



## Terms of Reference ENVICOM WG 174

### *“Sustainability reporting for ports”*

#### **Background and need**

One of the recommendations of PIANC EnviCom WG150 “Sustainable Ports” is to give more guidance to sustainability reporting for ports. Reporting about relevant corporate social responsibility issues forms an essential basis for the license to operate for a port, the basis for development and operations of ports.

Several ports already publish a sustainability report or have it integrated in their yearly report. Some of them are focusing on the activities of the whole port; others focus on the activities of the port authorities. Some drawn up by port authorities; others by port communities. Despite the different approaches, reports in general are based on the guidelines for sustainability reporting provided by the Global Reporting Initiative (GRI).

The Global Reporting Initiative (GRI) is a network-based organization that produced a comprehensive sustainability reporting framework. This Global Reporting Framework is based on the principles and indicators that organizations can use to measure and report their economic, environmental, and social performance. The guidelines are quite generic. Only for a limited number of sectors specific guidelines are available (e.g. for airports) or under development (e.g. for logistics and transportation). So far, there is no sector specific guidance for ports.

Based on the experiences of the ports that published a sustainability report so far it is clear that:

- There are a number of port specific elements that are not included in general (GRI) guidelines;
- There is potential to increase the number and quality of sustainability reports;
- There is potential to create more uniformity, at least as far as process is concerned.

Therefore it is clear that there is a need to give guidance to the reporting process of ports regarding their sustainable performance.

#### **Objective of the Working Group**

The objectives of the working group are:

- give an overview of the trends driving sustainability reporting and the benefits of the reporting process for ports and their stakeholders
- develop guidance for the process to define objectives and goals for sustainability reporting for ports
- develop guidance for the stakeholder process that should be fulfilled to be able to address all relevant issues for the specific port
- defining port specific indicators to report on corporate social responsible performance for ports
- develop a reference that can be used for dealing with internal monitoring and external benchmarking port specific indicators

## **Earlier PIANC reports to be reviewed**

Leading will be the of PIANC EnviCom WG150 report “Sustainable Ports - A guidance for Port Authorities”

Other related PIANC reports and initiatives are:

- WG 136 on “Sustainable Navigation”
- WG 158 on “Master plans for the Development of Existing Ports”
- WG 159 on “Renewable Energy for Maritime Ports”

## **Scope**

The guidance for sustainability reporting will focus on the performance of the port and will be developed for all parties involved in or affected by sustainability reporting in the port. .

## **Final Product**

The working group will draft guidance on Sustainability Reporting for Ports, aiming to produce a sector supplement to the GRI guidelines for ports, or likewise. Reporting principles and content will be adjusted based on green port philosophy. Sustainable port performance indicators will be described and a guidance will be made for the way of benchmarking.

## **Relevance for Countries in Transition**

Ports all around the world form the significant economic backbone of global and local economy. The ports are almost all located in dense populated areas and surrounded by nature. Corporate social responsibility is becoming more and more a basis for port policy and development as is shown in an increasing number of sustainability reports produced by ports all around the world.

## **Climate change implications**

Climate change implications, mitigation as well as adaptation issues, will be included in the scope of work.

## **Partners and associated activities**

The working group shall be partnered with the IAPH (International Association of Ports and Harbors (Carbon footprinting toolbox)) and will be linked to PIANC EnviCom WG150. Partnership shall be set up with ESPO (European Sea Ports Organization - link to the pilot project Port Performance Indicators, Selection and Measurement (PPRISM), Portopia, guide on societal integration) and the Global Reporting Initiative (GRI) and will be sought with other international associations that may have a similar interest and are viable to contribute.

## **Working Group Members**

The development of guidance should be done by a multi-stakeholder approach. Therefore members from organizations representing several stakeholders will be invited to participate, next to experts from the PIANC community. And on the other hand organizations that have worked on sustainability reporting for ports so far, will be involved in the working group.

Therefore the following non-limiting list of members for the working group are invited to participate:

- IAPH
- The Global Reporting Initiative
- Port authorities
- ESPO
- Consultants active in sustainability reporting
- NGO's representing environmental and social aspects related to ports
- Representative(s) of shipping and port logistics sector