

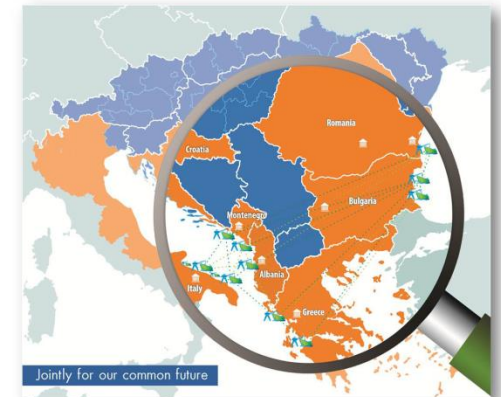
CONSTRUCTION OF COMMON MODEL

*FOR ENVIRONMENTALLY FRIENDLY DEVELOPMENT OF
THE SOUTH EAST EUROPEAN SEA PORTS*

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The project:

7 SEE countries

10 SEE ports

**6 research
institutes**

Budget :

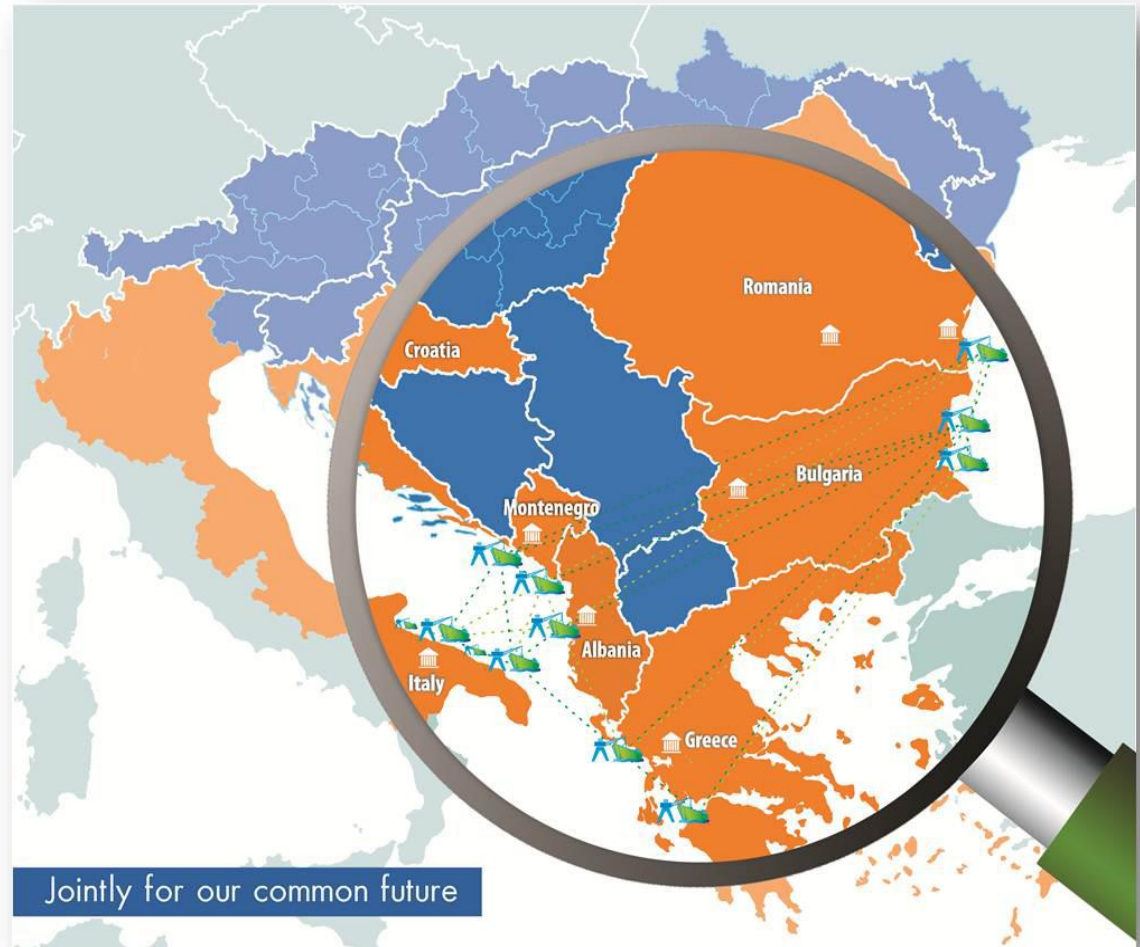
2300000 Euros

Duration:

01.10.2012

30.09.2014

www.tenecoport.eu



MARES' 2020

**Varna, Bulgaria
17.09. -20.09.2013**



OUR VISION

To provide decision-makers with the useful tools & policies that will help them plan the future common model for the efficiency of the Trans-European Network corridors

OUR MISSION

To work jointly on eco-routes

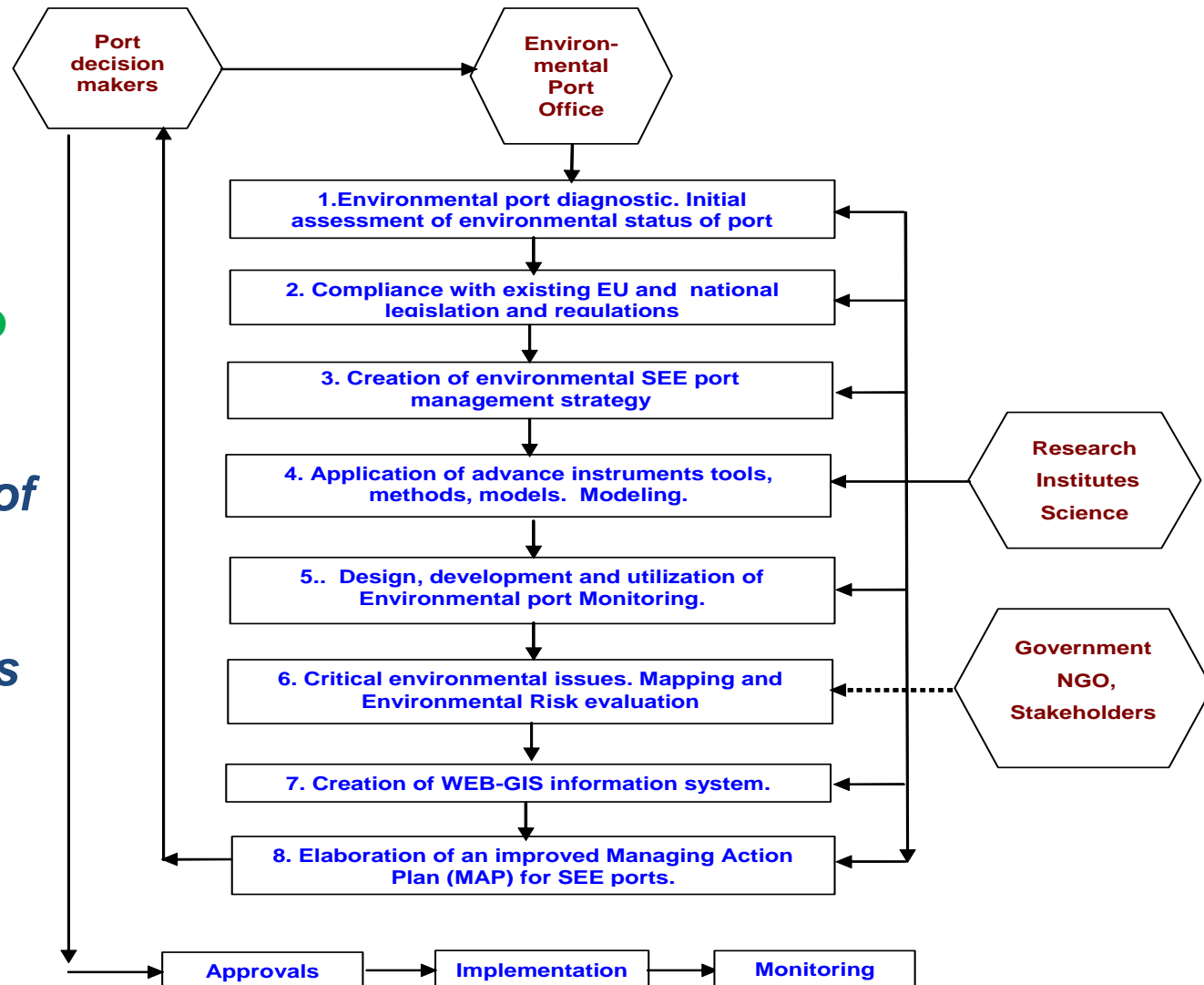
Common Model for Environmentally and Sustainability Development of SEE ports

Inspired by a great number of initiatives undertaken at EU level, aimed at improving sustainable mobility of people and freight along the sea-network, as well as by the extensive review process of the Trans-European Transport Network (TEN-T) policy during the last years, TEN ECOPORT aspires to a Common Model of Environmental and Sustainability Development of the SEE ports



Common Model : Structure

Every block of suggested structure of Common model for environmental port development includes outputs or results of both projects ECOPORT 8 and TENECOPORT



Step 1:
***Environmental port diagnostic. Initial
assessment of environmental status of port
Port administrations & research institutes***

Step 2:
***Compliance with existing EU and national
legislation and regulations
Port administrations & research institutes***



Step 3:

Creation of environmental SEE port management strategy

Research institutes & Port administrations

Creation of shared Common Eco management Strategy for port areas for solving common problems includes outputs or results of TEN ECOPORT project):

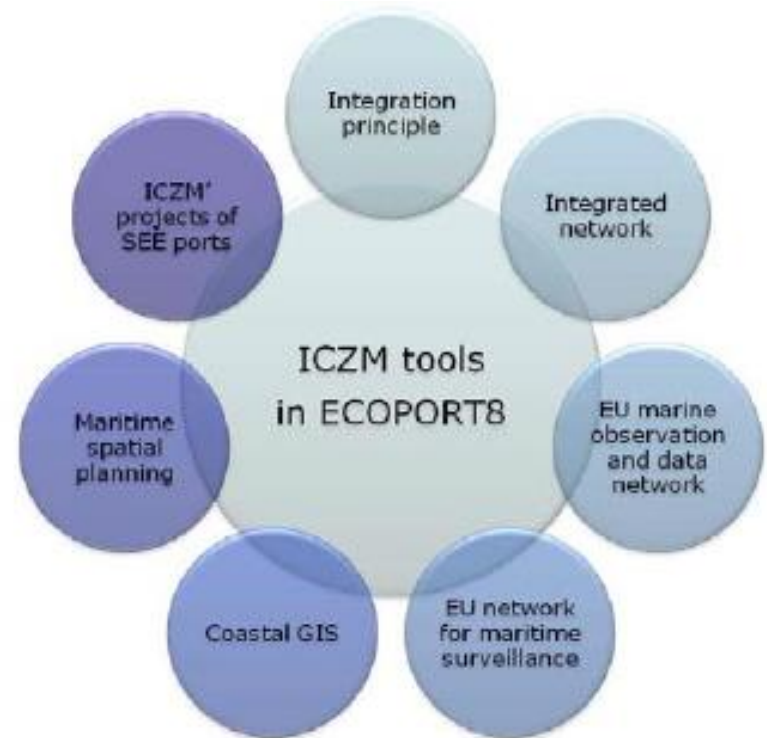
- *Application of advance instruments tools, methods, models.* Modeling and simulation of scenarios; using ICT instruments for updating the EMS systems starting by the assessing of the vulnerabilities and risks;
- *Creation of shared Programme for monitoring* and management at national, local and regional level of the port areas management;
- *Creation of wider network* among port areas with different peculiarities improving co-ordination in promoting, planning and operation for effectiveness of maritime transportation; Enhancement of the permanent information channel among TEN ECOPORT Community;
- *Creation of a Transnational subject as a multidisciplinary Task Force* for gathering all the knowledge and experiences gained by the present projects and other future experience aimed to keep supporting and providing services



Step 4: Application of advance instruments: tools, methods, models. Modeling and simulation of scenarios

Research institutes – science knowledge;

- Environmental management system (EMS) in ports
- Environmental risk analysis (ERA) in ports;
- Environmental land use plans (LUP) in ports;
- Integrated coastal zone management (ICZI)
- Application of advanced models (hydrodynamic, geochemical, ecosystem, oil spills, etc.)



Step 5 :

Design, development and utilization of Environmental port Monitoring

Port administrations and research institutes

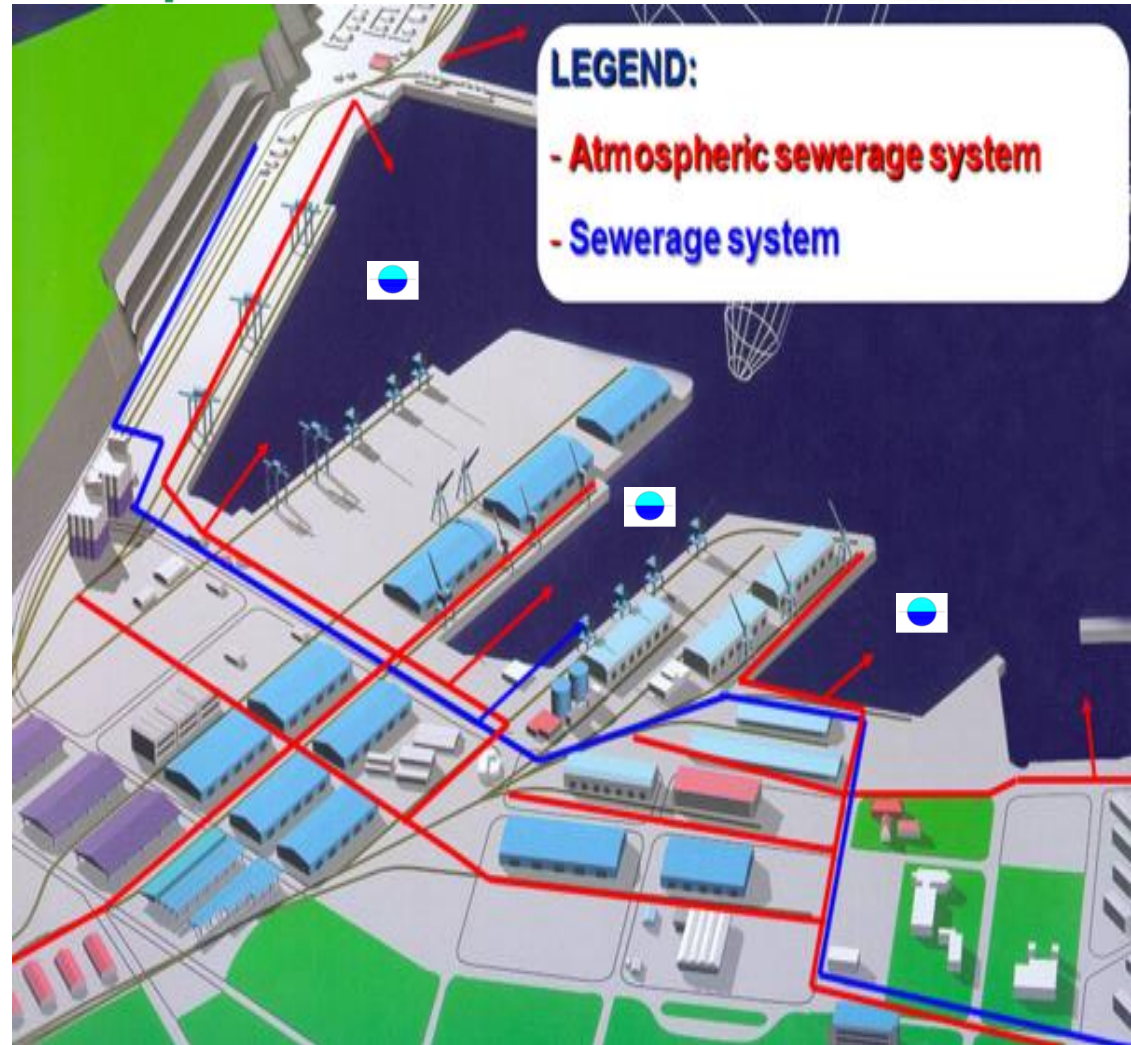
*The general principles and questions that operational environmental
monitoring systems for ports should address are:*

- *Goals (objectives)*
- *Selection of monitoring parameters (what to measure)*
- *Procedures of monitoring*
- *Emission Limit Values (Environmental Quality Standards)*
- *Sampling frequency (when to measure)*
- *Points of monitoring (where to measure)*
- *Choice of instruments and tools (how to measure)*
- *Data processing (initial)*

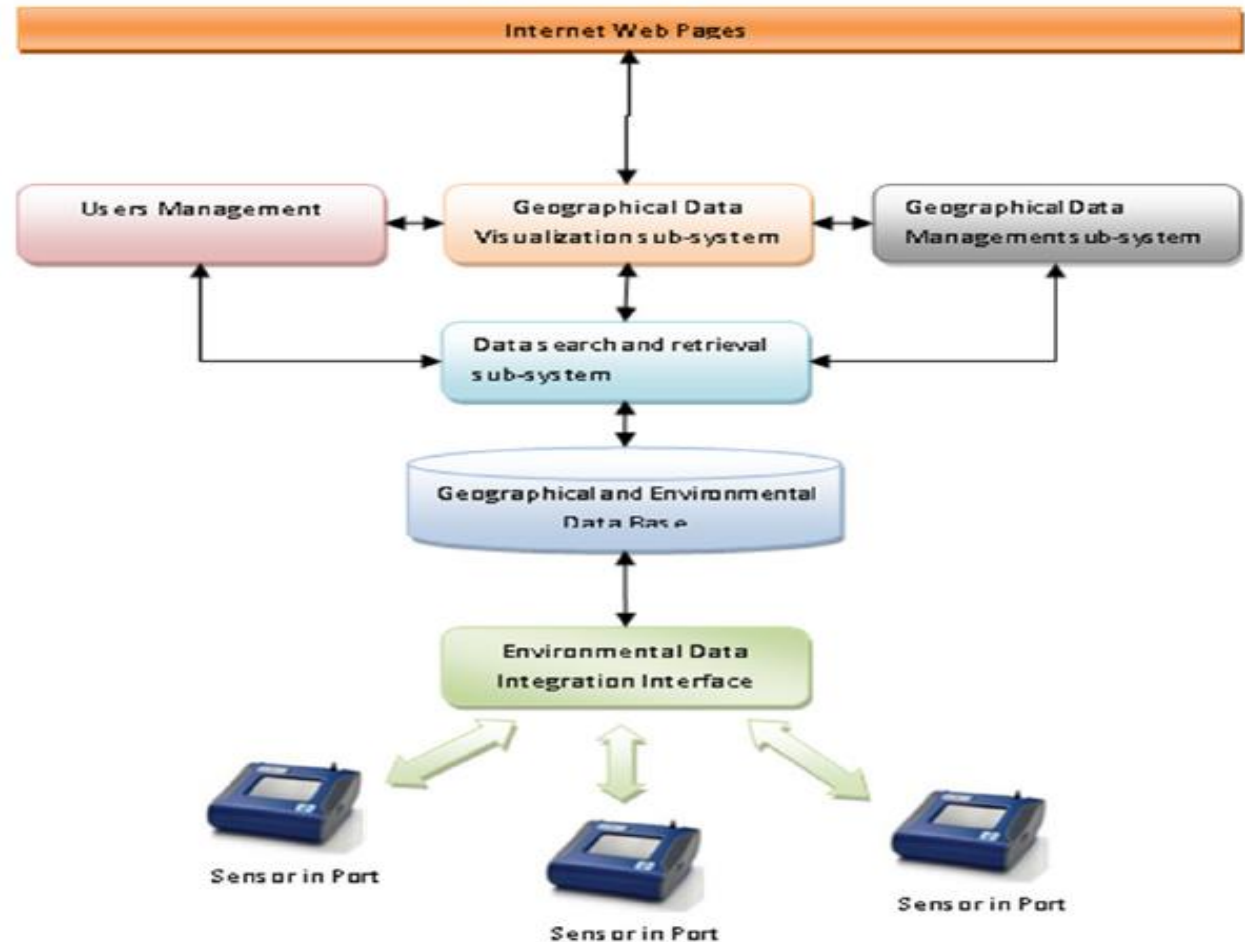


Step 6: Critical environmental issues. Mapping and Environmental Risk evaluation

Port administrations – environmental port offices jointly with stakeholders – all interest groups, government organizations, NGOs, citizens



map.



Steps 7:
Creation of
WEB-GIS
information
system
Research
institutes &
ports



Steps 8:

Elaboration of an improved Managing Action Plan (MAP) for SEE ports Port administrations –
Port decision makers

**Environmental Action programme+
Responsibility + Dateline**

- A: Corrective and preventive action,**
- B: Workers Safety,**
- C: Measures & info Data collection,**
- D: Training & Education,**
- E : Good Practices,**
- F: Legal issues**



Conclusions

Our MAP is harmonized with Principles of ESPO-Green Guide [2012]

- 1. Exemplifying:** Setting a good example towards the wider port community by demonstrating excellence in managing the environmental performance of their own operations, equipment and assets
- 2. Enabling:** Providing the operational and infrastructural conditions within the port area that facilitate port users and enhance improved environmental performance within the port area
- 3. Encouraging:** Providing incentives to port users that encourage a change of behavior and induce them to continuously improve their environmental performance
- 4. Engaging:** with port users and/or competent authorities in sharing knowledge, means and skills towards joint projects targeting environmental improvement in the port area and the logistic chain
- 5. Enforcing:** Making use of mechanisms that enforce good environmental practise by port users where applicable and ensuring compliance



**THANK YOU for
YOUR ATTENTION**



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