

EXTERNAL WORKSHOP REPORT

**Supporting the Development of
a Sustainable and Clean Ports Program
for the Port**

NOVEMBER 2014

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BACKGROUND

Based on the following legal bases:

- I. The programme of Work of UNEP for 2012/2013, subprogramme 1 (*Climate Change*), Expected Accomplishment B (*Low carbon and clean energy sources and technology alternatives are increasingly adopted, inefficient technologies are phased out and economic growth, pollution and greenhouse gas emissions are decoupled by countries based on technical and economic assessments, cooperation, policy advice, legislative support and catalytic financing mechanisms*), Output 3:

Knowledge networks to inform and support key stakeholders in the reform of policies and the implementation of programmes for renewable energy, energy efficiency and reduced greenhouse-gas emissions are established and supported

And

- II. One of the seven transformational initiatives of the Climate and Clean Air Coalition (CCAC) agreed upon at the first meeting of the CCAC High Level Assembly on 24 April 2012 in Stockholm, Sweden and identified as quick-start actions that will ensure rapid delivery of scaled-up climate and clean air benefits by reducing key short-lived climate pollutants (SLCPs), including methane, black carbon (BC) and hydrofluorocarbons (HFCs):

Reducing Black Carbon Emissions from Diesel Heavy Duty Vehicles (HDV) and Engines: The Coalition will work to reduce the climate and health impacts of black carbon and particulate matter (PM) emissions in the transport sector.

United Nations Environment Programme (UNEP) and The Center for Transportation and Logistics Studies (Pustrat) mutually signed an agreement for the implementation of program referred as “Supporting the Development of a Sustainable and Clean Ports Program for the Port”.

The program itself is part of continuing work by UNEP in cooperation with Indonesian stakeholders to improve air quality in Indonesia. Started with the successful phasing out of leaded petrol followed by the promotion of fleet management strategies that reduce their environmental impacts (Clean Fleet Management). In addition, UNEP is supporting stakeholders develop policies for improved fuel quality as well as reduced automotive emissions. Hand in hand with these efforts, UNEP is also supporting Indonesia to work on

standards for improving automotive fuel economy which when fully implemented will greatly reduce the CO₂ emissions from Indonesia's transport sector, thus helping to reduce global climate change.

Further, UNEP is implementing a global CCAC initiative aimed at achieving large scale and replicable reductions of BC emissions from the transport sector and in particular heavy duty diesel vehicles and engines. As part of this, UNEP have ongoing projects in Southeast Asia (ASEAN), Africa as well as Latin America and the Caribbean.

The overall objective of this SSFA is to build on the ongoing efforts in Indonesia as well as the ASEAN to improve air quality and mitigate climate change by supporting the reduction of PM/BC emissions related to operations at the Port Tanjung Priok in Jakarta, i.e. emissions from ships, harbor craft, cargo-handling equipment, trucks, trains, etc.

A successfully implemented program to reduce PM/BC emissions at the Port of Tanjung Priok will positively impact the environment, the people that work in the port as well as those that live in neighboring communities. Although the reduction of PM/BC emissions from port operations is of paramount concern, there are other challenges to be addressed when implementing a sustainable and clean ports program e.g. traffic congestion, efficiency of port operations (logistics), solid waste, noise pollution, safety, energy consumption, etc. Therefore, it is critical to link this initiative with ongoing activities/initiatives at the Port of Tanjung Priok to ensure that all the issues are encompassed and addressed in a comprehensive, sustainable and clean ports program.

OBJECTIVES

The development of a sustainable and clean ports program for the Port of Tanjung Priok, Jakarta aims to fulfil several objectives:

- a. Review's result in the form of white paper on international best practices for development of a sustainable and clean port-city program especially within a city master plan framework and in cooperation with the UNEP Transport Unit.
- b. Input from experts and stakeholders on how to gather and analysis data to calculate the baseline AEI at Tanjung Priok.
 - For data that is not readily available, provide data needs assessment to accurately quantify port emissions.
 - Data collected from in-port emission sources (ships, harbor craft, cargo-handling equipment, etc) as well as for sources outside the port e.g.

locomotives and on-road trucks transporting port cargo within a defined Tanjung Priok air shed boundary.

- The emission inventory include oxides of nitrogen (NO_x), carbon monoxide (CO), particulate matter less than 10 microns (PM₁₀) and 2.5 microns (PM_{2.5}) in diameter, Black Carbon (CB) and sulfur dioxide (SO₂).

POINTS OF EXTERNAL STAKEHOLDERS' WORKSHOP AND POINTS OF MEEETING WITH DIRECTORATE GENERAL OF SEA TRANSPORTATION, MINISTRY OF TRANSPORTATION

11. There is urgent for need of better documentation system both for the business operation in the port itself and in the port operation regulation system. The emission inventory activities mostly hindered by the lack of readily available accurate data thus resulting the use of assumption. With better documentation, especially electronic documentation will also enable the port operation stakeholders to monitor and achieve much better port operation quality.
12. Access for document and the documentation system itself needs to be improved for ease of data procurement and analysis.
13. Second important thing found during the workshop is that the high number of stakeholders involved in the port business operation required much better cooperation and coordination among them. During the workshop it was revealed that many of the data are either available or partially available but unable to be used due to the difference of standard and function among them. Better coordination and cooperation among stakeholders will enable the data to be used and efficiently analyzed in the future study.
14. Port operator already understand the importance of port electrification to reduce the air emission due to port operation activities, therefore the plan to electrify the terminal is readily available to be implemented.
15. PBM has tried and invested to purchase and operate the loading and unloading equipment with low emissions. But the quality of diesel fuel in Indonesia is not appropriate for the equipment (high sulfur content). While the use of dex diesel fuel is difficult due to it is unavailability in the gas station within the port area. Purchase of stock in large quantities is also hard to do because it will be considered as an illegal hoarding fuel act.
16. The number of empty running truck is still relatively high due to either an empty truck entering the port then exit with or an incoming truck with cargo but goes out in empty condition. To remedy this Truck Booking System (rules for queuing systems) is being developed. In principle it will be pursued in order that truck getting into and out of the TO3 should always carry

payload. The data that will be recorded through this system is very complete including plate number of the vehicle, year of truck manufacture, company's name, driver's name, etc.

17. Better cooperation with INSA will enable better study process in the future especially for the data collection process.
18. Ministry of Transport via Directorate General of Sea Transport is currently preparing regulations for ship fuel specifications to be more environmentally friendly.
19. INSA pointed out the importance of government incentive for port revitalization and modernization with much more modern and environmentally friendly equipment.

POINTS OF MEETING WITH DIRECTORATE GENERAL OF SEA TRANSPORTATION, MINISTRY OF TRANSPORTATION

1. There are still many Indonesian ships that have not complied with the Marpol rules on Prevention of Pollution from Ships (MARPOL Annex VI).
2. The Emission Inventory study by UNEP-PUSTRAL should be regarded as sensitive information, thus the publication should be carried out carefully.
3. Regulated traffic management within port operation area can be the key in controlling air pollution emission. The example of the ports that have regulate their traffic management is the Surabaya Container Port (Pelindo III) where the trucks must also use gas fuel.
4. To solve the fuel supply problem in port area, Central Government can help to create the procurement regulation of dex diesel fuel so that it pro-industry.
5. There are cooperation with the Ministry of Finance and the Coordinating Minister for Economy to set up tax exemptions or tax reduction as an incentive for the environmentally friendly new trucks.
6. The traffic condition inside Tanjung Priok Port requires them to have a Buffer Zone (a waiting area for a heavy vehicle that will do activity) but this issues always restricted by land acquisition problem.

ANNEX- 1 DOCUMENTATION



The venue of the event



Opening speech from the representative of Tanjung Priok Port Authority



Opening remarks by Mr. Kuncoro



预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_15893

