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EUROPEAN SEA PORTS ORGANIZATION (ESPO)	
SECRETARY GENERAL	
<p>Secretary General of the European Sea Ports Organisation (ESPO) since 1/08/2013. Before taking up this function, Isabelle has been working as Director of the European Federation of Inland Ports (EFIP) and Senior Advisor of ESPO for four years.</p> <p>She studied Law (University of Namur and KULeuven) and European Law (UCL Louvain). Before joining EFIP, she worked in EU Public Affairs for almost 20 years. After a short period at the European Commission (DG Agriculture), she worked in an EU Public Affairs consultancy. In 1994 she started working in the European Parliament, as a political assistant and between 1999 and 2009 she was the political assistant of Dirk Sterckx, where she was mainly active in transport and port-related fields. She is co-author of the handbook “Zo Werkt Europa” (1st edition 2007, 2nd edition 2010, 3rd edition 2015).</p>	
<b>ESPO’s SUSTAINABLE AGENDA</b>	
<p>ESPO and its members put a strong emphasis on their sustainable agenda. As an essential part of the logistic chain, main gates to the world, nodes of energy and industry clusters, European ports must contribute to the global, European and national climate and decarbonisation agenda. In that respect, ESPO strongly believes that IMO would be by far the optimum forum in which to introduce CO2 target and measures to reduce emissions from shipping in line with the Paris Agreement. However, 2023 must be seen as a milestone. A six year period is sufficient time for the IMO to discuss and agree on the necessary target and measures.</p> <p>Moreover, as nodes of energy and increasingly important clusters of industry and blue economy, ports in Europe are developing a low carbon strategy. The first aim is to cut emissions and improve energy efficiency. But, ports should also turn the path towards decarbonisation into a successful business case. Finally, ports in Europe will have to adapt the port infrastructure to the effects of the warming. They are at immediate risk as sea levels rise and extreme weather conditions occur.</p> <p>The decarbonisation of the shipping industry as well as the overall greening of the shipping sector, imply additional investments and facilities in ports. Some of these investments will not be bankable in the short run. Additional grants and other financial instruments are essential for</p>	

decarbonising the ports, for making ports more resilient to the consequences of climate change and for helping ports to contribute to decarbonising the economy.

As regards air quality, ESPO very much welcomes the decision of IMO to introduce a global 0.5% sulphur cap in 2020. This decision is expected to bring enormous environmental and public health benefits.

Finally, as concerns the forthcoming review of the waste reception facilities directive, European ports are of the opinion that the current directive has been successful in substantially decreasing ship waste discharged at sea. ESPO supports the alignment of the directive with MARPOL. The review should however safeguard the flexibility of the different fee systems while addressing the problem of delivery of an “unreasonable” amount of waste in a given port.