me to refer to the discussions held last evening over the impatience to save Mankind by ports suggesting definite targets for example.

I read that way back in 1975, a climate science pioneer, Wallace Broecker, better known as "Wally" sounded the alarm and coined the words "Global Warming" in his paper entitled "Climate Change: Are we on the Brink of a Pronounced Global Warming?". His research was based on data from three sources :-

- i. An 800 year record of natural global temperature cycles
- ii. Direct measurements made at Mauna Loa Observatory in Hawaii since 1958, and
- iii. The running average of global surface temperature assembled from worldwide meteorological data from 1880

Lately he co-authored a new book on the same topic except that he deems it "Fixing Climate" and he suggests "New Technology" that keeps the world from getting overheated. At our Conference here, presenters have over these two days shown prominent examples based on their developments and experiences which the Greenpeace and other panellists also suggested.

While the UN sponsored climate change meetings continued to convene, some fear that the human race may have missed the window of opportunity to reverse a climate disaster. Since early 2006, scientists have expounded on the critical threshold when the small input of GHG may trigger an irreversible impact on the global climatic system. Scientists have spoken urgently about this impending "tipping point".

Although there is no definite conclusion on when this scientifically will occur, there is unanimous call by climate experts for a drastic cut in the short term. However it appears that many are disillusioned by the level of commitment proposed by and large by policy makers. Others concluded that the concentration of GHG in the atmosphere would take some time to unleash its full effects.

I am not suggesting that there is no need to bother about climate change or not to play a role to help lead to an abatement of the effects of climate change. In fact, over the last two days at this

Conference, we have seen the steps embarked upon by several ports especially those in Europe and the USA. What I am saying is that based on knowledge acquired and alarm bells on the drastic effects of climate change, we are now in a better position to look at measures which includes technology developments to reach out to those who have not done so because of several reasons. We can educate those who may not have the opportunity to be made fully aware of this aspect of climate change. So we need to set up short and long term measures to educate not just the ports themselves, but the various players in the public sector, community and logistics chain.

In the IAPH fraternity, we have a range of ports and port cities operating at differing levels of development. We recognise this and I would like to refer to Mr. Pieter Boot, who spoke on challenges and the key to addressing climate changes. He recognised the impact ports experience and the need for cities authorities to play a key role as well. This reinforces what the ESPO representative expressed when he mentioned about local and national government roles. These are steps to be taken and multi-pronged strategies to be developed including the road map to be deliberated further by Regional Organisations for the direction to move forward. This also includes the need for policy makers to be in line with developments at the macro level to assist ports.

Coming from the Asia Oceania Region, my personal impression is that, with the measures taken by developed ports and the need to generate greater awareness of these issues, we may be able to accelerate the process and role played by less developed ports without having to reinvent the wheel – adaptation perhaps may be needed. Therefore I wish to reinforce that we can have ideals but we have to tinge these with realities or practicalities and a sense of commitment to be significant and measurable.

With this, IAPH reiterates its recognitions that a huge task lies ahead. We are mindful of the differing levels of development of ports and the regulations and structure that envelope ports in different parts of the world. However this Conference is a first big step in the process. You have listened to presentations on measures taken by ports and the private sector initiative from the terminal operators and shipping lines. They range from simple tasks within their purview and yet effective steps as indicated by PSA International to ambitious projects like Zero CO2 Emissions by the Port of Los Angeles as well as Port of Rotterdam's goal to reduce 50% CO2 by 2025 which are all very commendable.

Therefore IAPH is committed to take the lead for the world's ports through a sustained and worldwide approach by continuing to share best practices, our know-how and dissemination of this information among ports.

As enunciated in the resolution distributed by IAPH, we support the initial work of the WPCC in Rotterdam.

As noted, the IAPH Environment Committee will consult the Regional Port Organisations under leading ports of WPCC to provide a mechanism for assisting the ports with the development of measures to combat climate change.

Closer to the realm of our own organisation, concrete action has been decided, that is, to provide a framework for information exchange which at least includes an up-to-date section on the website dedicated to climate initiative and their progress.

At IAPH biannual World Ports Conference, there would be one session dedicated to the climate initiatives and progress made. The next one will be held in Genoa next May. You are therefore invited to join us in Genoa next May.

Ladies and Gentlemen,

Thank you for your kind attention.