

Note-taking template

Theme	Protect & Secure Ports	Round	1/2
Room	5-6	Note-taker	Hannah Mosmans
Facilitator	Jose Sanchez	Date	17 September 2026
Experts <i>names and organisations as they should appear in print</i>	Round 1 Maaïke Dalhuisen - PoR Andreas Stolz - CEO Deltaport Wouter Schmidt - PIONEERS Round 2 Jaime Puna (port of Sines) Peter van Wijlick (port of Venlo) Maaïke Dalhuisen (PoR)		
Approx. headcount	45	Sector mix <i>port authorities, terminals, shippers, technology providers, public authorities, researchers</i>	

1. How the facilitator framed the prompt

What if greening is not just an environmental ambition, but the foundation of a secure, resilient and independent European port of the future?

- Why is it relevant and how do we get there?
- What tools offer MAGPIE & PIONEERS to achieve this goal?

2. Quotes

Three to five per round. Mark clearly if a speaker asked not to be quoted or not to be named, and flag any wording you are unsure of so it can be checked.

Speaker	Organisation	Statement – as close to their own words as possible
Andreas Stolz	Deltaport	Transformation is a risk, but for us (DeltaPort) it is a chance as well, and it could be the key to the future (“the greener it is, the brighter it shines”) Q: why does it also make it more resilient? A: take a look at the last few weeks with the lowwater level in the Rhine, this forces us to look towards to rail transport which is not only a more economic but also ecological option. Also: serving other plants like BASF. Q: how do we connect our highlevel longterm visions and GPMPs with the businesses in your port to act? A: we need to have a vision. And you need an individual way for every port, but you need a fixed and defined backbone. A (Wouter): business case - in Pioneers there is a certain time where ports have to decide to scale up certain investments, for this Pioneers created the TRL measurement tool. Biggest barriers holding us back are uncertainty and the costs.

Wouter Schmidt	University of Antwerp/Genoa	We aim to create tools that are applicable to all ports But: every port should also evaluate with their own knowledge for themselves what is useful.
Maaïke Dalhuisen	PoR	We will not make a masterplan per port, we said we are going to make one masterplan for all ports. Q: you were looking for frontrunners. Which stood out? A: Esbjerg in Denmark. Also ports in Australia, LA, Houston. Those are often the go-to-ports because they position themselves like that, also in certain organisations. It was valuable to speak to other ports as well, especially the mid-sized ones. Sometimes it is even harder to make tools for bigger ports. Often we go to the same ports, but I think there are way more ports that are interesting.
Jose Sanchez	AIVP	What stood out if you compare this smaller session with the morning bigger session: sometimes smaller ports have advantages. Every port is always the #1 the best in something.
Peter van Wijlick	Venlo	Q: same as for Puna below. A: our port is really small and is operated by the municipality. It is really important from all the community to push the municipality to green. The port within a municipality is only one of very many topics on the agenda of a port. Giving it attention, helps a lot. You need capacity for this. So: keep pushing municipalities. Q Jose: have you formalised commitment? A: we have the green port masterplan and has to be adopted by our council, but we have already reserved money for projects for greening. And we have 15 people employed to work on this whereas this used to be only me, one employee. Q: what is the cost of lack of clarity? A: it is significant. Take the fuel transition for example, here nothing is happening yet project-wise, or investment-wise. We are running behind. Similarly we have the grid problem for electricity. In a way I think we know the way forward, but we need more parties to make choices together not only government. But also: for us it is possible to have all the relevant stakeholders in the room in one go because we are so small. Q: how do you stakeholder involvement? A: i know almost all stakeholders by name and have their mobile telephone numbers. Bringing them together was not the difficulty but bringing them on the same level is the hard part. Creating a vision for 2050 is difficult because they want to know what you are doing tomorrow. But they are open over the course of multiple sessions to discuss this. Now we have a community with which we meet on a regular basis, to also ensure on the next step and retrospectively also the lessons that we have learned. Another challenge we have - is that some stakeholders is also sometimes have to deal with big faraway mother companies. <u>When you plant something, and you give it attention, give it water, it grows.</u> And more importantly: keep giving it attention.
Jaime Filipe Puna	Sines	Q: what is your response to the role of the port authority question in the menti? A: I am not surprised, because the port authority has a key role in all the port operations, but especially in the energy transition. The strategic plan of the port the authority is crucial.

		Q: different governance structure (national). How does commitment change then? A: we set our goals for similar issues. We want to do the best for the community, in collaboration with the port. We work quite a lot together with the municipality. The commitment has to be enlarged in our perspective → policies, governments, EU must also all be committed. This will also reduce the uncertainty. Q: what do you need? A: As MAGPIE and PIONEERS have shown - we have to work together with the commitment to decarbonize. And also: it is important that stakeholders are aware what they are doing. Stakeholder engagement is really important here. Also having the right stakeholders on board. Q: how do you bring the stakeholders together? A: similar to Venlo the main challenge is to ensure that we are on the same wavelength.
	ALICE	Value of the MAGPIE roadmap tool: clarity. Role of ALICE: continue this valuable work with our members, but also with external non-members of Alice. We are working with various organizations. ALICE has also implemented a ports and hubs communities to gather information. A lot of innovations require sharing of information and this is exactly what we would like to do.

3. What participants said would actually change

The direct answers to the "what if..." question.

4. Preconditions named

Menti: why is greening being pushed back? → Geopolitics, regulation, no money, scale, economic viability, business case, missing regulation lanes, uncertainty.

We need more: clarity, money and less risk, or at least a vision on risk.

5. Barriers raised

Type of barrier	What was raised, and by whom
Regulatory	Lack of clear regulation for greening ports Sines: we need more clear regulation (when to achieve what and how to do so) (how we can get over the problem of the grid)
Financial	Insufficient money → more needed from EC/EU.
Governance and organisational	

Data and digital	
Skills and labour	
Other	Impact of geopolitical events.

6. Concrete examples

R1.Menti: who is the key actor to accelerate the green transition in your port?

- Port authority
- R2 Menti: what do you need from port authorities to advance greening? : commitment, money, connections, discount, leadership, clarity, strategy
- Government
- Legislation
- Business

R.1What is missing at European level to accelerate the connection between greening and resilience?

- Collaboration
- Scale up funding
- Standards
- Money
- Mindset
- Pricing of emissions

R.1If greening is so important, what is stopping you from moving forward?

- Risk
- Lack of profit / lack of money
- Uncertainty

7. Explicit asks of the EU or of national regulators

More money (anonymous through menti)
Better/clearer/stricter environmental regulations.

8. Disagreements

26 pro greening as a priority, 6 against (menti)

9. Questions the facilitator or experts could not resolve

n.a.

10. Room dynamics

Did the discussion converge or fragment? Did one or two voices dominate? Was the mix broad or concentrated in one part of the sector?

11. Comparison with the other round

What have we learned from round 1?

- Greening is key for a resilient EU port ecosystem
- Port authorities as central actors
- MAGPIE and PIONEERS have developed key tools to accelerate this

12. Priority points for each output

Completed at the end of the session, so that the people writing up the material do not have to make this judgement for you.

For the EU position paper – policy and regulatory implications, EU-level asks, barriers recurring across ports, points of convergence

For the session report and newsletters – practice examples, participant experience, illustrative anecdotes, atmosphere