

Report

Trilateral Conference UNESCO ports

June 20th 2016
Ekenstein Estate Appingedam
Netherlands



Organized by
Programma
Wadden
zeehavens

in cooperation with

PROGRAMMA NAAR EEN
RIJKE WADDENZEE

Programme

Opening

Tineke Netelenbos Chairman Board of Dutch Wadden Sea Harbours

Wadden Sea ports in a trilateral perspective,

Co Verdaas Chairman Wadden Sea Board

Building momentum for sustainability in the port sector

Michele Acciario Professor of Maritime Logistics - KLU Hamburg

Isabelle Ryckbost Secretary General ESPO

Workshop carrousel 1

Lunch

Workshop carrousel 2

Flyways and Seaways

Martin Baptist -Imares and **Marjolein Zwerver** - Groningen Seaports

Musical intermezzo, **Ellen Kiewiet**

Panel discussion with:

Tineke Netelenbos, Co Verdaas, Antonis Michail, Wilfred Alblas,

Michele Acciario & Jouke van Dijk

Awarding of EcoPort PERS certificates, **Antonis Michail ESPO**

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Trilateral Conference UNESCO ports

The Trilateral Conference UNESCO ports took place on June 20th 2016 in the Ekenstein Estate, Appingedam in the Netherlands. The conference was an initiative of *Programme Wadden Sea Ports*¹ and *Programme towards a Rich Wadden Sea*².

1 Introductions

Mrs Tineke Netelenbos — Opening

She thanks Programme towards a Rich Wadden Sea, who supported this conference and inspired her team - *Programme Wadden Sea Ports* – to organise this day. *Programme towards a Rich Wadden Sea* will also support the follow up of this conference both financially and on the content.

She takes this meeting as a WORKING conference, which can give an impulse and direction to prepare for the challenges the Wadden Sea Ports will encounter this era, particularly as a neighbour of the world heritage site the trilateral Wadden Sea. The ambition to be a(n?) UNESCO port may sound nice, but it is difficult and hard work. Today's challenge is to learn from each other, to formulate proposals — or even better — to make appointments with each other.

As a chairman of the Advisory Council (Dutch) Wadden Sea Harbours, Mrs Netelenbos will discuss the results of the conference this evening with the Board. More people taking part in the conference will work with the results, like Co Verdaas who prepares a Trilateral Governmental Conference in 2018 and professor Jouke van Dijk, who prepares a trilateral knowledge agenda. Last but not least, Isabelle Ryckbost, the secretary general of ESPO is committed to the idea of cooperation between Wadden Sea Ports.

Co Verdaas was appointed at the Tønder conference in 2014 and will chair the Wadden Sea Board until the ministerial conference in Leeuwarden in 2018. The Wadden Sea Board is the governing body of this cooperation. It runs and oversees the work of the Cooperation between the Ministerial Council meetings, and prepares, adopts, and implements the Strategy for the work of the Cooperation. The work in the Wadden Sea Board relates to a wide range of issues like tourism, climate, economy, shipping, and science and therefore to many, many stakeholders. The declaration of the Tønder conference states, that the ministers welcome **EcoPorts certified** Wadden Sea ports. It is our common responsibility to cherish the outstanding universal values of this Unesco World Heritage Site.

The Wadden Sea Board noted that all the Dutch Wadden Sea harbours received an EcoPort certificate, four of which for the first time. Mr Verdaas invited Arjen Bosch, who organizes the Dutch port cooperation, to inform the Wadden Sea Board about this success. This created much enthusiasm in the Board. The Wadden Sea needs every contribution for an even more sustainable Wadden Sea. It is a collective responsibility to cherish the outstanding universal values of this Unesco World Heritage Site.

To be successful, for instance with EcoPorts, we need ownership, guidance and



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¹ Programme Wadden Sea Ports (www.waddenzeehavens.nl), is a cooperation of Dutch Wadden Sea ports, ruled by the Dutch Advisory Board of Dutch Wadden Sea ports.

² Programme towards a Rich Wadden Sea (www.rijkewaddenzee.nl), is a Dutch nature restoration programme which also works on the transition towards sustainable joint use.

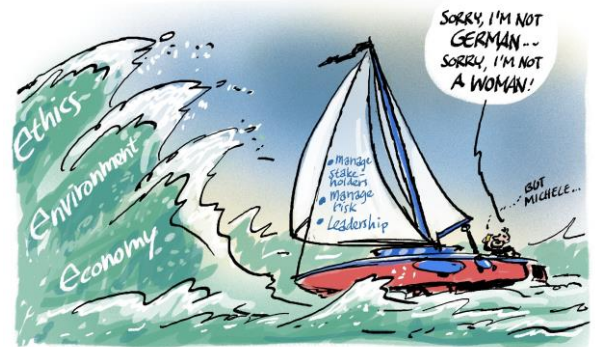
perspective. The ports worked together very closely to earn this certificate. The cooperation is not only about gaining a certificate. The ports really inspired each other to create innovative programs and projects.

Mr Verdaas expects that the workshops will lead to even more inspiration about sustainability. He encourages to place the EcoPort success in the perspective of an enhanced trilateral cooperation between the several ports.

professor Michele Acciaro, Head of the Logistics department of Kühne logistics university (KLU) Hamburg, gave the Keynote speech:

Building Momentum for Sustainability in Ports

Ports are often located in the proximity of delicate ecosystems where anthropogenic pressure combines with nature pressure. Only in the last few decades, some ports have started to look at sustainability with a proactive attitude. They want to acquire *a licence to operate*.



There is little evidence, if any, that more attention to sustainability can afford higher port dues or increase rates for port services. On the other hand port authorities and operators can gain competitive advantage indirectly by: reducing risk associated with poor stakeholder management (1), innovation (2) and establishing themselves as market leaders (3).

1. Good relationship with stakeholders, ensuring transparency and accountability for societal and environmental issues can make the difference between the success and failure of ports. Some ports were successful in minimising disruptions associated with new port infrastructure developments, although it has often resulted in increasing complexity in decision making and longer times necessary for construction or planning of infrastructure. On the other hand there should be fewer uncertainties on the development of the project, and these uncertainties often result from legal action or societal discontent on the choices made.
2. There is evidence that organisations that invest in improving their sustainability profile are more innovative. A more innovative attitude would lead to lower costs and improve service quality in many ports. Investing in sustainability offers a great variety of opportunities to modernise and improve processes in ports around the world. Clearly, however, such investment is not for free and adequate resources need to be made available to ensure innovation takes places also in smaller ports. European and private funding sources can play an important role in such developments, but also in the case of sustainability for ports, short-term costs might be associated with long-term benefits, requiring a focus on the future.
3. Those ports that have been most proactive in establishing themselves as paragons on sustainability are also likely to be recognised internationally as leaders, to be involved in the processes shaping regulation and to have a say on the developments and the future of the industry. This is not only a matter of prestige. As in a strong brand, there are multiple opportunities for gaining advantages and developing initiatives that can generate also financial benefits.



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Protection and fostering public interests, are for a large part dependent on the system of values that defines a community, a nation or (in this case) an international region. Ports are characterised by governance structures, where public and private roles

coexist in the same organisation: the (governmental) port authority and the (private) port exploitation. This role combination places ports in the advantageous position to embrace sustainability as part of the corporate responsibility mandate associated with private companies and the port authority vision together.



Some examples of opportunities for sustainability as an inspiration for the workshops are climate change (1) port tourism interaction (2) energy with respect to fuel transition and power generation in port areas (3):

1. Climate change will certainly affect ports. A part from the need to reduce greenhouse gas emissions, you would also expect the need to adapt port infrastructure to the effects of global temperature rises, including sea level rise, storm surges, etc. Adaptation to climate change requires an holistic approach and critical infrastructure such as ports are likely to play a very important role in minimising operations disruptions and in emergency evacuation and rescue operations.
2. Tourism is particularly relevant for the area in which we are today and for ports that are in proximity of UNESCO sites, such as the warehouse district in Hamburg. Ports have become important players in the tourism industry, that often is able to generate much higher margins than tradition loading and unloading operations in port areas. Smaller ports are probably better suited to take advantage of tourism, which, however, requires careful management, infrastructure and know-how.
3. Ports are *de facto* energy hubs, and as such they are at the centre of a wide range of energy-related activities including electricity production and the use of energy for industrial and port activities. In the coming decade we will witness a fuel transition in the shipping sector and the energy sectors in particular with reference to renewables. Environmental pressure and technological advancements will probably result in gradual introduction of new forms of propulsion and of unconventional fuels in shipping, such as liquefied natural gas, methanol, wind or solar power. These changes are likely to slowly undermine the monopoly of oil-based fuels and will coexist with bio-fuels and electricity in the form of batteries or onshore power supply in many ports. This is an epochal change in the industry that will have considerable consequences also for ports.

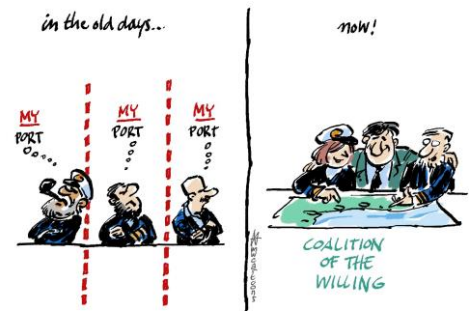


These are some of the frontiers of research in sustainability in ports that offer tangible opportunities in the intersection of the three P's: Profit, Planet and People. They are some of the most promising routes for bringing ports into a prosperous future, where business learns to flourish in the respect of nature and the protection of natural habitats and of the planet offer new opportunities for business.

Mrs Isabelle Ryckbost congratulates the Ports of Den Helder, Den Oever, Harlingen, Lauwersoog and Groningen Seaports. This certification process confirms what EcoPorts is all about; a knowledge network of over 100 ports now. A network where big and small ports can learn from each other, gain knowledge and perform better on environmental standards. Ports are facing enormous challenges in the field of environment and sustainability. The workshops show that ports are not trying to escape, but facing them. I recommend the mantra of Groningen Seaports: economic growth = green !



ESPO tries to help ports in being proactive and being front runners. The Dutch Wadden Sea ports have clearly shown what a coalition of the willing can achieve. Ports are nodes linking their hinterland with other parts of the world, which make them “networkers” par excellence. Why not link with other ports of the Wadden Sea. Together ports will have much more added value in the field of sustainability and environmental care. Mrs Ryckbost suggests to expand this coalition and hopes that in a few years Danish and German ports are part of it.



Flyways and seaways

Martin Baptist -Imares and **Marjolein Zwerver** - Groningen Seaports noticed that ships and birds are both intensive users of the Wadden Sea and reflect on each other in a duo presentation.

Ships travel all over the world to visit our harbours. Birds do so too. There is actually a nice parallel between birds and ships. They both travel long distances, and they both need places to fuel energy. For logistic purposes ports follow ships with modern equipment and ecologists also track the traveling birds. Ship cargo can easily travel over 12.000 km, and the Artic tern fly's three trips to the moon and back in a lifetime!



There are more parallels between ships and birds: they both bring unwanted parasites or pathogens. Migratory birds are suspected to transport the avian flu over large distances and ships bring alien species with ballast water. Another parallel, regrettably maybe: birds and ships tend to go to the same places. Top locations for ports are often also top locations for birds. Ports therefore strive for a balanced

co-existence of ships and birds. Ports make breeding isles as safe havens for Artic terns and attracts them with artificial copies.

Ellen Kiewiet held a Musical intermezzo, as a warming up for the panel discussion.



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2 Workshops

The participants can attend two out of nine workshops, one before and one after the lunch. Here the content of the workshop is described and the results of the panel discussion are presented. Short reports of the workshops can be found in the appendix.

1. Green Shipping, Leo van der Burg -FME and Sascha Strasser – Mariko

This workshop explains the basics of 'green shipping' and the necessity of wide scale market uptake of innovative maritime technologies and products. An example of new developments in LNG propulsion systems are being introduced on a new catamaran ferry. Also within the Project MariGreen, a new LNG Tank concept is developed into a solution for the flexible bunkering of LNG as low emission option to marine diesel oil. What do these solutions mean for the future of ports in the Wadden Sea? What does this mean for the prospects for other vessels such as the fishing vessels?



2. Building with Nature, Martin Baptist- Imares and Rio Pals- WUR

The workshop deals with innovative solutions for harbour development in harmony with nature. It demonstrates on-going and planned projects in the Wadden region and discuss key challenges, pressing issues and possible solutions with regard to siltation in harbours, beneficial use of dredged sediments and nature restoration. Foremost, we will explain how you and your organisation can contribute to marine biodiversity.

3. Oil Recovery, Paddy Walker - Hogeschool van Hall Larenstein & Simone Luijendijk - ASCC Group

In the unfortunate situation that there is an oil spill in or close to the Wadden Sea we must know how to react swiftly and adequately. What techniques, apparatus and international networks can be mobilized in order to prevent large-scale ecological and economic consequences? And are they enough? During the workshop we will not only look at the state-of-the-art technology, but also the decision making process to manage oil spills at a national and trilateral level. What role can and do the UNESCO ports play in this important issue?

4. The added value of the EcoPorts network and tools, Antonis Michail - ESPO & Bart van der Kolk - Groningen Seaports

The workshop will be demonstrating the added value of EcoPorts for both the individual ports and the sector. Dr. Michail will present the benefits of sing SDM and PERS: port testimonies, as well as the benefits for the credibility of the European port sector, including a presentation of the Environmental Review 2016 and the new top 10 of environmental priorities of European Ports. Bart van der Kolk will be demonstrating the use of the EcoPorts as a certification measure for sustainability within Groningen Seaports. It leads to a discussion around chances of EcoPorts certification for the Wadden Sea.

5. Challenges Wadden Sea Ports, Deen Klaas and Jouke van Dijk– Waddenacademie

The policymakers of the three Wadden Sea countries dealing with the Wadden Sea area have asked the Waddenacademie to develop a trilateral research agenda for the Wadden Sea area. At the moment, the Waddenacademie is working on this agenda, which will be presented at the next trilateral ministers conference in 2018. During



the workshop we will collect research issues regarding the sustainability of the Danish, German and Dutch Wadden Sea ports. Which issues, from the perspective of a sustainable port development, should be part of the trilateral agenda according to you?

6. Prevention of invasive species, Edo Donkers – MEA

Past centuries the shipping sector was an enormous vector of invasive species. The international regulation of ballast water is still pending, but ‘on the doorstep’ of a World Heritage Site, a game changing mobile treatment facility was born: the InvaSave. This inspiring example of environmental contingency planning will be placed in a broader context. How to deal with one of the major environmental challenges of the 21st century: minimizing the risk of invasive species in ships’ ballast water and bio fouling; both as ‘good housekeeper’ and service provider to the marine industry.

7. Port of the Future, Cor Schipper –Deltares

This workshop explains the basics of ‘green shipping’ and the necessity of wide scale market uptake of innovative maritime technologies and products. An example of new developments in LNG propulsion systems are being introduced on a new catamaran ferry. Also within the Project MariGreen, a new LNG Tank concept is developed into a solution for the flexible bunkering of LNG as low emission option to marine diesel oil. What do these solutions mean for the future of ports in the Wadden Sea? What does this mean for the prospects for other vessels such as the fishing vessels?

8. Port Reception and Waste Handling, Coen Peelen & Mike Mannaart – KIMO

The reception and handling of ships’ waste is an important issue that needs to be carried out properly to prevent pollution. But what are the pros, cons and bottlenecks in the current process and how could these be addressed? A discussion to identify the most important issues , which feeds directly into a new incentive for improvement of ships’ waste reception and handling in EcoPorts in the Wadden Sea area.

9. Opportunities for ports and the Wadden sea, Taco van den Heiligenberg – Programme towards a rich Wadden Sea

The ports of the Wadden Sea are of social economic importance and impact the ecology of the Wadden Sea. The transition towards sustainable ports has started. What are the opportunities of this transition to contribute to the ecology of the Wadden Sea? This workshop starts with two inspiring pitches about Darkness and Birds and a reflection by an illumination expert. Enough input for fascinating discussions and seizing opportunities!



During lunch time the participants could also visit the innovators, who presented there initiatives.

3 Panel discussion about workshop results



From left to the right:
 Prof. Michele Acciaro
 (KLU Hamburg)
 Wilfred Alblas
 (Natuurmonumenten)
 Tineke Netelenbos
 (Wadden Sea ports)
 Prof. Jouke van Dijk
 (Wadden academie)
 Co Verdaas
 (Wadden Sea Board)
 Antonis Michail
 (ESPO)

Green Shipping

How can we arrange a wider use of clean fuels?

Cargo owners for example operate in an international market and have no market driver. They don't choose sustainable options but take the cheapest. What could work is a levy on the use of oil. This money could be used for new innovations. The IMO is a good tool/organization to spread this idea worldwide.

There is a general feeling there is too much regulation. Let's take energy efficiency for example, which can be handled by company incentives. To speed up the process, innovative projects need to be supported, often by structured funds. In this way many environmental issues can be addressed, where companies develop alternatives, but they have difficulty in implementing these ideas. Again, if there are no market incentives, law is needed to steer the development. Often we do not need more rules, but rather new ways to use them, and put them into practice. For now we have to consider that the first users of cleaner fuels have more costs. Therefore we need to help out by means of subsidies or other funds.

Change within the maritime world, whether it may be within Europe or worldwide can only happen in cooperation. The voluntary self-regulation, as promoted by ESPO with the EcoPorts scheme, is showing good results. Asking for the right regulations and rules as a group, brings more power. This is good for sure, but also specialisation is needed. Those two things together can work.

Due to lack of transparency many companies often don't know what is expected. That could also be translated to awareness. Are we, in society aware of the problems? Why is there so little help and support to promote green shipping? There are initiatives, but a lot more pro-activeness is needed.

Building with Nature

It is clear that building with nature projects have many advantages. But most often those projects include measures which contradict to the rigid laws present. We need a more flexible sets of rules and a decrease in the focus on risks.

We should not forget that there are always risks, and we have to take them into consideration. But in a wide range of cases, it is true that inflexible regulations from the past, hinder the process of today. Even though there are good projects, the rules cause lots of difficulties.

GREEN SHIPPING



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Rather than concentrating on compensation measures when an infrastructural project is already underway, we should make use of nature development as a starting point. We have to figure out what is the common goal, and from there think about the next steps.



The panel asks how Ecoshape succeeds? Strong rules as a starting point is OK, it makes nature protection much easier. It is part of our success that we can trust on rules. The rules are too detailed and applied too rigidly. More flexibility would be helpful to promote also the innovative ideas, now it requires lots of endurance. What we need are goal based regulations.

Oil recovery

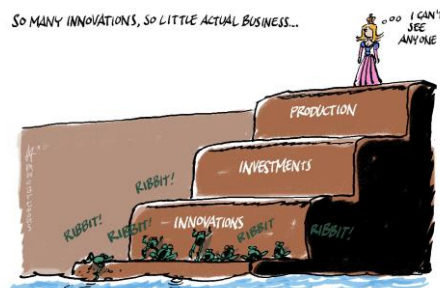
We need international cooperation to stimulate the harmonization of protocols. This is on the agenda of the trilateral Wadden Sea board. Everything starts with a dialogue.

Is there enough capacity to handle big oil-spills? Capacity is not the main issue. In the latest spill (Oude Schild) the local authorities did not want to close the harbour. What we need is that ownership equals also leadership. We need one controlling authority which takes over the concerns of other stakeholders, but still holds the controlling power.

OIL RECOVERY



We need more space for (small) innovators. A big question is often “how can I get involved?” The problems on how to involve small innovators is not just a problem in the shipping and port sector. The “Incubation” approach as used in many universities can be adopted.



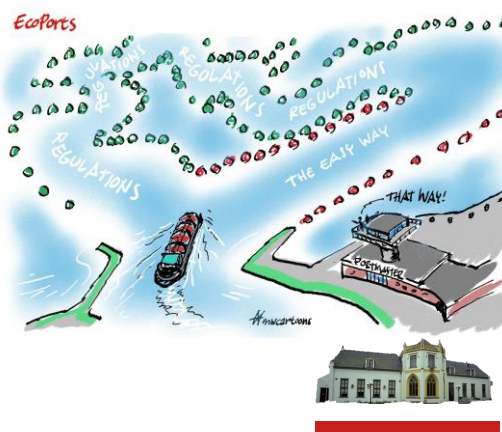
A company tried to involve in a development of a skimmer. But this generated a lot of resistance and it was very hard to get in touch. Now it gets better, but it took a long time. Innovations in Oil recovery have to be seen as products which can be sold around the globe. Then there are many chances!

As for the Netherlands, we have funds for innovation. They are provided by the ministry of Economic Affairs.

The development of knowledge is an important factor too. Nevertheless, pure knowledge is not enough – you need to bring the product on the market. Knowledge can be used in those cases as a tool to promote, but not to develop a business case/plan/model.

EcoPorts

For port authorities the certification process of EcoPorts is a good start to enable stakeholders to start a dialogue. Furthermore it has added promotional value to the port for clients.



EcoPorts is more than a good start, it is a continuous process. It brings together not only stakeholders but also the port-staff. What we see is that over a longer period of time EcoPorts certificates lead to success. It also gains credibility in Brussels (regulators) for

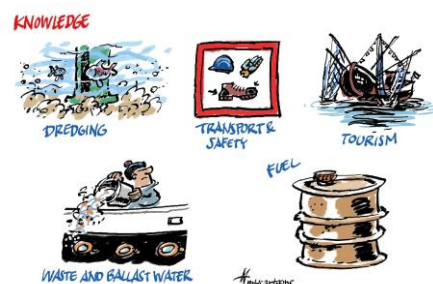
self-diagnostic and voluntary self-regulation instead of EU rules. Our ports, which are so close to the Wadden sea, show a special case. It is very important to improve continuously! And that is done successfully, with the EcoPorts scheme.

Lloyds (public): Indeed it is a good start. It is also a start for the creation of awareness. Awareness of environmental risks and goals. EcoPorts is also a tool to control the environmental rules and performance of ports, and therewith promotes clean development. But in the Netherlands, most of the ports were helped by Wageningen University to gain their certificates. It will be a challenge when the ports have to do the certification process all by themselves.

EcoPorts shows how ports can take initiative and work together. It is not just the formulation of rules but also includes action. The internalization is a challenge in the close future, and will be supported by the Wadden Sea Board.

Trilateral knowledge agenda and Wadden Sea ports

A good knowledge level is essential. The policymakers of the three Wadden Sea countries dealing with the Wadden Sea area asked the Waddenacademie to develop a trilateral research agenda for the Wadden Sea area. Suggested topics were: dredging, transport logistics and safety, the cultural value of (fishery) ports for tourism, waste ballast water and fuel policy.



Knowledge development is not a matter of costs, but of cost allocation. The costs of environmental loss should also be taken into consideration. In that sense all ports and communities have to become more proactive. There are chances, we need to fund them and think unconventional.

Rather than concentrating on what we need to change in the Wadden Sea, we should accept and adapt. One way of adapting is to look at the specialisms of ports, we need to define precisely what we want for this area.

Prevention of invasive species

There is not enough awareness of the problem of invasive species. Furthermore, how can we design a practical solution? For example, a snail in the Schelde ruined the oyster-population and the connected economic sector. We have to face the potential threat of invasive species!



How could ESPO facilitate such a process? We have the tools to spread current knowledge for example by means of our “best practices” tools. Nevertheless, there is still a big discussion around that topic. In the end we are left with the question “who is responsible?”, the port or the ship owner?

For small ship owners it is hard to cope with the high prices to adapt when operating individually. It needs high investments to get new machinery on board to get rid of invasive species. It is a chance for ports to offer equipment for all ships, that is much cheaper in the end (ballast water barge innovation, Groningen Seaports). Ships without installations can have their ballast water cleaned for a reasonable price.

Ports of the Future

The Port of the Future game is for a good tool to use in multi-disciplinary discussions. The twenty participants worked as stakeholders or port authorities in Dutch and German ports. They were encouraged to work together and to collaborate on the development of a sustainable port. The evaluation showed that the game raised awareness of the

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impact that interventions have and the multiple options for sustainable ports. Other lessons learned were that a bottom up approach brought more solutions and better results for all.

Games bring awareness and common willingness to go for results. It could be an idea for a trilateral “game” during a meeting of Germany, Denmark and the Netherlands.

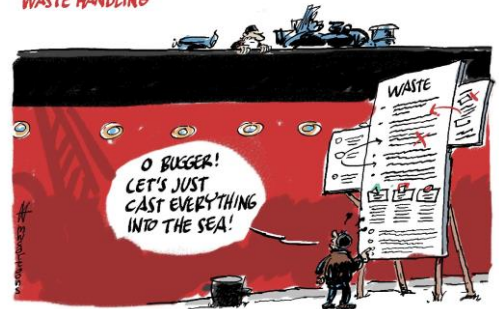
PORTS OF THE FUTURE (IT'S NOT A GAME)



Port reception and Waste handling

The diversity of rules coming from ports/governments/sectors makes it hard to cope with the actual implementation of waste management. There still is not enough awareness. More harmonisation might help in this case. Finance is scattered and ships are treated differently in every port.

WASTE HANDLING



Adequate facilities are lacking and when present they need sufficient capacity and accessibility. Ports should have enough staff including a Port Waste Coordinator who knows the rules and has knowledge of the facilities of the port and waste pickers to clean up the quays. The key message is: “make it very easy to deliver waste to the port.”

Opportunities for the Wadden sea and its ports

How can ports contribute to natural values of the Wadden Sea, for instance the international importance of the Wadden Sea for breeding and migration of birds? There are bird friendly ports with breeding islands, breeding walls and temporary nature. Another example is the contribution to dark sky areas. Ports need to see the importance of darkness. There is experience with less and environmental friendly illumination. It would be good to develop a lightning management investigation plan on how to develop the illumination of ports. There was much interest in exchanging good practices, like for instance the illumination at the port of Harlingen, and the fact that less and adjusted illumination can also be financially profitable for ports.

LIGHT, BIRDS AND PORTS



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Follow up on the final conclusions

The results of the UNESCO port conference will be used in the Wadden Sea Board, the Trilateral knowledge agenda and the Dutch Advisory Board Wadden Sea ports. Programme Wadden Sea ports and Programme towards a rich Wadden Sea will organise a follow up meetings to explore this further:

- EcoPorts is a pathway to improve continuously. That is done for now, and successfully but it will be a challenge when the ports have to certify again within two years. Identify and focus on the necessary issues to continue.
- It is our common responsibility to cherish the outstanding universal values of this UNESCO World Heritage Site. This awareness makes our ports, which are so close to the Wadden sea, an international show case. Placing the Wadden Sea central in the transition towards sustainable ports issues more ideas; ranging from stimulating (eco)tourism in ports, to the development of salt marsh, preventing invasive species, stimulating the use of cleaner fuels etc..
- The panel concludes that Wadden Sea can co-exist with ports. Together with stakeholders and a in good cooperation, we achieved a lot and did a lot! The Wadden Sea is a show case and has the potential to become a reference point worldwide. The panel suggest to expand this coalition and hopes that in a few years Danish and German ports are part of it.

4 Awarding of EcoPort PERS certificates

ESPO Senior Policy Advisor, Antonis Michail, handed over the certificates to the representatives of the ports: René Genee, Deputy Director Groningen Seaports; Dirk Klinkenberg, Harbour Master Port of Harlingen; Jacoba Bolderheij, Director Port of Den Helder and Theo Meskers, alderman municipality Hollands Kroon.



In November 2013, the Dutch Wadden Sea ports organized a dedicated EcoPorts workshop with the aim to work together towards implementing and getting certified by PERS. Groningen Seaports achieved PERS certification since 2006, and inspired the other ports to work together in order to achieve EcoPorts PERS certification.



PERS is the only port sector specific environmental management standard. It is the flagship of the EcoPorts network and independently assessed by Lloyd's Register Quality Assurance and the certificate has a validity of two years. There are 25 European ports (of ca 1250) certified by PERS.

ESPO is delighted that this collaborative initiative concluded in such fruitful and successful manner. He congratulated the Dutch Wadden Sea ports on putting to practice the EcoPorts approach of working together sharing knowledge and experience.



5 Links to introductions

Professor Michele Acciaro; Building momentum for sustainability in the port sector:

Keynote: <https://dl.dropboxusercontent.com/u/56094007/UNESCO%20ports/Acciaro%20ustainable%20Wadden%20ports.pdf>

Powerpoint: https://dl.dropboxusercontent.com/u/56094007/UNESCO%20ports/Acciaro%20UNESCO_Wadden%20Sea%20Ports.pptx

Martin Baptist -Imares and Marjolein Zwerver; Flyways and Seaways:

Powerpoint: <https://dl.dropboxusercontent.com/u/56094007/UNESCO%20ports/Baptist%20Zwerver%20Flyways%20and%20seaways.pptx>

Video: <https://dl.dropboxusercontent.com/u/56094007/UNESCO%20ports/Arctic%20Tern%20Migration.mp4>

