



## Port Air Quality Strategies

### Statement of Intent

#### Introduction

Hutchison Ports UK consists of the Port of Felixstowe, London Thamesport and Harwich International Port. The UK group is a member of Hutchison Ports, the port and related services division of CK Hutchison Holdings Limited (CK Hutchison). Hutchison Ports is the world's leading port investor, developer and operator with a network of port operations in 52 ports spanning 27 countries throughout Asia, the Middle East, Africa, Europe, the Americas and Australasia.

The Government's Clean Air Strategy (CAS), which was published in January 2019, sets out an approach to improve air quality and reduce emissions of air pollutants across all sectors. In the CAS, the Government committed to developing the Clean Maritime Plan which includes voluntary provisions for Port Air Quality Strategies. These plans, due by July 2020, should set out commitments by individual ports to reduce emissions from their operations and to support the reduction of emissions from their customers.

Hutchison Ports UK is committed to reducing the impact of its operations on the environment. This Statement of Intent covers the general goals and commitments in relation to air quality and sets out the plan to deliver Air Quality Strategies for Hutchison Ports' UK ports.

#### Background

The need to reduce greenhouse gas emissions from port activities and those of others using and operating within the port estate is recognised as a strategic priority for the business and consequently, the group is developing a port air quality strategy [PAQS] for the Port of Felixstowe, London Thamesport and Harwich International Port.

The environmental impacts of our port operations are already well recognised. Our workforce continues to demonstrate a strong commitment to improving the environment within which we operate and to realising ever higher standards of environmental performance.

To measure its carbon footprint, Hutchison Ports UK follows internationally recognised standards developed by the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD).

Outputs of our energy usage are categorised by the following types of emissions:

- **Scope 1:** (direct) emissions, produced on-site through the fossil fuel combustion process; mainly by rubber-tyred gantry [RTG] cranes and internal movement vehicles.
- **Scope 2:** (indirect) emissions embedded within the energy consumed by the port but not generated on-site. Indirect emissions are typically associated with electricity usage and

include those from electricity used to power buildings, workshops, warehouses and cranes. This also includes electricity used by the customer's refrigerated containers whilst stored in the yard.

- **Scope 3:** (other indirect) emissions include those emitted by third party users such as hauliers, vessels, tenants, contractors and employees.

Air quality monitoring within each port is already well established, with existing inventories of emissions data available to inform the strategies. Local air quality continues to improve as a result of continuous investment in cleaner technologies, such as the introduction of electric port vehicles, the upgrading of mature assets, converting the existing yard cranes from diesel to electric power, prioritising short journeys by strategic container planning and the operation of an effective traffic management system and vehicle booking system (VBS) for hauliers using the sites.

The Port of Felixstowe has already demonstrated excellent commitment to air quality improvement, which resulted in the revocation of the Dooley Inn Air Quality Management Area (AQMA), located near one of the primary port access gates. The AQMA was formally revoked by Suffolk Coastal District Council due to greatly improved NO<sub>2</sub> and SO<sub>2</sub> concentrations and PM10 diesel particulate showing the lowest results in four years. There are no current AQMAs on or near to the three Hutchison Ports' UK sites.

Hutchison Ports UK undertakes travel planning activities, engaging with all employees annually, to understand their commuting habits and to gauge where efforts should be focused to reduce the need to travel by single-occupancy car. Hutchison Ports UK also promotes car sharing to employees and supports this with an emergency ride home procedure, guaranteeing all participants of the scheme a taxi home in the case of an emergency.

The production of the Air Quality Strategies will be overseen by the Hutchison Ports UK Environment Committee chaired by the Chief Executive Officer.

## **Aim**

The aim of these site specific port air quality strategies will be to;

- Ensure all three ports meet statutory air quality standards.
- Establish a baseline emissions inventory for the port's ship and shore activities.
- Allow for the monitoring of improvements to air quality over time.
- Review the existing fleet of non-road mobile machinery and equipment, to identify opportunities for the use of lower emission fuel solutions, to trial and implement new technologies and to understand the most efficient ways of deploying assets.
- Promote low-emission behaviours into the culture of our organisation.
- Reduce Nitrogen Dioxide [NO<sub>2</sub>], Sulphur Dioxide [SO<sub>2</sub>] and particulate matter [PM10] concentrations across the port estates.
- Increase the number of ultra-low and zero emission vehicles in the internal fleet and promote the use of these by employees, tenants and other users of the site.
- Engage with land and quayside stakeholders, such as shipping lines, tenants and contracted services to identify collaborative ways of reducing emissions.

## **Scope**

Significant emitters of relevant emissions from port operations include road movements such as internal and external HGVs, port equipment such as the yard crane operations, rail operations, and vessels at berth.

Emissions from visiting ships, pilot launches and harbour tugs are beyond the control of Hutchison Ports and therefore out of the scope of direct actions to reduce emissions from on-site activities. Hutchison Ports will, however, consult and liaise with the relevant operators regarding their own emissions and actions they could take to reduce them.

The PAQS will be created through analysis of a baseline emissions inventory, which will consider all relevant emissions generated on site, based on historical data held by each port, that are within a sphere of control or influence for Hutchison Ports UK. The emissions inventory will include all internal combustion activities, such as container movements, business commutes around the sites and employee commuting habits. Background emissions from shipping will also be included in the emissions inventory, this data will be compiled using the National Atmospheric Emissions Inventory [NAEI] shipping methodology and include emissions while at berth. Emissions generated through third party users such as hauliers and tenants will also be considered. A gap analysis exercise has been conducted to understand what data already exists and what data must be gathered to create a meaningful baseline. Hutchison Ports UK will be working with external subject matter experts in 2020 to secure this mission critical data.

## **Consultation**

Hutchison Ports UK will consult with customers, operators, tenants and key stakeholders over the content of its Air Quality Strategies. These include port user associations, Local Authority Liaison Committees at Felixstowe and Harwich and the Felixstowe Freight Quality Partnership. Four stakeholder engagement sessions are planned; two in Q1 2020 and two in Q2.

## **Setting Targets and Delivering Action**

To deliver the strategies by the 11th July 2020, an air quality working group has been established. The working group includes representatives from across each port and this group will be responsible for delivering the air quality strategies, a stakeholder communication plan and engagement workshops with port tenants, users and other third party stakeholders.

Hutchison Ports UK is committed to improving air quality for our employees, port users and the local community and as such has secured capital funding to establish a baseline emissions inventory and deliver three meaningful air quality strategies, which will allow short, medium and long term actions to be agreed to reach specific emission reduction targets. These strategies will shape the way the business is run and drive environmental improvements and new ways of working to become zero emission.

Hutchison Ports UK has established a PAQS delivery plan against the following timeline:

Activity	Delivery
Air Quality Working Group	Monthly Meeting
Engagement of external subject matter expert.	January 2020
Stakeholder engagement sessions.	2 meetings Q1 2020
Creation of a baseline emissions inventory for each port.	Q1 2020
Review of current plant and port equipment, to identify efficiency initiatives.	Q1 2020
Stakeholder engagement sessions.	2 meetings Q2 2020
Analysis of the completed emissions inventory to identify short, medium and long term actions and focus areas.	Q2 2020
Understand the impact of these actions, to set ambitious emission reduction targets.	Q2 2020
Communicate the agreed actions and targets to internal and external stakeholders.	Q2 2020
Publish the Port Air Quality Strategies for Port of Felixstowe, Harwich International Port and London Thamesport.	July 2020
Stakeholder engagement session on the published strategy.	July 2020

**Contact Information:**

Please use the contact details below to share your thoughts on how Hutchison Ports UK is tackling air quality improvements and any comments you have on the development of the Air Quality Strategies.

More information on Hutchison Ports UK’s environmental strategy and commitment is available online at [www.portoffelixstowe.co.uk](http://www.portoffelixstowe.co.uk)

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