



Ministerie van Verkeer en Waterstaat

# Sustainable Port Development

The vision and role of the  
Netherlands' government

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# Content

- **Setting**
- **Vision**
- **Role**
  - **companies**
  - **port manager**
  - **government**



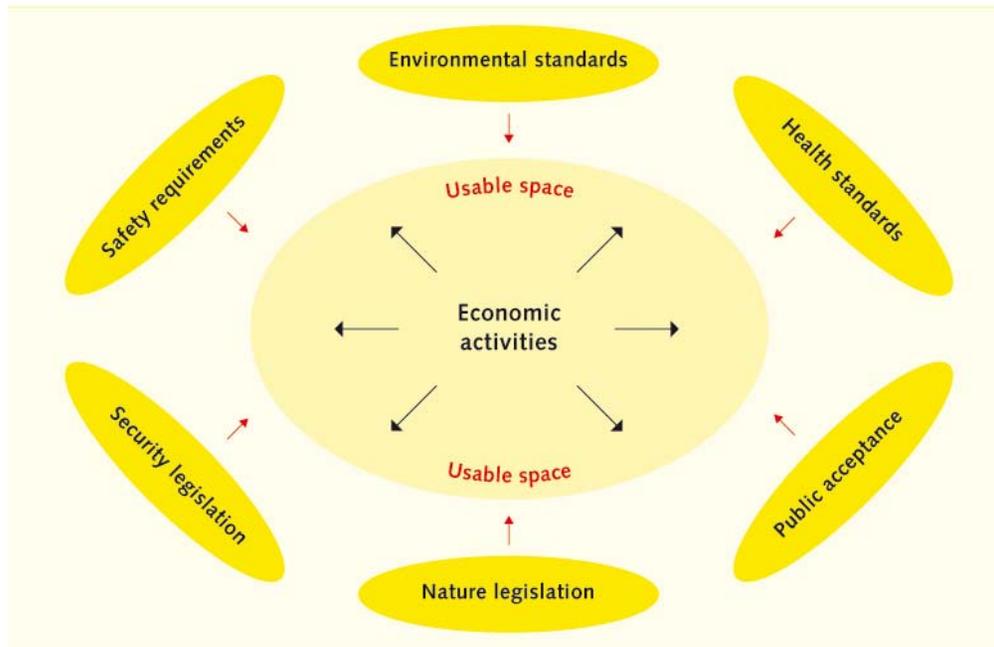
- **Rotterdam largest port of Europe**
- **Largest inland shipping fleet in Europe**
- **Third in short sea shipping**



## Setting - Challenges

- **Increasingly fierce competition due to economic globalisation and liberalisation**
- **Growing strain on capacity and accessibility caused by growing transport flows**
- **Increasingly stringent conditions because of conflicting demands for space and negative side effects**

# Starting position



- Accommodate growing flows of goods
- Limits from environment are there to stay – and probably get more strict



## VISION

Sustainable port development is:

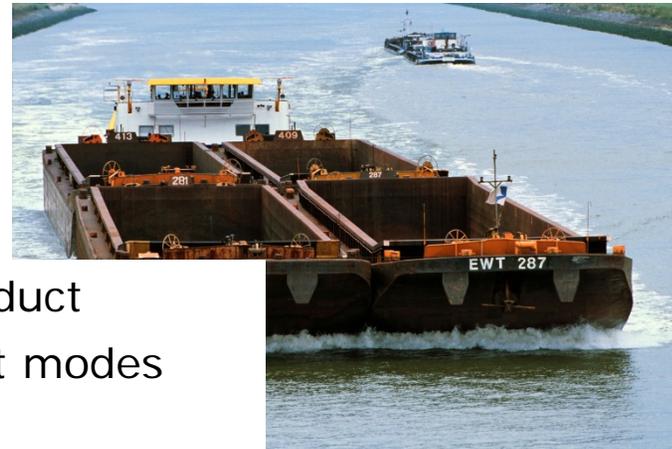
- Desirable
- Necessary
- Possible
- Attractive

## AMBITION

Provide the best quality in the world, including sustainability



# Crucial: greening companies' operations



- Environment as product
- Sustainable transport modes
- Clean energy
- Clustering and use of rest products
- Shore power





# Key role: port manager



Guidance through:

- Conditional lease of land
- Port tariffs or financial stimuli
- Best practice: CCS



## Focus on air pollution

- IMO standards
- Pricing
- Environmental shipping index
- Working group of IAPH, led by Port of Rotterdam
  1. Establish ESI – mid 2010
  2. Start stimulus program - 2011





## And the Government?



- Various roles, various instruments
- Regulate through:
  - International Maritime Organization (UN)
  - European Union



# What else?



indicators



Harmonizing  
systems



subsidies

# Economic = sustainability crisis?



## Cost reduction as driver for sustainability

- Governments: continue or increase investments in intermodal transport systems, stimulate innovation
- Port managers: stimulate innovation, sustainable land use
- Companies: reduce costs in energy and inefficient transport streams!!