

Bridging the Gap: Modernizing Environmental Management Systems in Egyptian Seaports to Align with Global Maritime Transport Trends

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المستخلص

إن ابتكار وتحديث أنظمة الإدارة البيئية (EMS) في الموانئ المصرية ضرورة حتمية تسير بالتوازي مع الإتجاهات الدولية نحو الإستدامة البحرية وتعزيز القدرة التنافسية، وذلك في ظل تشديد السياسات العالمية في هذا القطاع. تستند هذه الدراسة إلى تطبيق تحليل نقاط القوة والضعف والفرص والتهديدات (SWOT) ودراسات مقارنة لحالات موانئ عالمية رائدة (روتterdam، سنغافورة، لوس أنجلوس) بهدف تحديد القضايا الجوهرية في نظم الإدارة البيئية بالموانئ المصرية.

تشير النتائج إلى وجود فجوات تكنولوجية (الانتقال من تقارير الإنبعاثات التقليدية بشكلها المعتاد إلى أنظمة المراقبة بالذكاء الاصطناعي وتقنيات البلوك تشين)، وفجوات تنظيمية (تعارض الأطر القانونية الحالية مع أحدث تعديلات أحكام الملحق السادس لإتفاقية ماربول و إستراتيجية المنظمة البحرية الدولية للغازات الدفيئة والإنبعاثات الكربونية)، وفجوات تمويلية (نطاق التمويل الأخضر)، وفجوات محلية (عدم إستغلال إمكانيات الطاقة الشمسية بالشكل الأمثل وكذلك الأمور الخاصة بمعالجة قضايا التنوع البيولوجي)، وتعرض الدراسة لإجراءات محددة، منها مقترحات لتبني إستراتيجيات خفض الكربون بنسبة ٤٠٪ بحلول ٢٠٣٠ و ٧٠٪ بحلول ٢٠٥٠، ودمج المرافق المينائية الخاصة بتزويد السفن بالطاقة، وإنشاء صناديق مناخ وطنية لدعم إستثمارات الموانئ وجذب الإستثمارات الأجنبية.

تسعى هذه الإستراتيجيات إلى الإستفادة من الموقع الجغرافي لمصر ووجود قناة السويس كمر ملاحي عالمي بها وكذلك تعظيم الإستفادة من موارد طاقتها الشمسية، بهدف تحويل الموانئ المصرية إلى مراكز بيئية رائدة. وفيما يتعلق بإستدامة صناعة النقل البحري، تدمج هذه الدراسة بين النماذج النظرية والتطبيقات العملية، مقدمة دليلاً لصناع القرار ومديري الموانئ البحرية للإمتثال للمتطلبات الدولية ودعم رؤية مصر ٢٠٣٠ والإستراتيجية الوطنية للموانئ الخضراء ٢٠٣٠.

الكلمات المفتاحية: أنظمة الإدارة البيئية (EMS)، الإستدامة البحرية، تنافسية الموانئ، الموانئ الخضراء، رؤية مصر ٢٠٣٠.

Abstract

Innovation of Environmental Management Systems (EMS) at Egyptian seaports needs to be done in parallel with the international trends toward maritime sustainability and competitiveness due to stricter global policy within the industry. This research is based on implementing Strengths,

Weaknesses, Opportunities, and Threats (SWOT) analysis and comparative case studies of leading ports (Rotterdam, Singapore, Los Angeles) to determine the key issues of Egypt's Environmental Management System (EMS). The results indicate the presence of technological gaps (shifts from manual emissions reporting to AI monitoring and blockchain tracking), regulatory gaps (contradiction of the local legal frameworks with MARPOL Annex VI provisions), funding gaps (scope of green funding), and local gaps (non-uses of solar energy and addressing biodiversity conservation). The study outlines specific actions, including legislative changes for the adoption of carbon reduction strategies for 40% by 2030 and 70% by 2050, integration of shore power enabling facilities, and creation of supporting national port climate funds to invite foreign investment. The strategies seek to leverage Egypt's geographical location next to the Suez Canal and solar energy with the aim of changing Egyptian seaports into pro-environmental centers.

With regard to sustainability in maritime shipping, this study integrates models with real-world applications, providing a guide for decision-makers and port managers to meet international requirements while furthering Egypt's Vision 2030 and the National Strategy for Green Ports 2030.

Keywords: Environmental Management Systems (EMS), Maritime Sustainability, Port Competitiveness, Green Ports, Egypt's Vision 2030

1- Introduction:

Maritime transport aids in trade movement throughout the globe, accounting for over 80% of this trade by volume (UNCTAD,20233) The environmental pollution that stems from this sector, contributing 3% of greenhouse gases (GHG) emissions alongside marine pollution, showcases the urgent need for the modernization of port EMSs (Onyeabor, 2024). For countries like Egypt, whose maritime ports host pivotal trade arteries such as the Suez Canal and Mediterranean corridors, the need to align environmental management systems with global maritime trends is not only an ecological responsibility but also a vital necessity to remain competitive in light of stricter international regulations.

The International Maritime Organization (IMO) Revised GHG Strategy (2023) targets a 40% cut in shipping carbon intensity by 2030 and a 70% cut by 2050, which forces ports to implement innovations such as shore power supply, green hydrogen infrastructure, and AI emissions monitoring(Sarantopoulos, 2024). At the same time, the United Nations Sustainable Development Goals (SDGs), especially SDG 13 (Climate Action) and SDG 14 (Life Below Water), require ports to incorporate circular economy strategies and safeguard marine biodiversity(Caliskan, 2022). There is growing compliance through frameworks like the EU Emissions Trading System.

Regardless of these necessities, Egyptian seaports have to implement the new global standards. The Guidance Manual for Implementing EMS in Egyptian Seaports underscores systemic gaps:

- Technological shortcomings: Dependence on manual emissions reporting systems and fossil-fuel-based infrastructure, while other ports in the world, like Rotterdam port have AI-enabled air quality monitoring networks fully operational.

- Regulatory gaps: Egypt's legal framework to comply with MARPOL Annex VI SO_x emissions is 15-20%, and the International Maritime Organization (IMO) limits (Piccolo, 2023)
- Economic constraints: Lack of sufficient green investment incentives and the administrative fragmentation of environmental governance.

For example, Singapore's Port harnessed digital twin technology and reduced emissions by 30% (Karlsson et al., 2024) Yet Egyptian Ports don't use this technology in pollution control systems. Egypt's solar energy has not been used effectively till now, and other renewable energy sources remain largely untapped in the country(El-Naggar et al., 2025).

This research develops a proposal for Egypt by suggesting a combination of IMO decarbonization methods along with solutions for waste and biodiversity management into a single integrated model to cope with the latest trends in the environmental systems all over the world and achieve national goals as set in Egypt Vision 2030.

2- Literature Review

The implementation of modern technologies to optimize and mitigate the environmental impacts of maritime port operations is referred to as the modernization of EMSs. The modernization of EMS attracts global attention, with Port Rotterdam and Port Singapore being the frontrunners in port technological advancement. Moreover, artificial intelligence (AI) powered air quality monitoring systems and blockchain-based emission tracking systems have been deployed in these ports. These systems have greatly improved real-time data gathering, emission reporting, and meeting global environmental obligations. For instance, research conducted on Port Klang, Malaysia, reveals the importance of energy efficiency, waste handling, and sustainable equipment in the development of green port hubs(Jeevan et al., 2022). In the same vein, research on the application of renewable energy in seaports indicates the application of solar and wind energy technologies as a means of reducing carbon emissions(Elkafas & Seddiek, 2024).Despite these developments, the adoption of such technologies by Egyptian seaports remains relatively low. Their dependence on manual reporting systems makes it hard to measure emissions properly or employ predictive maintenance, such as Internet of Things (IoT) or AI devices, which are crucial for monitoring and decision-making processes.

2.1 Global Trends in Maritime Transport

2.1.1 Decarbonization and Green Technologies

Driven by the maritime decarbonization strategy put forth by the IMO in 2023, there has been a great shift towards decarbonization within the maritime industry. According to the strategy, there is a 40% reduction target set for carbon intensity by 2030(Chircop, 2019). Leading ports are actively switching from heavy fuel oil to adopt green ammonia and hydrogen fuels, thanks to scalable projects such as the Rotterdam Green Hydrogen Hub that establish infrastructure for bunkering zero-emission fuels. Additionally, shore power infrastructure is being deployed on a larger scale, as exemplified by the Port of Los Angeles's electrification efforts, which resulted in an astonishing 85% decrease in diesel particulate matter emissions (Mousavinezhad et al., 2024).

The circular economy is also expanding, such as the automation of ports like Hamburg, the integration of waste-to-energy plants that turn ship waste into energy, aligning with SDG 12 (Pisano, 2024). In the same manner, wind-assisted propulsion and carbon-capturing technologies are being introduced to transoceanic shipping, which has resulted in a 20-30% reduction in lifecycle emissions (Krantz et al., 2023).

2.1.2 Digitalization and Smart Port Technologies

Ports are being transformed with Digitalization, IoT-driven cargo tracking, and the use of AI for predictive maintenance. The Port of Singapore utilizes digital twins, which help improve traffic flow and reduce idle time by 25%, which has also led to reduced fuel consumption. Additionally, platforms like Trade Lens increase the visibility of the supply chain by transforming bills of lading and emissions reporting into digital forms, which allows for MARPOL Annex VI compliance (Philipp, 2020). Sophisticated vessels and AI-driven emissions monitoring have become some of the most important ways to achieve compliance in real-time (Sarantopoulos, 2024).

2.1.3 Green Infrastructure Innovations

Prominent ports are putting capital into solar-powered container cranes. The Port of Antwerp has adopted smart grids that mitigate the energy demand and supply imbalance, thus enjoying 35% energy autonomy (Notteboom et al., 2020).

2.1.4 Case Studies of Leading Ports

- Rotterdam (Netherlands): 27 % reduction in CO₂ from ports since 2016, achieved by AI satellite networks for air quality and LNG bunkering (Notteboom et al., 2020).
- Shanghai (China): Reduced port-associated emissions by 30% with hydrogen-powered terminal machinery and automated guided vehicles AGVs (Zhou et al., 2020).
- Los Angeles (USA): Developed a green corridor with Shanghai for tracking emissions with blockchain technology (Li et al., 2024).

2.1.5 Gap analysis

Enhancing the EMSs of Egyptian seaports needs to bridge fundamental gaps between existing practices and international best practices in sustainable maritime operations (Shahhat, 2019). This gap analysis is conducted across four dimensions, focusing on Egypt's problems in the recent academic and policy literature.

1. Technology Gaps in Digitalization and Decarbonization Efforts

The seaports in Egypt need to follow the leading ports such as Rotterdam and Singapore, which have integrated air quality monitoring systems and blockchain-driven emission tracking, as these ports still depend on manual reporting systems. While studies explore digital twins for port operations optimization, Egypt's ports still do not have IoT sensors for real-time data collection. Also, international developments in green hydrogen bunkering and shore power technology in Egyptian Port energy systems need to be developed (Klopott et al., 2023).

Gap: Resources available on smart port technologies (such as the digital twin project for the Port of Los Angeles) need to be developed in the Egyptian Ports, including insufficient grid coverage and the lack of investment for renewable energy integration (Salah et al., 2022).

2. Lack of Alignment with International Regulations Frameworks

The carbon emissions targets set by the international maritime industry are very ambitious, one being the reduction of carbon emissions by 40% by the year 2030 (Kotzampasakis, 2023). Egypt, however, has to develop its regulatory framework to cope with those goals. The national laws need to cope with international treaties regarding emissions control.

Gap: Most of the research concentrates on general policy frameworks that do not consider the intricacies of fragmented governance, where there is a considerable division of responsibilities among key institutions.

3. Financial and Institutional Barriers

Prominent ports were able to capitalize on public-private partnerships for funding sustainable initiatives, such as waste-to-energy plants, but Egyptian seaports face significant challenges in gaining access to green financing. Even though Egypt has a high potential for solar energy, the lack of incentives for private sector participation makes it difficult to deploy renewable energy technologies. While other countries have developed sizable funds for decarbonizing ventures, the Egyptian ports need to develop such instruments to promote large-scale environmental projects (Elswey, 2025).

Gap: Green financing needs to be developed in the Egyptian context. Also, the institutional barriers and lack of stakeholder coordination that are overarching the implementation of using renewable energy (Shaheen, 2023).

4. Custom Solutions for Enhancing Biodiversity and Developing Circular Economies at the Local Level

Such practices need to be developed in Egypt, where coastal systems are highly sensitive. Furthermore, while international frameworks provide action plans on how to conserve marine biodiversity. In addition, international focuses on circular economy practices tend to be on waste-to-energy systems (Lukkarinen et al., 2023) without considering such opportunities in Egypt as solar-powered desalination of ballast water.

Gaps: There are no solutions that seek to address the integration of solar energy into environmental management systems in Egyptian Ports (Tawfik et al., 2023).

3- Methodology

Using SWOT analysis in the evaluation of EMSs enables a holistic understanding of the performance and modernization of EMSs in Egyptian seaports. This framework makes it possible to assess what is being done well by Egyptian ports, what is not, what external opportunities could be taken advantage of, and what factors could impede forward movement (El-Bawab, M., & Dekinesh, 2021). What follows is a comprehensive discussion of how this framework is integrated with the existing EMSs in the Egyptian seaports

3.1.1 Strengths and Weaknesses

Strengths: One of Egypt's advantages is its position along the Suez Canal, one of the most important trade routes by sea in the world. This gives the Egyptian ports access to a huge volume of trade and economic activity around the globe (Mann, 2023). Container terminals and logistics centers already in place also make it easier to modernize the port infrastructure in Egypt (Elswey, 2025).

Weaknesses: Alongside these benefits, ports in Egypt also have a few internal issues. Emissions reporting is not done by new trends of smart systems, which makes the monitoring and management of environmental impacts ineffective. Existing laws, such as Law 4/1994, need to be developed to cope with international norms such as the new amendments of MARPOL Annex VI regulations. In addition, attempts to lower carbon emissions are stymied by the inadequate incorporation of renewable energy systems into port operations (Awad, 2023).

3.1.2 Opportunities and Threats

Opportunities: The development of green technologies across the world offers good chances to update the EMS systems implemented in Egyptian seaports (Elnabawi et al., 2023). For instance, the adoption of solar and wind energy would decrease the use of fossil fuels while maximizing solar energy use in Egypt (Elkelawy et al., 2025). There are also international regulations, such as the IMO Revised GHG Strategy (2023), which assist in achieving the sustainability objectives. There is also support for green investments in port facilities from international bodies like the World Bank, which provides financial aid.

Threats: External competitors encompass fines placed through systems like the European Union (EU) Emissions Trading System (ETS), which charges non-compliant vessels. Enhanced competition from ports like Rotterdam and Singapore also shows the need for modernization (Bugge & Stemsrud, 2024).

In Figure 1, the SWOT Quadrant for EMS in Egyptian Seaports, the diagram at hand explains the SWOT analysis in its quadrants as it pertains to the EMS operations in Egyptian seaports. The internal factors, which are denoted by strengths and weaknesses, depict the characteristics of the EMS, while the external factors of opportunities and threats depict the operating environment of the Egyptian Seaports.

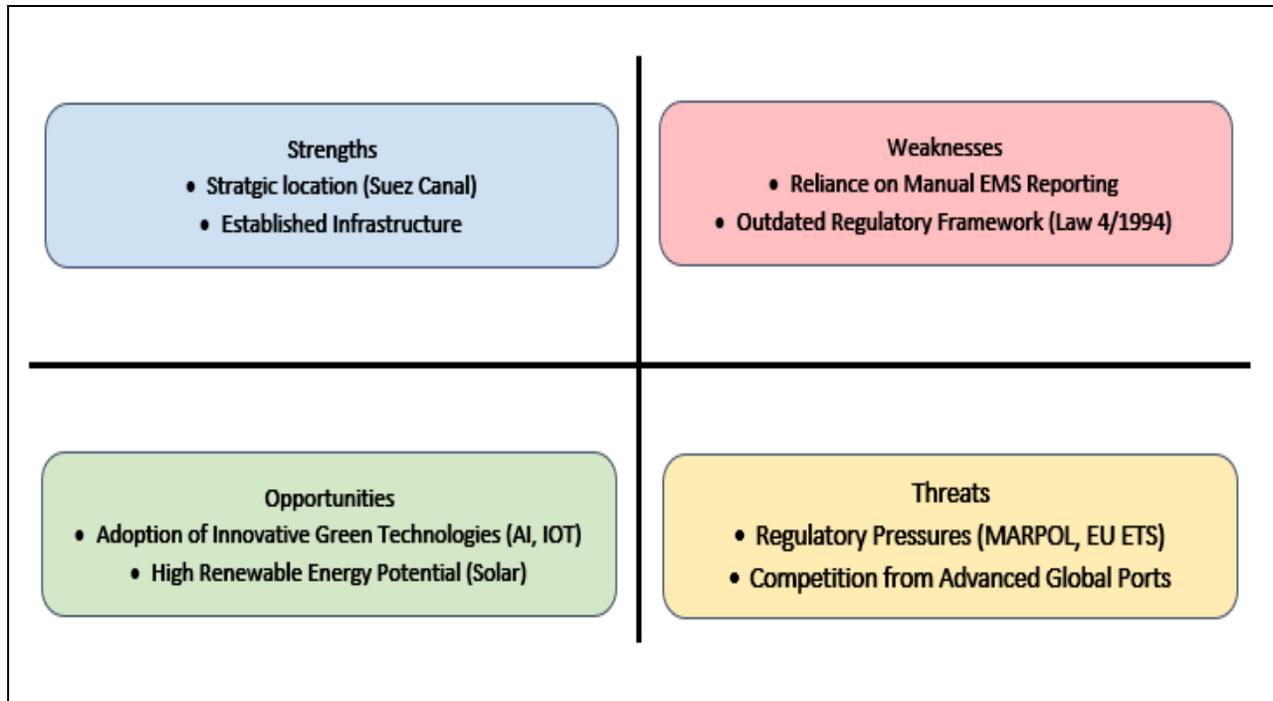


Figure (1): SWOT Quadrant Diagram for EMS in Egyptian Seaports

Figure (2) shows the Mind Map for SWOT Analysis for the EMSs in Egyptian Seaports. It outlines the current situation of the EMSs and establishes steps towards modernization by highlighting the SWOT Analysis.

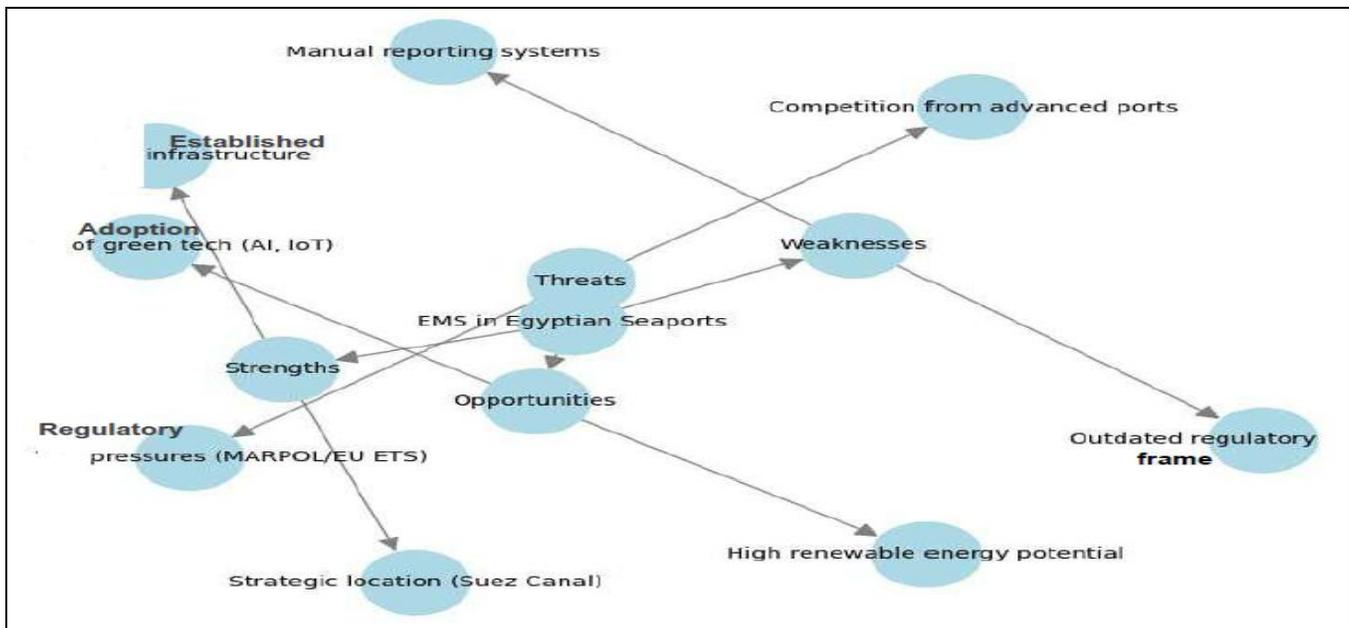


Figure (2): Mind Map for SWOT Analysis for EMS in Egyptian Seaports

3.2 Case Studies

Comparative Study of International Standards and Egyptian Ports Case Studies: Best Practices.

This comparative analysis studies the EMSs of Egyptian ports with three top world ports: Rotterdam (Netherlands) Port Klang (Malaysia), and Port of Los Angeles in the USA. The study examines four primary areas: Technological Integration, Regulatory Alignment, Financial Mechanisms, and Localized Solutions, helping to contribute to the update of Egypt’s EMS, considering global shipping developments.

Table (1): Technological Integration

Port	Key Technologies	Egyptian Context
Rotterdam	Monitoring air pollution using AI technology, tracking carbon emissions through blockchain technology, and green hydrogen bunkering(Mba, 2024).	Dependence on manual reporting sources; does not include AI or blockchain technology.
Port Klang	Waste management systems enabled by IoT technology, and equipment efficiency rating to energy use(Bahri et al., 2025).	Adoption of IoT technologies remains low and waste is still tracked manually.
Los Angeles	Shore power systems, digital twins for traffic optimization(Klar et al., 2023).	No application of a digital twin; Energy systems reliant on fossil fuels.

Table (1) shows the key insights of the gap: Egyptian ports need to develop advanced technologies such as AI, blockchain, and IoT for emissions monitoring and reduction in real time

Recommendation: Focus attention on implementing pilot projects for AI-based air quality management systems and shore power systems.

Table (2): Regulatory Alignment

Port	Regulatory Framework	Egyptian Context
Rotterdam	Adheres to IMO's Revised GHG Strategy and MARPOL Annex VI compliance(Chairunnisa, 2024).	Law 4/1994 needs to be developed; SOx and NOx emissions surpass the IMO limits by 15-20%.
Port Klang	The national green port policy incorporates SDG 14 with the conservation of habitats (Rika Widianita, 2023).	Legal frames need to be developed to protect marine biological diversity.
Los Angeles	Observing the standards put in place by the California Air Resources Board and compliance with the EU ETS regulations.	There is no effective enforcement system for emission penalties.

Table (2) shows the key insights of the gap: the Egyptian ports need to develop port-specific mechanisms of green financing, such as grant-funded green bonds and foreign aid

Recommendation: Develop the green port fund mechanisms in the country and partner with international institutions like the World Bank for blended financing.

Table (3): Financial Mechanisms

Port	Funding Strategies	Egyptian Context
Rotterdam	Public-private partnerships; European Union Green Bonds for Hydrogen Infrastructure (Jacopo Maria Pepe, 2023)	A fixed number of green financing opportunities are available within a limited timeframe, project implementation delays caused by the administrative processes in approvals.
Port Klang	Government finance for projects to develop renewable energy sources(Bahri et al., 2025)	Motivation is needed to solicit investment in the private sector
Los Angeles	Green shipping corridor funds, California climate investments grants (Densberger & Bachkar, 2022).	Limited decarbonization financial resources

Table (3) shows the key insights of the gap: Egyptian ports need to develop more financing tools like green bonds or international grants.

Recommendation: Set up a national Green Port Fund and create partnerships with international organizations such as the World Bank for blended finance approaches.

Table (4): Localized Solutions

Port	Sustainability Initiatives	Egyptian Context
Rotterdam	Waste-to-energy plants(de Leeuw & Koelemeijer, 2022).	Not implementing circular economy strategies; pollution management is mostly reactive, material pollution
Port Klang	Conservation of mangroves; illumination of the port by solar-powered lanterns(Hattam et al., 2021).	More safeguarding of habitats; coral reefs in the Red Sea are susceptible to deep-sea dredging.
Los Angeles	Solar-powered cranes; zero-emission terminal equipment(Port of Los Angeles, 2023).	Untapped solar potential annually.

Table (4) shows the key insights of the gap: The potential for solar energy in Egypt remains largely untapped, and EMS strategies need to be developed to harness biodiversity.

Recommendation: Develop systems for using water desalinated through solar energy for ballast water recycling, and use bio-receptive materials for coastal region construction and development.

Table (5): Synthesis and Recommendations

Dimension	Benchmark Ports	Egypt’s Action Plan
Technology	AI, blockchain, and shore power.	Pilot AI monitoring in the port's shore power supply.
Regulatory	Policies aligned with the IMO/SDGs.	Reform the legal framework to be developed to implement MARPOL Annex VI provisions.
Financial	Green Bonds in Public-Private Partnerships PPPs.	Establish a national green port fund to attract climate grants from the United Nations Development UNDP Programme.
Localized Solutions	Circular economy. Conservation of biomes.	Cranes Powered by Solar Energy; Protection Areas for Coral Reefs

Table (5) links the actions needed to modernize EMSs in the Egyptian seaports with the global best practices that can be adopted. It is built around four key areas: Technology, Regulatory, Financial, and Localized Solutions, and articulates thorough action plans based on leading ports for the specific needs of Egypt as shown:

- Technology: The suggestion to start with AI-based air quality monitoring systems at ports, along with the gradual provision of shore power systems, shows a willingness to embrace advanced technologies. This is compatible with the present digitalization and decarbonization trends in benchmark ports such as Rotterdam and Los Angeles.
- Regulatory: Changing Egypt’s archaic laws, like Law 4/1994, and applying MARPOL Annex VI has compliance issues that fill basic gaps in regulatory alignment. This guarantees that Egyptian seaports have international port environmental systems compliance and reduces the risks of non-compliance penalties.
- Financial: Setting up a national green port fund as well as taking advantage of global financing like green bonds and UNDP climate grants shows initiative to mitigate financial barriers. This is critical for the funding of large-scale EMS modernization scheme projects.
- Localized Solutions: The emphasis on solar-powered cranes and the management of protective zones for coral reefs illustrates the importance of specific integrated environmental assets in Egypt's EMS. These localized solutions advance global sustainability while accommodating regional ecology. The table summarizes the major steps in a clear manner for developing the EMS of Egyptian seaports to make them competitive internationally and ensure ecological preservation.

4- Results

The result of this study exposes an important need for the Egyptian EMSs to be developed at their seaports regarding technological effort, compliance, financing, and contextualization. It highlights

another gap between the national practices of Egypt and sustainable targets in global maritime practices, providing evidence of potential modernization challenges and aids.

4.1 Technological Gaps

Compared to other pioneer world ports, ports in Egypt need to be developed in this aspect of technology. While Rotterdam and Los Angeles ports use AI systems for real-time air quality management and emissions control through blockchain, ports in Egypt depend on systems that use manual reporting. An example is Rotterdam, where AI systems adoption for air quality management has increased CO₂ emission reduction (Elnabawi et al., 2023). The absence of IoT sensors for waste management and shore power infrastructure increases the ineffectiveness. This technological gap curbs full compliance with MARPOL Annex VI requirements regarding emissions of sulfur oxide (SO_x) and nitrogen oxide (NO_x) alongside Egypt's ability to take part in a green shipping corridor.

4.2 Regulatory Gaps

Egypt's regulatory framework for EMSs still needs to be developed to cope with international standards. The pillar of national environmental legislation, Law 4/1994, needs to be amended to comply with the IMO GHG Strategy to decrease SO_x emissions of Egyptian ports.

Financial Gaps

Egyptian ports do not have access to the same financing instruments that both Rotterdam and Los Angeles do, which are public-private partnerships (PPPs) along with green bonds used to fund projects such as hydrogen bunkering infrastructure. Even though Egypt has potential for solar energy (Abdoos et al., 2025), financed renewable energy projects are not being used to their best use. Along with the lack of a national green port fund, further stagnates any progress. For example, Singapore has a model of decarbonization as Singapore's Maritime Green Future Fund

Localized Solutions

The particular context of Egypt necessitates the modification of the existing EMS framework. Circular economy practices need to be developed in Egypt, for example, solar-powered desalination of ballast water for use in waste-to-energy plants, and using solar-powered cranes and lighting systems in the Egyptian ports.

5- Discussion

The upgrading of EMSs in Egyptian seaports requires an integrated strategy that involves new technologies, appropriate legislation, adequate funding, and the engagement of local stakeholders. This section integrates the study's results within the global context of maritime sustainability and sets forth practical alternatives to address the discrepancy between Egypt's practices and the established international standards.

5.1 Technological Modernization and Digitalization

The Egyptian seaports significantly differ from Rotterdam and Singapore Ports in adopting advanced features such as artificial intelligence (AI) monitored air quality, emissions tracking through IoT, and supply chain blockchain technology. For example, Rotterdam's AI achieved a

27% reduction in CO₂ emissions (Durlík et al., 2024). Singapore ports digitalized traffic flow which decreased idle time by 25% (Yu et al., 2023).

Egypt's Ports' EMSs need to be developed to cope with the new amendments of MARPOL Annex VI and the IMO GHG Strategy. The phased implementation of shore power infrastructure, demonstrated by the Port of Los Angeles, has the potential to eliminate auxiliary engine emissions from berthed vessels, therefore complying with the 2030 decarbonization target set by the IMO (Mousavinezhad et al., 2024). Workforce skilling for digital tools, then pilot projects in AI adoption for the Egyptian ports, could act as a primary step to greater technological integration for the Egyptian Ports development according to Egypt Strategy 2030.

5.2 Regulatory Reforms and Governance

The foundation of Egypt's environmental policy, Law 4/1994, needs to set mandatory limits for the reduction of carbon emissions and has no provisions for controlling emission discharges. Such gaps undermine compliance with MARPOL Annex VI and the IMO Revised GHG Strategy (2023). Also, it should be adapted to the EU Emission Trading System (ETS). In contrast, Rotterdam was able to achieve a remarkable reduction in SO_x emissions, which was compliant with MARPOL Annex VI, due to its regulation (Papadopoulos et al., 2022).

5.3 Financial Mechanisms and Green Financing

The lack of mechanisms for green financing, including green bonds and public-private partnerships, limits Egypt's funding for renewable energy projects despite its ability to produce solar energy all year. Establishing a national green port fund would provide funding for solar energy and shore power systems. In addition, boosting investment by the private sector through tax incentives or expedited permit processes would further facilitate the shift to renewable energy.

5.4 Localized Solutions for Biodiversity and Circular Economies

Port management systems all over the world have incorporated bio receptive concrete to improve marine biodiversity to be compatible with SDG 12. Ports in Egypt need to develop plans in place to alleviate the negative consequences of dredging on the coral reefs. Also, constructing solar-powered desalination systems for ballast water reuse and setting up ecosystem service conservation zones could simultaneously solve these problems and take advantage of Egypt's solar energy. These policies would decrease the dependency on fossil fuels as well as transform Egyptian ports into leaders of sustainable maritime practices in the region.

5.5 Limitations and Future Research

Evaluating the socio-economic impacts of the modernization of EMSs, such as the employment impacts of green technology and the economic evaluation of renewable energy investment one of the best practices in future research related to modernizing environmental management systems in Egyptian seaports to align with global maritime transport trends. In addition, examining AI-powered digital twins for Egyptian ports may yield more detailed information regarding the reduction of emissions and efficiency of operations.

5.6 Policy and Operational Implications

The EMS modernization strategies are underpinned by Egypt's Vision 2030 and the National Strategy for Green Ports 2030. Decision makers need to implement a mixed approach based on the regional IMO decarbonization goals. Addressing the disparity between the global practices and Egypt's EMS features appears to necessitate a multifaceted approach that incorporates technological advancement, institutional strictness, financial creativity, and ecosystem protection. While Egyptian seaports are strategically located, their adoption of a proactive environmental leadership style would enable them to shift from habitually combating pollution as a reactive mechanism to controlling it. Not only will this drastic change result in better alignment with international standards, but it will also cement Egypt's position as a competitive maritime hub in the world.

6- Conclusion

The developing trends in maritime transport offers Egyptian seaports the golden gate to modernize their EMSs and put it in for global standards. There are certain hurdles to overcome, such as: lack of appropriate technology, regulatory mismatches, strained finances, and local resource idleness. These hurdles pose a unique challenge, but they also provide opportunities for growth and advancement. The abundant solar energy resources available to Egyptian ports, combined with their strategic geographical position, provide a fallback for adopting advanced technologies such as AI powered emission surveillance, blockchain cargo tracking, and shore power systems. Egyptian seaports poised to rapidly embrace sustainable practices by adopting international regulatory standards like the ammendments in MARPOL Annex VI and mobilizing green financing. This is achievable through realignment of local regulations to international ones and paving the gaps with green financing. Also, local setting the invariant guard rails focused on enhancing environmental performance goes further to extend Egypt's pivotal position in Arabian maritime sustainable roduction leadership.

Recommendations

To bridge the gap between Egyptian port EMSs and global maritime sustainability benchmarks, this study provides specific recommendations under four categories, namely policy alignment, technological modernization, financial innovation, and localized solutions. The study has borrowed these strategies from the vast array of best practices in leading ports such as Rotterdam, Singapore, and Los Angeles while considering Egypt's unique infrastructure set-up, regulation system, and ecology.

6.1 Policy Alignment

6.1.1 Regulatory Overhaul:

- Make Law 4/1994 consistent with international conventions such as MARPOL Annex VI and IMO Revised GHG Strategy (2023). Set binding targets for carbon intensity reduction (40% by 2030; 70% by 2050), penalizing non-compliance similar to the EU Emissions Trading System (ETS).

- Centralized Environmental Governance: Establish a unified regulatory authority to streamline enforcement and eliminate fragmented oversight.

6.1.2 Incentive Frameworks:

- Give tax holidays and subsidies on renewable energy investments done through the private sector. Rotterdam's experience in seeking public-private partnerships to fund its green hydrogen bunkering can be replicated.
- Establish a Green Port Certification Program that rewards adherence to IMO standards by giving discounts on port fees or fast-tracking berthing priority for vessels using low-carbon fuels.

6.2 Technological Modernization

6.2.1 EMS digitization:

- Carry out a pilot of AI-driven monitoring systems for air quality and emissions in Egyptian ports, using the same artificial intelligence that was employed in Rotterdam to achieve 27% less carbon dioxide emissions.
- Adopt logistics platforms with blockchain capabilities to improve transparency in emission reporting and waste management, which matches Singapore's digital twin frameworks.

6.2.2 Shore power infrastructure:

Start introducing shore power systems into high-traffic berths in the Egyptian ports to eliminate reliance on auxiliary engines. Los Angeles realized an 85% reduction in diesel particulate matter by electrification; Egypt could reproduce this either through UNDP or World Bank financing.

6.3 Financial Innovation

6.3.1 National Green Port Fund Establishment:

- Attract external grants (such as UNDP Climate Programs, and EU Green Programs).
- Create green bonds focused on port infrastructure leveraging Egypt's strategic location along the Suez Canal to get global investors.

6.3.2 Public-Private Partnerships (PPPs):

- Collaborate with renewable energy developers installing solar farms near ports, taking advantage of Egypt's solar potential. A good example is Port Klang.

6.4 Localized Solutions

6.4.1 Biodiversity Conservation:

- Classify the areas around Red Sea ports as coral reef protection zones, and impose restrictions on dredging that will help to reduce the degradation of ecosystems. Antwerp has used bioreceptive concrete to boost marine biodiversity, which can be copied.
- Incorporate circular economies through the conversion of waste generated by ships into energy. Rotterdam's waste-to-energy facilities produce 15% of the port's electricity; Egypt could do it with solar-powered desalination for ballast water reuse.

6.4.2 Solar-Driven Infrastructure:

- Construct terminals to install solar-powered cranes and automated guided vehicles (AGVs), based on the model developed by Shanghai that reduced terminal emissions.

6.5 Implementation Roadmap

Dimension	Global Benchmark	Egypt's Action Plan	Timeline
Technology	AI emissions monitoring by Rotterdam Port	Pilots' AI systems in Egyptian ports	2025–2026
Policy	EU ETS Compliance Frameworks	Implement changes to Law 4/1994 in accordance with the International Maritime Organization Goals.	2026–2027
Financial	Singapore's Maritime Green Future Fund	Initiate the National Green Ports Fund	2025–2026
Localized Solutions	Antwerp's bioreceptive concrete.	Establish protruded boundary regions for coral reef conservation in the Red Sea.	2025–2027

7- Future Research Directions

To facilitate the realignment of Egyptian seaports with global maritime sustainability trends, the following research approaches are necessary for accelerating the development of Environmental Management Systems (EMS) intended for Marine Ports:

- **Port Operations Technological Advancement:** Analyze the implementation of AI-powered digital twins and blockchain technology to streamline port activities and improve the accuracy of emissions reports. Investigate the potential of Egypt's infrastructural limitations, like grid capacity and renewable energy integration (solar-powered systems), to expand the scope of these innovations.
- **Legal Framework Social and Economic Impact Studies:** Estimate the socio-economic advantages and disadvantages of a compliance-aligned revision of Egypt's Law 4/1994 that includes mandatory carbon reduction goals of 40% by 2030 and 70% by 2050, and slaps EU ETS-like fines.
- **Finance Models for Development Aid:** Construct models for sovereign green bonds, PPP projects, and international climate change grants to finance shore power facilities and hydrogen bunkering infrastructure. Also explore Rotterdam's initiatives as a case study to adapt Egypt's investment in green hydrogen.
- **Domestic Renewable Initiatives:** Create solar-powered ballast water desalination systems and test bio receptive concrete to lessen the dredging's impact on corals of the Red Sea and further the efforts of SDG 14.
- **Stakeholder Collaboration:** Examine interdisciplinary approaches to engage multiple stakeholders, such as shipping firms and local communities, to collaboratively develop strategies for EMS modernization. Egypt can learn from the EU green corridors, such as Rotterdam to Shanghai.

- Longitudinal Monitoring: Monitor emission decreases, as well as employment opportunities arising from green technology and renewable undertakings' expenses in relation to returns within the framework of Egypt Vision 2030, and the National Strategy for Green Ports 2030 to prove compliance.

These proposed research topics focus on the deficiencies in technology, policy, finance, and ecology, and ensure that Egyptian seaports transform into sustainable, competitive international and regional centers. Emphasis on tailored collaborative innovation should further advance Egypt's integrated maritime and environmental developmental goals.

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