



Green port: benchmark and drivers for changes. The Italian Port Network Authorities' perspectives

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Italian Ports Association - Assoport

The Italian Ports Association is a no-profit trade association which has among its members the Port Network Authorities as established by the Legislative Decree n.169/2016. The recently renewed governance model accounts 57 of the major commercial ports administered by 15 Port Network Authorities. These are entrusted with policing, programming and coordination of the seaports within their territorial competence.

Assoport provides technical support to “Conferenza Nazionale di Coordinamento delle Autorità di Sistema Portuale” and strategic policy advisory related to maritime issues to the Ministry of Infrastructure and Transport and other relevant Ministries, besides the European Union.



Italian Ports

- are mostly located within an urban area;
- their areas commit port and surrounding ;
- cover an average of interested area of about 1.000.000 sq.mt. ;
- with few exceptions, they are “multipurpose” ports.



Development trends

- Port transformation “from traditional ports - offering typical services to cargo and vessels – to new industry 4.0 – offering services with higher added value”;
- In the current perspective, a port area will turn into an environmental sustainable productive district with a greater rate of productivity and profitability.

Potential risks coming from a non-transformation (Business as Usual scenario):

- non-compliance with EU provisions;
- loss of market-share;
- facing an increasing number of social and environmental problems at local level.



Green Ports concept (1)

- achieves an acceptable equilibrium between environmental costs and economic benefits;
 - reduces the impact of port-related activities on the environment, while mitigating the externalities.
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- ✓ smart use of energy through the adoption of measures leading to energy savings and efficiency, possibly integrated with renewable energies;
 - ✓ rational use and re-use of available resources;
 - ✓ use of tools for measuring, controlling, monitoring and assessment of initiatives in order to drive continuous improvement of expected results;
 - ✓ integrate operations with IT solutions (processes dematerialization);



Green Ports concept (2)

The European Commission's Mobility for Growth Work Programme on "Smart, green and integrated transport" has included "The Port of the Future" where strategic issues are:

- Multimodality and re-engineering of port operations;
- Equipment's sustainable maintenance and repair;
- Land use reduction;
- Less impacts on the environment, climate changes and emphasis on the concept of circular economy;
- Social-economic integration;
- Intermodality of Last mile connections, railways in particular.



Port Network Authorities

- Coordinate energy transition and transport de-carbonization processes within the port area;
- Shall comply with national and EU legislations;
- Port planning shall respect energetic and environmental sustainability criteria (art.4bis, L.84/94 and following modifications and integrations);
- Shall develop an Energetic and Environmental Port Plan (as provided by art.4bis, L.84/94 and following modifications and integrations).



Forthcoming scenario

- Cold ironing or LNG;
- Energy self-sufficiency port plan:
 - ✓ Self-generation of renewable sources
 - ✓ Smart Lightning (smart lump post)
 - ✓ Smart mobility (electric vehicles)



Memorandum of Understanding (1)

ASSOPORTI, ASSOGASLIQUIDI/FEDERCHIMICA, ASSOCOSTIERI, CONFITARMA, ASSARMATORI for the development of LNG use for bunkering have established a joint and permanent working group to analyze specific issues, both at technical-operational and administrative-legislative level, in order to boost proposals and indications addressed to the policy making process.



Memorandum of Understanding (2)

ASSOPORTI/ENEL have established a joint working group aimed at the possible installation of electric charging points/stations in port areas. Such installations, in compliance with the current national and EU legislations, will offer a “*multivendor*” and interoperable charging infrastructure; so the end-user might be able to choose the best operator.



Thanks!