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!!