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ENVIRONMENTAL MANAGEMENT OF TRANSBORDER CORRIDOR PORTS, ECOPORT 8 – PORT OF BOURGAS

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The ECOPORT 8 project is funded by Transnational Cooperation Programme SOUTH EAST EUROPE and involve 11 organizations from 8 countries (<http://www.ecoport8.eu>).

ECOPORT 8 aims to improve the environmental quality of PAN-EU corridor VIII ports, placing the prevention of pollution and preservation of natural resources in port areas and nearby coastal zones as pivotal to the maritime system. The ECOPORT 8 project is to carry out studies, tests and provide services, attempting to define the basis for environmental port certification. Such actions are to take into account the productive needs of ports of the South East Europe (SEE) Area and EU and national standards in force and create pilot monitoring systems.

In order to achieve its objectives, the project activities start with context analysis (initial environmental analysis of all ports involved); standards analysis; documental analysis on current situation; common SWOT analysis and editing of an improvement programme of the eco performance for the whole port areas.

The Port of Bourgas is a key-point on Transborder Corridor VIII, ensures direct access to the Black Sea of Southern Italy ports. For these reasons the Bourgas port is chosen as the pilot site.

The Port of Bourgas is located in the Bourgas Bay that is the largest bay of the Bulgarian Black Sea Coast. The port includes: Terminal East, Bulk Cargo Terminal, Terminal 2A, Terminal West, Oil Terminal, Port of Nesebar. The Port facilities allow handling and storing of different types of cargo which require specific technologies and methods of forwarding throughout the year.

1 East Port Terminal - view in the future, Super Bourgas 2014



East Port Terminal - nowadays



9 Terminal West - container cargo



6 Reception facility for ship liquid waste



3 Against pollution from oil spills



4 Bulk Cargo Terminal - covered storage area



5 Liquid Cargo Internal Terminal



8 Bulk Cargo Terminal - green area



2 Terminal 2A - closed handling facilities



SWOT ANALYSIS of the environmental protection measures and practice in the light of the environmental legislations and standards

SWOT analysis is crucial in strategic planning technology. On that basis the results obtained from the analysis of the inside and outside factors can be prioritized and structured allowing the development of general strategic objectives to be pursued. SWOT analysis provides an opportunity for creative interpretation of the results of documental and standard analysis made in the ECOPORT 8 project.

This SWOT analysis aims to identify those factors, trends, and events internal and external to the environment of the Port of Bourgas, which are essential for achieving the goals for environmental protection in its functioning and development. Such analysis should be done in the phases of operational and strategic management, and with the implementation and funding of an effective system for environmental protection and management in the port.

Strengths		Opportunities	
LEVERS FOR DEVELOPMENT	- Available programme and technological documents for environmentally sound management of ports according to the national environmental legislation. - Compliance with regime of authorization to implement the activities on waste management, dredging, depositing, and use of water bodies. - Certification by the International Code for Security of Ships and Port Facilities (ISPS Code), establishing a system for quality management based on standard ISO 9001/2000. - Basic administrative structures created at local level for implementation and enforcement of environmental legislation. - Available infrastructure for water supply, collection and partial treatment of wastewater to reach the European requirements. - Change in structure of cargo turnover in ports - increase of container and Ro-Ro traffic leading to decrease of the unhealthy impact on environment in port area. - Established integrated information system in "State Enterprise" Port Infrastructure regarding the collection of waste from ships.	OBSACLES TO OVERCOME	- Developed national environmental legislation and programmes harmonized with the EU environmental acquis communautaire. - Improved integration of the national sector policies, including transport policy, with the national environmental policy. - Established and functioning basic administrative structures at central and local level for implementation and enforcement of environmental legislation. - Legally established system for monitoring and control of the activities for environmental protection. - Availability of national strategic documents for ports development providing measures for bringing the Bulgarian ports in compliance with the EU environmental protection requirements. - Increased demands on protection of the environment in the area around the ports in order to develop priority sectors for the country. - Availability of EU financial instruments for support of EU port operations management and environmental protection. - Interest from financial institutions to credit the branch. - Broad institutional framework for public information and inclusion in decision-making on environmental issues. - Relative tendency of stabilization of the level of environmental pollution.
	- Lack of updated integral policy for sustainable development of the based on the Integrated Coastal Zone Management (ICZM) approach. - Lack of modern system for environment pollution risk assessment. - Lack of sufficient administrative capacity to implement the requirements of the regulations. - Ineffective utilization of raw materials, supplies and energy. - Insufficient use of the opportunities for reuse, recycling, and utilization of waste. Dumping to landfill remains the primary method of waste treatment. - Pollution of some of the environment components on the territory and in the aquatory of the port. - Limited internal financial resources to ensure environmentally sound operation of the port. - Lack of self-monitoring system for particular components of the environment affected by port activities. - Lack of communication policy and practice for informing the society about initiatives taken to protect the environment.		- Too complicated and fragmented environmental legislation. - Mismanagement and insufficient communication and coordination between institutions and other stakeholders responsible for implementing the legislation in the port. - Inadequate supervision by the competent authorities for compliance with environmental legislation. - Insufficiently effective economic incentives and sanctions for environment protection. - High costs of environmental law enforcement. - Deterioration of the condition in some ecosystems incl. their biodiversity, which will incur more stringent requirements for issuing permits and EIA for the port. - Expected increase in ship call and cargo turnover in the port, which is a potential danger to environmental protection.

CONCLUSIONS

Strengths and opportunities reflect the ability of Port of Bourgas to be viable, and to perform reliable services without pollution of the particular components of the environment. Weaknesses and threats reduce the ability of the port to implement planned measures for protecting environmental components and to utilize the financial resources allocated for this purpose, and as a result hinder the development of tourism, fisheries, and other priority sectors of the country economy.

The SWOT analysis will help identify the most essential elements of the improvement program for future environmental protection and management of the Corridor VIII ports in accordance with the requirements of international and European standards for certification of ports.