



TREASURE

TREASURE approach to Environmental Governance –multi-stakeholder supporting ecosystems for environmental quality in Mediterranean Ports

Port of Valencia

*PP4 – Pablo Palomo
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Context Analysis



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Context Analysis



- Container terminals
- General cargo
- Solid bulks
- Ro-ro and vehicle terminal
- Passenger terminal
- Liquid bulk



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Context Analysis



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THE PORT AUTHORITY OF VALENCIA'S ENVIRONMENTAL AND ENERGY POLICY

Environmental Challenges

- The incorporation of environmental and energy considerations into public port land planning, organisation, management, and conservation processes to set goals and objectives for the improvement of both systems.
- Regular systematic analysis and assessment of the activities, products, and services of companies that may interact with the environment, in order to be aware of and manage the environmental risks they may create.
- Measuring, monitoring and managing the use of natural resources and energy, including eco-efficiency criteria in general, and energy efficiency criteria in particular, to ensure suitable environmental and energy performance in the services provided.
- Compliance with applicable environmental and energy legislation and requirements, aiming to go further than the demands required by law, whenever possible.
- Prevention and minimisation of emissions, consumption, discharges, noise, and waste produced as a result of its activities, aiming to recover as much as possible of the waste generated.
- Using and encouraging the implementation of the best, most viable technologies in each activity.
- The provision of suitable training and information for employees to encourage awareness and take-up of this policy.



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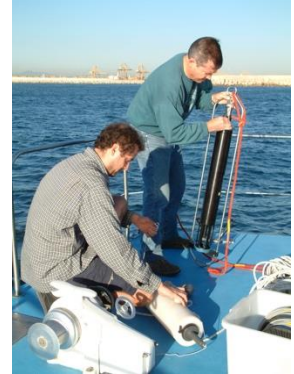




Environmental Challenges

The PAV undertakes activities to ensure:

- Water quality – PAV monitors and controls the water quality of its ports through:
 - Daily cleaning of the water surface with a pelican-type craft.
 - Regular analyses to monitor water quality, in line with Water Framework Directive requirements.
 - An internal emergency plan and a contingency plan, in addition to different concession plans, to combat pollution caused by accidental hydrocarbon spills, that includes possible problems with ships scrubbers.



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Environmental Challenges

The PAV undertakes activities to ensure:

- Air quality monitoring - The PAV monitors air quality through an air quality control network made up of:
 - Air quality control rooms, equipped with sensors
 - Three weather stations
 - Two particle collectors
 - Computer tools that collate and manage data in real time.

Hora Solar	CO (mg/m ³)	NO (µg/m ³)	NO2 (µg/m ³)	NOX (µg/m ³)	O3 (µg/m ³)	PM10 (µg/m ³)	PM2.5 (µg/m ³)	SO2 (µg/m ³)
09:00:00	0.1	1	1	3	71	20	9	1
08:00:00	0.1	1	1	3	68	21	9	1



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Environmental Challenges

The PAV undertakes activities to ensure:

- Noise quality control network - The PAV monitors and controls the noise emissions produced in the port environment through:
 - Predictive noise maps to assess the expected noise levels.
 - Static port maps which provide empirical noise measurements.
 - Sound level meters installed in the port-city interface area that measure noise in real time.



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Governance of the port area and stakeholders

Name of the stakeholder entity	Brief description and role in the project
Port Authority of Valencia	Public organisation / Management and administration of the ports of Valencia, Sagunto and Gandía
Maritime Harbormaster's Office	Public organisation / Regulate and supervise activities related to maritime navigation and maritime transport.
Regional Government of the Environment, Water, Infrastructure and Territory	Public organisation / The Council's highest body responsible for matter related to the environment, water resources, animal welfare, town planning, territorial structuring, public works, transport, ports and airports
Polytechnic University of Valencia (UPV)	The Valencian Public University that has already collaborating with PAV at the Port of Gandía and that has already implemented an Institute for the integrated coastal zone management.
CSIC – Spanish National Research Council	This national institute is already building a new site in the Port of Gandía to develop new activities related with ocean water quality. It manages, jointly with UPV, the joint unit in marine research technology.



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Application of the mini-Lab concept



Roadmap

- PAV wanted to develop Blue Economy
- PAV Strategic Plan aims to make Gandía a benchmark in the blue economy.
- PAV and Polytechnic University of Valencia (UPV) sign an agreement to expand the facilities of the Institute for Integrated Coastal Zone Management (IGIC) in the Port of Gandía.
- Agreement between the Polytechnic University of Valencia and the Spanish National Research Council (CSIC), through the Spanish Institute of Oceanography, for the establishment of the regulatory framework for the Joint R&D Unit in technology for marine studies (UTEM) located in the city of Gandía.



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Application of the mini-Lab concept

How it works

- 1) **Strategic Steering Committee (SSC)**: annual priorities and legitimacy
- 2) **Technical and Environmental Committee (TEC)**: scientific robustness and monitoring integrity
- 3) **Lab Operations Unit (LOU)**: single entry point for companies



Standard pathway for technological companies:

1. Two-step selection: **Innovation fit** and **Port/environment fit**
2. Pilot agreement pack before access: scope, timeline, responsibilities, safety plan, data and confidentiality terms, and a minimum reporting obligation.
3. Execution with monitoring safeguards: pilots follow TEC-defined minimum evidence requirements and do not compromise port operations or baseline monitoring.
4. Scale/transfer decision: SSC determines whether to scale or to stop.



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Territorial protocol for cooperation

The agreement main objective is to put in place a Blue Economy Laboratory in the port of Gandía. The main activities established in the agreement are:

- To identify innovative solutions to enhance the Blue Economy Laboratory,
- To channel these initiatives through the open innovation hub of Valenciaport, called Opentop,
- To optimize the use of the facilities of the Blue Economy Laboratory,
- To monitor and evaluate the tests done in the Blue Economy Laboratory.

The agreement has been signed for the maximum duration that the Spanish law permits, that is 3 years. It may be extended, by express agreement of the parties at any time before its expiry, for another period of three years.



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Lessons learnt

- The agreement for the mini lab is not necessary for maintenance water quality, but for innovation.
- Seeking a strategic partner to complement activities
- Bureaucracy: propose a type of agreement that is flexible
- To define clear roles among participants.
- The participation of public entities



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Thank you!

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