



THE EAST ASIAN SEAS CONGRESS 2015

**Global Targets**  
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Setting the Sustainable Development Agenda  
for the Seas of East Asia beyond 2015

16-21 November 2015 • Danang, Vietnam

# Investment Opportunities: Green Ports and Shipping

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## Investment opportunities: A specific focus on green ports and shipping

- Global awareness to go 'green' is rising.
- Copenhagen Summit (COP15) in Dec 2009 as a start to an international accord to address climate change.
- Pressure is growing on industries, including maritime, to lower carbon emissions and other pollutants.
- Future green initiatives are envisaged to alter production, transportation, supply chain management and consumption of goods.

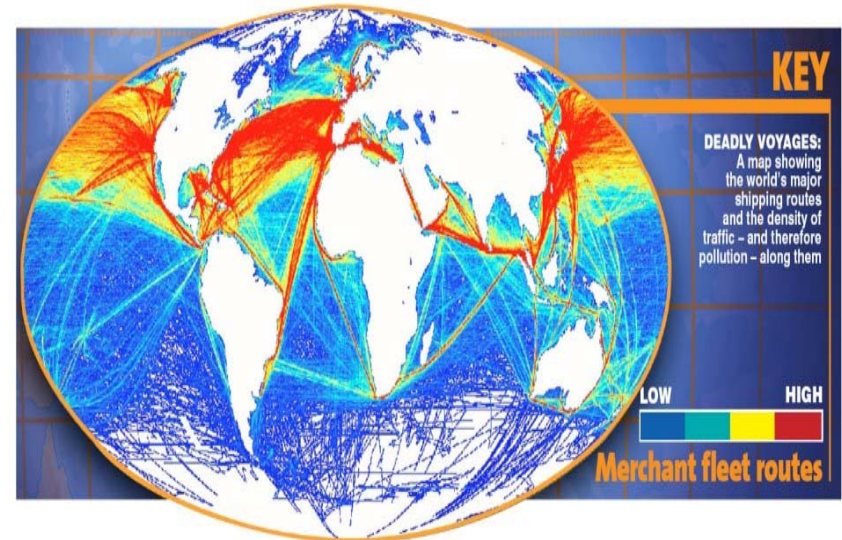
## Impacts of pollution from ports and shipping related activities

- Air/water/noise pollution causing environmental degradation and health issues
- Threats to local marine species
- Destruction of marine ecosystems/habitats/ecology
- Negative impacts on livelihood of locals
- High cost of clean-up
- Bad image for ports and host states /countries

## Workshop 3.3: Blue Economy Development: Where are we now? Where are we headed?

- Growing corporate social responsibility
- Growing awareness of the need to protect the environment
- Regulatory requirements
- Driven by port users who place emphasis on doing business with ports which share their concern for environment
- Realisation that 'going green' has many socio-economic merits.

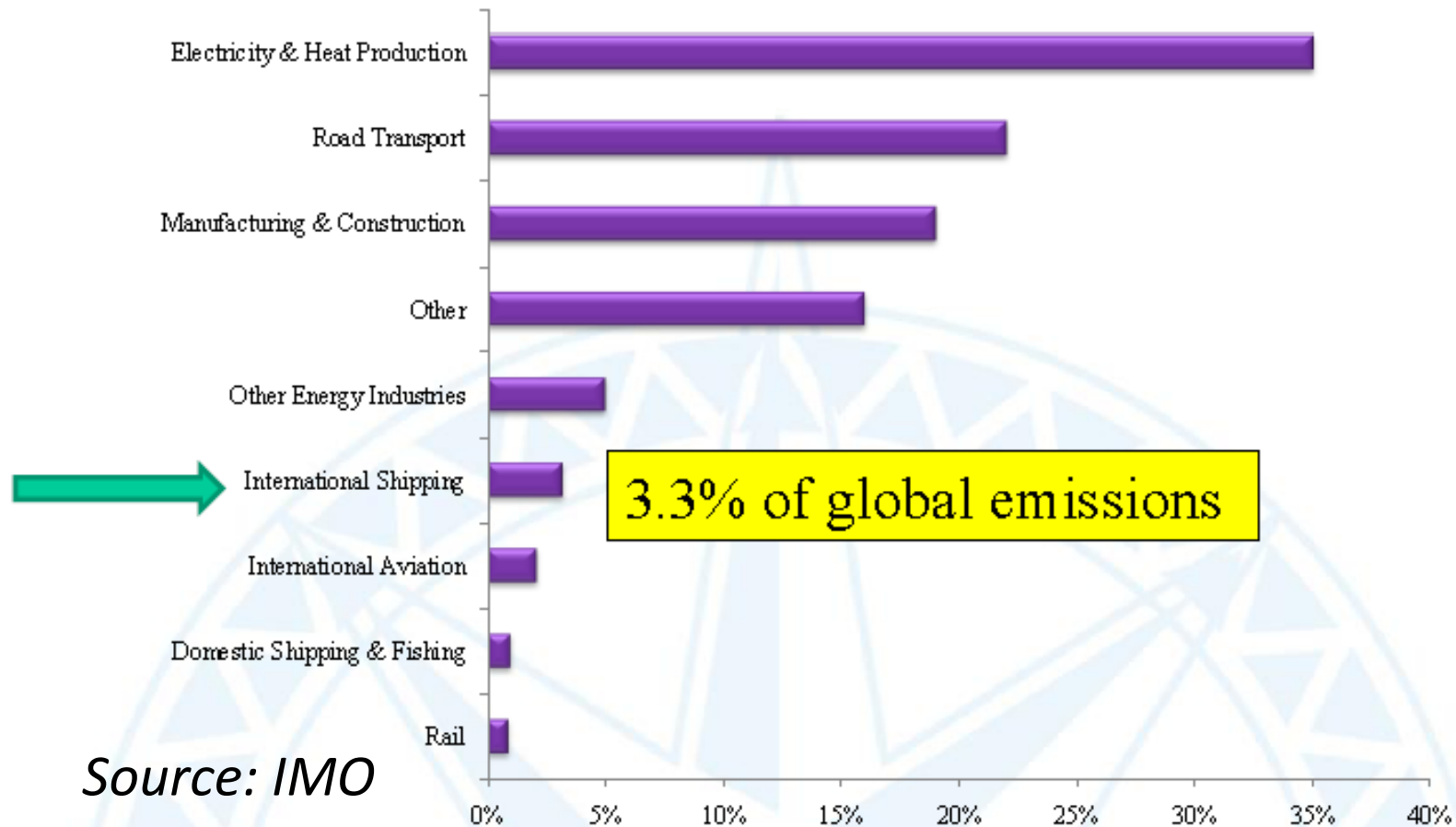
## Why go *green*?



## Some facts and figures

- Seaborne transport carries some 85 - 90% of the world's trade by volume.
- Shipping contributes to about 870 mil. tonnes or 3.3% to global CO2 emissions.
- Many equipment at ports use fossil fuel.
- Offshore oil and gas activities set to increase.
- Demand for shipping/shipyard/port and maritime ancillary services is poised to grow along with increasing seaborne activities.

# Sources of global CO2 emissions



- If no initiatives are introduced to curb CO2 emissions from shipping, they will rise up to 3x by 2050 from 2007 levels (Lloyd's List, 2009).
- The implied bill for shipping at current carbon prices would be US\$6 bil./yr.

## Energy efficiency

- Maritime sector is gradually improving its energy efficiency and reducing emissions.
- Various measures are being introduced to reduce carbon emissions.
- Key drivers of change:
  - regulatory requirements,
  - innovation and technology advances,
  - quest to reduce operations and maintenance cost
  - stakeholders' expectations, and
  - high oil price.

## Expectations

- Malaysia is committed to reduce its carbon emissions level by 40% from 2005 GDP levels by 2020.
- Ports facilitate 95% of Malaysia's international trade, are hence expected to play a part to attain this target.
- As the nation's economy and trade grow, ports will be busier must therefore work at minimising their emissions and pollution.



## Key stakeholders

- Terminal operators
- Port authorities
- Port users i.e. shipping companies, logistics service providers, exporters/importers
- Regulatory authorities i.e. Ministry of Transport, Department of Environment, local authorities
- Contractors providing waste management and disposal services.

## Measures undertaken

- Monitoring air and water pollution levels
- Use of electric powered cranes and port vehicles
- Use of waste and heat recovery system in port buildings
- Disposing of waste from ships / port activities in an environmentally friendly manner
- Waste management plans
- Use of low-sulphur fuel
- Use of energy saving bulbs
- Implementation of recycling and energy saving initiatives in buildings within port premises

## *More...*

- Rewarding port users which adopt environmentally friendly measures
- Reducing idle time of trucks/equipment
- Establishing green port index
- Introducing green building features
- Protecting/restoring sensitive areas/habitats
- Adopting best practices

Workshop 3.3: Blue Economy Development: Where are we now? Where are we headed?

# Thank you

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