Report of the
GREEN CRUISE PORT
Sustainable Development of Cruise Port Locations
Workshop “Port Dues and other incentives for Greener Cruise Ports”
in Riga, Latvia, 25th -26th April 2018
Organized by Freeport of Riga Authority

The Green Cruise Port project workshop Port Dues and other incentives for Greener Cruise Ports was held in Riga, Latvia on Wednesday 25th April and Thursday 26th April 2018”. The workshop has been carried out as the part of the Work package 4-E17 (A 4.1.1.b): Smart Cruise Port Traffic Solutions (incl. Accessibility) and Economic Effects.
The workshop was concentrated to fulfill the objective prescribed in the the 4th work package – Smart cruise Port traffic solutions and economic effects, so the speakers presented views of different stakeholders to legislative and economic instruments, mainly port dues - to reach cruise shipping sustainability. The workshop was organized in 4 sessions, by 3 presentations on each session, totally 12 presentations. During the workshop presentations by different stakeholders on such the topics as economics, sustainability, the green incentives were held.
Workshop Agenda, list of participants as well Evaluation sheets and presentations are presented in annexes:
Annex No I. Workshop Agenda;
Annex No II. List of Participants;
Annex No III. Evaluation Sheets;
Annex No IV. Presentations.
The speakers of the first workshop day.

The first workshop day, 25th April 2018 was started with welcoming and the opening speech of Mr. Edgars Sūna, the representative from Freeport of Riga authority on importance of the experiences obtained during realization of the Interreg Baltic Sea Region Green Cruise Port project for each project participant.

Mr. Aigars Smiltāns (tourism agency Live Riga) introduced the importance of cruise tourism in Riga and explained experiences and possibilities for future strategic development.

Mr. Aigars Smiltāns. Tourism agency Live Riga.
Mr. Edgars Sūna (Freeport of Riga Authority, Latvia) introduced with passenger and cruise segment at the Riga port as well available infrastructure, cruise lines calling the port. The brief overview of port dues at Riga port and their relevance to sustainability preconditions was presented.

Mr. Gunārs Valdmanis (the Ministry of Economics of Latvia) presented legislative framework of Latvia elaborated as the basis for the sustainable use of different resources. The main focus was given from the point of view of energy policy and availability of adequate infrastructure. The presentation give the context for future possibilities for development and investments to use land-based energy resources closely connected with relevant infrastructure for shipping.

Mr. Gunārs Valdmanis.
The Ministry of Economics of Latvia.

Mr. Henri van der Weide (Port of Amsterdam, the Netherlands) presented the experience of the Port of Amsterdam how to manage and regulate ships generated emissions within the port area to achieve clean shipping vision until 2030 with focus to sea and river cruising.
Mr. Michele Acciaro (Kuhne Logistics University, Hamburg, Germany) introduced to results of European Commission Study “Study on differentiated port infrastructure charges to promote environmentally friendly maritime transport activities and sustainable transportation” (July 2017), the finding, recommendations and comments on linkage with ports incentive to ships generated emissions. As well he shared the experience on main lessons for environmental effectiveness and economics for different stakeholders.

Mr. Michele Acciaro, Kuhne Logistics University

Mr. Keita Shinokara (Green Award, The Netherlands) presented Green Award experience, scope of ship certifications, incentive scheme and organization, principles for joint maritime social responsibility to improve shipping safety, quality and environmental performance.
Green Award has involved all stakeholders relevant to shipping industry including ship owners and port authorities to enhance cleaner shipping. At the moment Green Award started to create the certification system for cruise industry.

Mr. Keita Shinokara. Green Award

The second seminar day, 26th April 2018 presentations. Mrs. Petra Erkkola (independent environmental, energy and quality consultant (Finland)) who presented a brief SWOT analysis of environmental fees and incentives and their impact on cruise ship environmental operation in the Baltic Sea - especially focus on ship generated waste from the point of view of ship operator.

Mr. Andrey Moshkov, (FSUE “Rosmorport”, Kaliningrad deputy director of the North-Western basin branch, Head of Kaliningrad department, Russia) presented the topic on Port Dues in Russian Ports of Baltic Sea area – their principles, structure and models. As well participants were introduced with perspective for New Cruise Terminal in Pionersky (Port of Kaliningrad).
Mrs. Anika Beiersdorf, Hamburg Port Authority (Germany) presented the experience from NEPTUN project and how 11 ports working in the project manage the understanding of the noise emitted by seagoing ships to develop the measuring protocol and the noise label integrated in the port dues as a noise incentive.

Manfred Lebmeier (Hamburg port Authority, Germany) on experience on sustainable charging- revised approach for port dues and charges in the port of Hamburg. The link between port dues and sustainability was analyzed, the possibilities for sustainable shipping and importance of different instruments – legal, operational, technical was presented. The
ship traffic characteristics and it’s impact on surrounding area, examples of cruise centers and work in progress was given.

Mr. Manfred Lebmeier, Hamburg Port Authority

Mr. Even Husby (Bergen port Authority, Norway) presented the system how to attract cruise ships with good environmental performance, as well assess the environmental footprint of a ship to adjust the harbor fees. As cruise industry is important client for Bergen port and due to cruise specific to spend at least 6 up to 8 hours at berth, the total emission form passenger ships are impressive so port authority started to measure / count the footprint of each ship. As well shore side infrastructure was developed to increase ships generated emissions. During 2018 methodology for compensation scheme, manual for EPI method were elaborated to announce differentiated port dues in autumn 2018. The system will be voluntary and ship should register at EPI profile on EPI Portal, there EPI base score will be estimated and after receiving of EPI departure report used for discount calculation. Pilot testing of the EPI tool with partners- cruise operators- was carried out.
Jakub Piotrowicz (Maritime Institute in Gdańsk, Poland) presented the research on port dues strategies and incentives for cruise line companies for using green port features. All the topics of the presentations were discussed by participants.

The conclusions of the workshop.

During 2-day workshop in Riga, speakers argue that it is important to know what are the costs related to operation of the port and relevant charges to the port dues, these are not the only elements to be taken into account for pricing purposes. Port dues have another important function - to balance the effects from cruise shipping to surrounding environment. The benefits from cruise terminal service users could present reasonable pricing regarding the actual maximum of real costs, use of installations and infrastructure. Port pricing system could take into account all these factors to build up realistic and adequate pricing system focusing and looking forward for port users - ship owners and cargo owners who had identified and upgraded environment friendly systems.

Port authorities and port dislocations are quite different, due to their difference their ability to detect one, absolute solution for solving environmental problems is limited from the point of view of such but not only factors like each port type and functions, development objectives, cargo types handled in the port, ships’ types and age, number of calls and intensity of cruise shipping, port infrastructure, sensitivity of surrounding areas, need for investments for port development etc.

Port dues pricing for Cruise shipping as any other cargo could be influenced mainly by such factors as

- Terminal infrastructure;
- Number of calls;
- Cruise ship gross tonnage (GT);
- Cruise ship environmental ability;
- Sensitivity of surrounding areas;
- Ports’ Investment policy;
- Geographical location.
Thus the general discussion on influence to the specific port dues pricing for cruise ships from the side of ports’ authorities was discussed during the workshop. To change the existing pricing practise at the ports, ports authorities could initiated such steps:

- To detect the main problem connected with cruise shipping calling the port;
- To start monitor the data on cruise ships calling the port;
- Analyse the data and detect weak points;
- Negotiate with relevant stakeholders;
- To elaborate port pricing system based on sustainable principles;
- To verify the viability of sustainable port dues.

After the unit to be used as the basis for assessing the sustainable port dues has been established, it could be reasonable to find the common way of applying it. What seems at the first sight - that port pricing system used at certain port will help to enhance sustainable cruise shipping after looking deeper from the ships’ side will give serious reflections. Cruise ship plans its route not taking into account ports’ pricing systems, the main focus is to look for amazing destinations. Differences in port rules including port dues pricing systems do not allow use ships financial and human resources in most efficient way. So it could be reasonable to start discussion between different stakeholders on developing the common sustainable port pricing policy for certain cruise ports.

To enhance the sustainable cruise shipping it should be essential to realize sustainable port duties system not only in one port. The area covered by as much ports as possible will give strong support for involved stakeholders to develop their ability to use sustainable port dues pricing system and to make environmental adjustments essentially important from the point of view of sustainability. Agreed port dues pricing system at several cruise ports will give strong basis for ‘green’ innovations and investments in cruise industry at the same time providing decrease of environmental impacts.