



European Union
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SMOOTH PORTS Newsletter

03/21

REDUCING CO₂ EMISSIONS IN PORTS

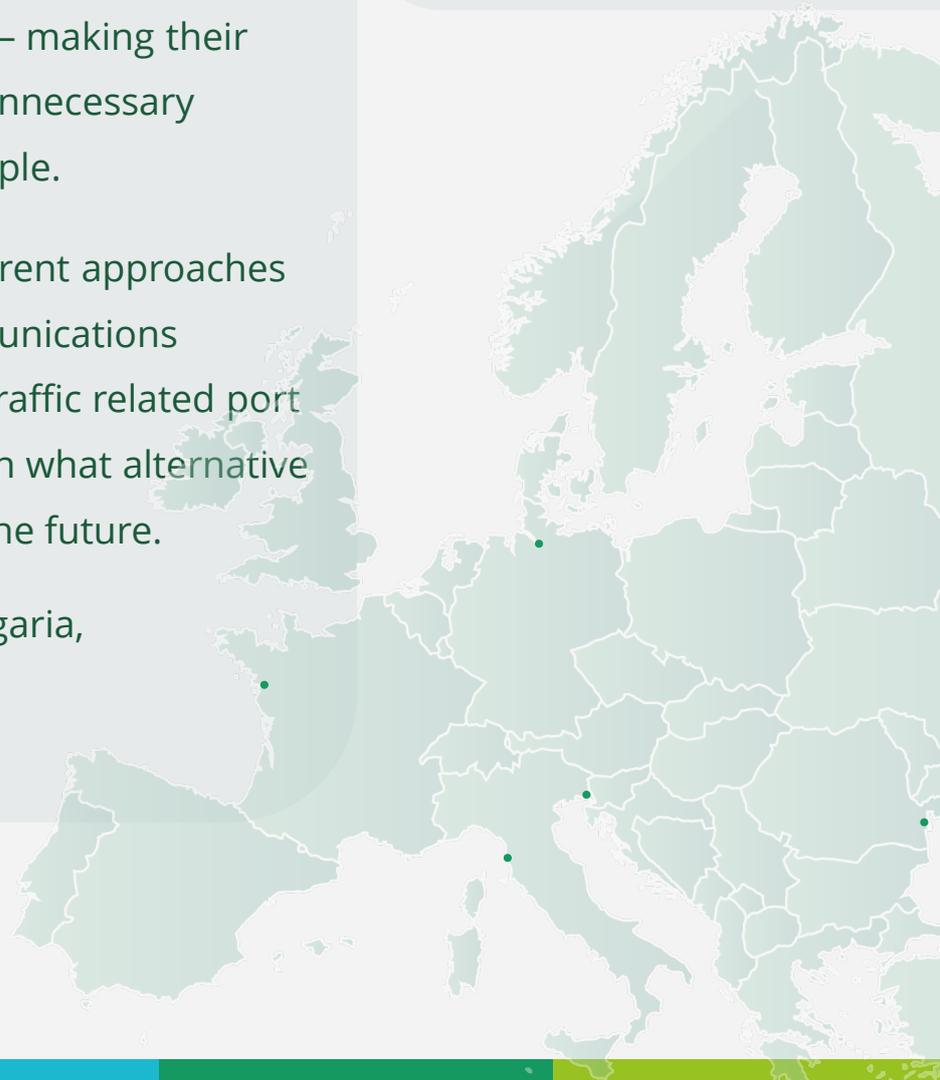
SMOOTH PORTS wants to utilise the differences of the project partners' ports through an exchange of effective tools and best practices.

A key focus lies on finding optimal procedures for the clearance of the goods that are so vital for society and commerce – making their processing speedy and avoiding unnecessary burdens on environment and people.

A further focus will be on the different approaches regarding Information and Communications Technology solutions for various traffic related port activities as well as on the question what alternative fuels can power port activities in the future.

The Project Partners are from Bulgaria, France, Italy and Germany.

SMOOTH PORTS (Reducing CO₂ emissions in Ports) is an Interreg Europe project running from Aug 2019- Jan 2023 with a budget of approximately EUR 0,95 million.





Status Quo studies finalised

The project partners came together virtually on January 21st, for the first time in 2021. The finalisation of the status quo studies, delayed due to the pandemic situation and various forms of lock-down across Europe, were discussed. Executive Summaries or fully translated documents of the various documents can be found in our project library. Find out more, in this newsletter.

Presentations of first ideas for the upcoming Action Plan by each of the project partners were also part of the meeting. The Action Plans will be the major agenda item for 2021, as they will have to be ready this time next year when Phase 1 of the project ends. Further workshops and / or discussion will be spent on this topic, for which also the studies and Good Practices serve as a basis.



Good Practices selected

Each partner has chosen two Good Practices and provided details accordingly. All the ideas have been uploaded to the project website library and Good Practice database of Interreg Europe accordingly. More precisely, the following items were identified as Good Practices:

- One-stop-shop facility for the regulatory requirements in Montoir de Bretagne (FR)
- Natural Gas Vehicle (NGV) station in Montoir de Bretagne (FR)
- Slot management system for veterinary control, MYBOXPLACE (DE)
- Conveyor belt systems in Ports, Railway Infrastructure in Ports (BG)
- Cast Iron Slabs traffic modal shift, E-Mobility in the Port, Port Community System influence on emissions in Ports, Carbon Footprint assessment and methodology (IT)



Insights into some of the studies

Across the following text sections and pages, we would like to give you a brief overview of the status quo studies and their findings. The issues in each Port vary, therefore the angle of tackling CO2 emission reduction varies amongst the project partners.

The Free and Hanseatic City of Hamburg is one of the largest Ports in Europe and therefore an important hub for international transport- and supply chains. 33,000 vehicles use the main port roads on average every day. Heavy-duty vehicles (HDV) make up about a third of that. It can be estimated that around 35,000 tons of CO2 are produced by those HDVs every year.



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The study therefore tried to identify emission reduction measures by examining four different types of measures: those that have been implemented, those that are pilot projects, measures currently under discussion, and finally Good Practices from other countries or Ports. To recommend a course of action, those measures were furthermore combined into 12 clusters. Each cluster was assessed according to the following aspects: impact, effort, and potential for the Port of Hamburg. The four clusters with the most potential to reduce CO2 were: support of technical developments, process consolidation, emission reduction strategy, and sustainable driving. More details can be found in the study, uploaded in the project website library.



The Carbon Footprint of the port of Monfalcone

The carbon footprint study was undertaken in the context of a wider 'Port System Authority of the Eastern Adriatic Sea' study on the carbon footprint. The data basis is the year 2019. The data set illustrates that the most emission is caused by moored ships, followed by port vehicles and port service vessels. HDVs only represent 2.3 % of greenhouse gas emissions in the Port of Monfalcone. However, 5,224.3 tons of CO₂ are emitted in the Port of Monfalcone. Heavy port operating vehicles are responsible for most of those emissions. They produce 3,368.7 tons of CO₂ – or 64.5 % of land emissions. The possibility to increase electric driven vehicles in the Port and a modal shift are therefore actions bearing a lot of potential. More on our website.



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Evaluation of port traffic emissions in the Port of Nantes – Saint Nazaire

The study underlined the importance of the locations Cheviré, Conteneur, Multi Vrac, and Saint-Nazaire in the context of the number of transport vehicles and their emissions in port areas. According to first evaluations the Co₂ emissions in the port road network is estimated at 12,800 tons of CO₂ per year. Heavy Duty vehicles play a dominant role in the Ro-Ro, bulk cargo and container terminal areas. This also leads to traffic jams in those areas. For more information, please refer to the document library of our website.



The partners came together virtually again on February 25th. The main agenda items were a guest speaker from DAKOSY Mrs. Evelyn Eggers, Director Business Development talking on the Good Practice example of the Paperless Port with Dakosy, and internal discussions on whether pilot actions are considered and how the progress of the action plans is.

The presentation attracted stakeholders from the partner countries and was followed with high interest. It illustrated how a well-established Port Community System, operated by an independent body, can help all parties involved in the logistics- and supply chain. It not only increases efficiency of operations for all stakeholders, but also reduces emissions. For more information, please do visit our library and check out the presentation.



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