

Interreg



ITALIA-SLOVENIJA



CLEAN BERTH

Progetto standard co-finanziato dal Fondo europeo di sviluppo regionale
Standardni projekt sofinancira Evropski sklad za regionalni razvoj



CROSS-BORDER INSTITUTIONAL COOPERATION FOR PORTS ENVIRONMENTAL SUSTAINABILITY AND ENERGY EFFICIENCY

OBJECTIVES AND ACTIVITIES

The CLEAN BERTH project intends to strengthen the institutional capacity and cross-border governance of the ports of the Programme area with respect to the issues of **environmental sustainability** and **energy efficiency**, thus helping to reduce the impact of their operations on the environment.

Today, the ports of the cross-border area do not have **common tools for environmental and energy planning**, and they adopt mitigation measures in an uncoordinated manner, with uneven results in terms of environmental protection.

The project aims to define a **cross-border model** for environmental sustainability and port energy efficiency, to be implemented in each port through a specific plan, which will result in the implementation of **pilot actions capable of producing tangible results in terms enhanced environmental protection and energy performance**.

Based on what has been learned, for the first time all the ports of the Programme area will sign an **MoU for the application of a common strategy** in this area, valid at cross-border level, thus harmonizing policies in the medium and long term, with a benefit for citizens who live near and in the municipalities where commercial ports are located.

THE PROJECT IN NUMBERS

881.842,06 €
TOTAL BUDGET

749.565,75 €
ERDF

5
PARTNERS

30
MONTHS

6
PORTS

10
PLANS AND PILOT ACTIONS

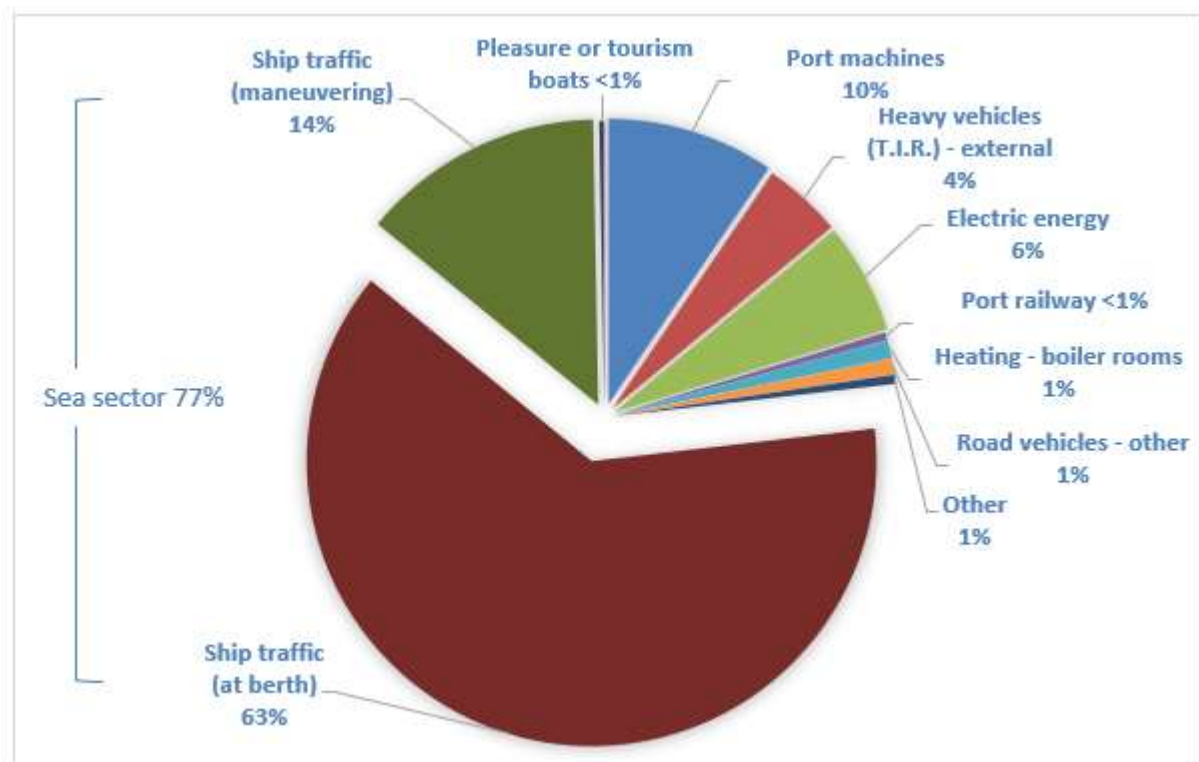
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MOU APPLYING A CROSS-BORDER STRATEGY

The first technical activities of the CLEAN BERTH project were the calculation of the **carbon footprint** for each port and the identification of **best practices** in terms of port environmental sustainability and energy efficiency.

The need to reduce greenhouse gas emissions has also been recognized by CLEAN BERTH's partner ports, which are striving to become "green ports" in line with the EU strategy. The preparation of an emissions inventory represents an important first step for all the port's stakeholders and allows the identification of the activities and devices that produce direct or indirect GHG emissions and the assessment of the quantities of emissions for each activity or source of issue.

The inventory of emissions (GHG) represents an important tool that can also be used to compare the quantities of emissions between terminals or ports, thus allowing to identify critical issues, make the most effective decisions on priority investments and introduce the technological changes useful for reduce the pollution.

The analyzes showed that 77% of CO₂ emissions derive from ship traffic, in particular 63% from ships at berth and 14% from ships in maneuver, while the remaining 33% is produced by land traffic, the 10% from port operators and only 4% from heavy vehicles (trucks). These data underline the importance of interventions in the maritime sector, such as the electrification of ports to reduce pollution caused by ships.



Based on the calculation of the carbon footprint for each port, the best practices in terms of environmental sustainability and energy efficiency were then identified.

The results obtained in the first design phase were also presented and quoted at various online events and meetings such as, in chronological order: TRIPLO project partners online round table, ANCHOR&RUMBLE event, SMOOTH PORTS Coordination meeting, CMCC Foundation Workshop, NAPA Ports Meeting, METRO final event and stakeholder meeting.

The documents produced by the CLEAN BERTH partners on the topic of carbon footprint and best practices are available at the following link: <https://www.ita-slo.eu/en/clean-berth>

PARTNERS

- Port Network Authority of the Eastern Adriatic Sea - Ports of Trieste and Monfalcone - Lead Partner

Website: <https://www.porto.trieste.it>

- North Adriatic Sea Port System Authority - Ports of Venice and Chioggia Autorità di Sistema Portuale del Mare Adriatico Settentrionale (AdSP MAS)

Website: <https://www.port.venice.it>

In the Italian legal system, the Port Network Authorities are non-economic public bodies, called upon to carry out tasks of guidance, planning, coordination, promotion and control of port operations and other commercial and industrial activities carried out in ports.

The Port Network Authority of the Eastern Adriatic Sea includes the ports of Trieste and Monfalcone, the North Adriatic Sea Port System Authority includes the ports of Venice and Chioggia.

- Consorzio di Sviluppo Economico del Friuli (COSEF)

COSEF is a public economic body whose purpose is to strengthen the economic development of the industrial areas of Udine, Cividale, Northern Friuli (Osoppo, Gemona and Buia) and Aussa-Corno. Since 2019, this public entity has also acquired ownership of the areas of Porto Nogaro, located in the Aussa-Corno industrial area.

Website: <https://www.cosef.fvg.it/>

- Luka Koper d.d.

The Port of Koper, managed by the joint-stock company Luka Koper d.d., is the only commercial port in Slovenia. By administering the maritime and commercial area of the Slovenian coast, it carries out cargo handling services, including transfer and storage for all types of goods transported by sea, and also provides for the development and maintenance of port infrastructures.

Website: <https://www.luka-kp.si/eng/>

- University of Primorska

The Faculty of Studies for Tourism of the University of Primorska deals with research activities in various thematic areas, including IT, the development of modern computer applications, safety and protection of people, logistics, social and transport geography and the interaction between transport systems and geographic information systems.

Website: <https://www.turistica.si/en>

GET IN CONTACT WITH US!



<https://www.ita-slo.eu/clean-berth>

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Autorità di Sistema Portuale
del Mare Adriatico Orientale
Porti di Trieste e Monfalcone



AUTORITÀ DI SISTEMA PORTUALE
DEL MARE ADRIATICO SETTENTRIONALE
PORTI DI VENEZIA E CHIOGGIA

