Climate Change Adaptation for Seaports in Support of the 2030 Agenda for Sustainable Development

27–28 October 2020

The Case of the Port Management Programme

Presentation by

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MYEM: TRANSPORT, TRADE LOGISTICS AND TRADE FACILITATION
CLIMATE CHANGE ADAPTATION FOR SEAPORTS IN SUPPORT OF THE 2030 AGENDA FOR SUSTAINABLE DEVELOPMENT
THE CASE OF THE PORT MANAGEMENT PROGRAMME

28 October 2020
Mark Assaf, UNCTAD

THE TRAINFORTRADE PROGRAMME (TFT)

MISSION: Strengthening Knowledge and Skills for Sustainable Economic Development

GOALS:
- Encourage development-oriented trade policy to reduce poverty and to promote transparency and good practices
- Promote digital solutions and innovative thinking to enhance capacities of international trade players
- Build sustainable networks of knowledge to enhance national ownership, South-South and triangular cooperation

AREAS:
TRAINFORTRADE E-COMMERCE
- Legal Aspects
- Best Practices
- Digital Identity for Trade and Development

TRAINFORTRADE TRADE STATISTICS
- International Trade in Services
- International Merchandise Trade

TRAINFORTRADE PORT MANAGEMENT PROGRAMME (PMP)
- Supports port communities’ quest for efficient and competitive port management services to increase trade flows and foster sustainable economic development
THE PORT MANAGEMENT PROGRAMME

MAIN GOAL:
◆ To support port communities’ quest for efficient and competitive port management services to increase trade flows and foster sustainable economic development

"HUMAN RESOURCES DEVELOPMENT: THE STRONG LINK IN PORT PERFORMANCE"

“A port can only be as efficient as the people that work in it”

Dr. Mukhisa Kituyi, UNCTAD Secretary-General

THE PORT MANAGEMENT PROGRAMME COVERAGE: 60 COUNTRIES

ENGLISH-SPK (16)
BENGLADESH
CAMBODIA
GHANA
INDIA
INDONESIA
JAMAICA
KENYA
MALAWI
MALDIVES
NIGERIA
PHILIPPINES
SERBIA
SOUTH AFRICA
SRI LANKA
TANZANIA

FRENCH-SPK (16)
ALGERIA
BENIN
CAMEROON
COMOROS
CONGO
COTE D’IVOIRE
DIBOUTI
Gabon
Guinea
Haiti
MADAGASCAR
MAURITANIA
SENEGAL
SEYCHELLES
TOGO
TUNISIA

SPANISH-SPK (15)
ARGENTINA
BOLIVIA
CHILE
COLOMBIA
COSTA RICA
CUBA
DOMINICAN REPUBLIC
ECUADOR
EL SALVADOR
GUATEMALA
MEXICO
NICARAGUA
PERU
URUGUAY
VENEZUELA

PORTUGUESE-SPK (7)
ANGOLA
BRAZIL
CAPE VERDE
EAST TIMOR
GUINEA-BISSAU
MAURITANIE
SAO TOME E PRINCIPE

PARTNERS (6)
BELGIUM
FRANCE
IRELAND
PORTUGAL
SPAIN
UNITED KINGDOM (NI)

> 3700 PORT MANAGERS

WORLDWIDE NETWORKS
New content:

1. Climate Change and Environment (35%)
2. Safety (25%)
3. Quality (10%)
4. Security (10%)
5. Corporate Social Integration (10%)
6. Emerging Trends and Future Proofing (10%)
M4-S1: CLIMATE CHANGE AND ENVIRONMENT

- MARPOL
- Circular economy
- Air quality
- Assessment of the port environmental impact
- Adaptation of old infrastructures
- Energy management
- Energy transition (fossil vs renewable)
- Economic models of ports
- Port preparation for new ships (LNG)
- Diversification of port activities (carbon => green)

- Ports contribution to green shipping
- Port tariffs in the modern economy
- Climate change - dual challenges
- Interacting with port meteorological officers (information, observation, instrumentation)
- Sea levels rising (mitigation, impact, adaptation, resilience, capacity building)
- Climate factors in port management (extremes, adaptation/mitigation measure)
- Develop port city relationship perspective towards carbon-free future and emission reduction
PORT PERFORMANCE SCORECARD (PPS): 2015-2019

CATEGORIES | PORT ENTITIES 26 INDICATORS (2015-2019) | N | Mean
--- | --- | --- | ---
FINANCE | EBITDA/revenue (operating margin) | 85 | 38.8% |
| Labour/revenue | 93 | 22.6% |
| Vessel dues/revenue | 90 | 15.9% |
| Cargo dues/revenue | 90 | 34.3% |
| Concession fees/revenue | 84 | 14.7% |
| Rents/Revenue | 85 | 6.3% |
HUMAN RESOURCE | Tonnes/employee | 96 | 61982 t |
| Revenue/employee | 90 | 319563 |
| EBITDA/employee | 82 | 540377 |
| Labour cost/employee | 84 | 550495 |
| Training cost/wages | 84 | 1.6% |
GENDER | Female Participation Rate - Global | 98 | 17.4% |
| Female Participation Rate - Management | 97 | 37.4% |
| Female Participation Rate - Operations | 86 | 13.0% |
| Female Participation Rate - Cargo Handling | 62 | 5.3% |
| Female Participation Rate - Other employees | 27 | 28.4% |
VEssel OPERATIONS | Average waiting time | 84 | 13 h |
| Average gross tonnage per vessel | 95 | 18284 |
| Average of Oil Tankers arrivals | 80 | 10.3% |
| Average of Bulk Carrier arrivals | 83 | 10.8% |
| Average of Container Ship arrivals | 79 | 31.8% |
| Average of Cruise Ship | 78 | 1.4% |
| Average of General Cargo Ship | 82 | 23.0% |
| Average of Other Ship | 80 | 24.3% |
CARGO OPERATIONS | Average tonnage per arrival (all) | 103 | 7985 t |
| Tonnes per working hour, dry or solid bulk | 62 | 411 t |
| Tonnes per hour, liquid bulk | 40 | 428 t |
| Box Per Ship Hour at Berth | 42 | 28 |
| Twenty-foot equivalent unit dwell time in days | 55 | 7 |
| Tonnes per hectare (all) | 91 | 140438 t |
| Tonnes per berth meter (all) | 102 | 10091 t |
| Total Passengers on Ferries | 58 | 1433448 |
| Total Passengers on Cruise | 69 | 122947 |
ENVIRONMENT | Investment in Environmental Projects/Total CAPEX | 35 | 7.2% |
| Environmental expenditures/Revenue | 50 | 2.3% |

PORT PERFORMANCE SCORECARD (PPS)

Investment in Environmental Projects/Total CAPEX

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Actions

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Train for Trade Newsletter 2020

Headlines

- PORT PERFORMANCE SCORECARD (PPS)
- Investment in Environmental Projects/Total CAPEX

- Porter’s Marine Apartments
- OAG’s new opposition system

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Women’s participation in the port industry is now representation to the management and operations.

In this context, the port offers the following statistics regarding the management and operations.

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Cargo flows remain the most significant of all port operations.

Labour costs, particularly in Africa, are high due to the region’s economic constraints and regulations.
PORT PERFORMANCE SCORECARD (PPS)

Environmental expenditures/Revenue

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<td>0.2%</td>
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"Around 5% or 2,000 litres of waste oil is spilled each year. Thus, a large quantity of hazardous waste ultimately ends up polluting the land and sea causing serious damage to water quality as well as the marine and aquatic life."

"The use of mainly unlicensed scrap dealers to take away 90% of the waste oil generated by port operations is more than likely going to mean that oil is not treated in accordance with proper environmental standards such as ISO 14001."
Author: Mr. Mahad Abdi Aden, Port de Djibouti, 2014
Title: Étude de Faisabilité d’un parc solaire photovoltaïque à Djibouti
The study explores the opportunities and constraints of an energy transition within the port of Djibouti. It finds out that the development of photovoltaic power stations can contribute to an efficient energy transition, but that requires high levels of investment, while thermal power stations might be more efficient.

Author: Mr. Daniel ASARE, Ghana Ports and Harbours Authority, 2010
Title: Examining the environmental performance of Tema Port – the case of operational pollution
The study outlines the various forms of pollution within and outside the port environs emanating from port operations. The study served as a guide for the elaboration of the port’s environmental policy and contingency and response plans.

Author: Mr. Armand TEHE, Port Autonome d’Abidjan, 3rd cycle, 2019
Title: Contribution de la communication à l’amélioration des performances environnementales du PAA
The study shows how the communication unit at PAA could help changing behaviour within the structure to reduce environmental impact of port activities. Recommendations could reduce the annual consumption of water (-15%), paper (-10%), ink (-10%), and energy (-25%).

PRIORITIES – THE WAY FORWARD

◆ Integrate policy recommendations from MYEM into capacity building activities for the PMP Networks
◆ Promote the research on Climate Change and Environment subjects as case studies (Port Management Series)
◆ Feature best practices and commercially viable port projects
◆ Engage port managers in establishing top priorities for port investments and Climate Change
◆ Support collaboration between Port Communities and with International Institutions for SDGs
LEAVING NO ONE BEHIND

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