

THE GREENING OF TERMINAL CONCESSIONS IN SEAPORTS



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Noting that port authorities globally are pursuing greener management styles in order to safeguard their social license to operate, this paper analyzes how port authorities, via the design and implementation of concession agreements, can contribute to a further greening of port management. The paper also contributes the existing port greening literature by creating a typology of green instruments applicable to a seaport terminal concession setting. This information could also be to benefit of other ports seeking to implement environmental measures in the future.

APPROACH:

The research in this paper primarily examines the leading seaports in northern Europe, both due to the magnitude of their commercial influence as well as their innovation in sustainability mechanisms. Data for this piece was collected through existing literature when existing as well as workshops with major shipping stakeholders when evaluating the likelihood of implementing concession mechanisms.

MAIN FINDINGS:

- Port authorities and terminal operators are only able to fully benefit from initiatives toward the greening of concession procedures if these actions are embedded in a chain approach toward the environment (ship, port, terminal, warehouse, and inland transport).
- Not all instruments have the same likeliness of being embraced or implemented by port authorities, in part because of a low perceived contribution, high associated regulation costs, or simply because the port authority is unlikely to have jurisdiction in that specific area.
 - ‘Low hanging fruits’ for greening are far more often pursued than more complex initiatives and encompassing initiatives.