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Action Plan

Acting for reducing the CO₂ emissions of the road traffic in the Port of Nantes Saint-Nazaire



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Project Partner: PP4

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ABBREVIATIONS

ADEME	Agency for ecological transition
CARENE	<i>Communauté d'Agglomération de la Région Nazairienne et de l'Estuaire</i>
CEF	Connecting Europe Facility
CSR	Corporate Social Responsibility
ERDF	European Regional Development Fund
EU	European Union
GP	Good Practice
GPMNSN	<i>Grand Port Maritime de Nantes Saint-Nazaire</i>
GHS	Greenhouse Gas
GRDF	<i>Gaz Réseau Distribution France</i>
GUR	<i>Guichet Unique Réglementaire (One Stop Shop for regulatory inspection)</i>
IAPH	International Association of Ports and Harbours
ICT	Information and Communication Technologies
IRE	Interreg Europe
ITE	Industrial and Territorial Ecology
LNG	Liquid Natural Gas
MFF	Multiannual Financial Framework
NGV	Natural Gas Vehicle
PCS	Port Community System
PPE	<i>Programmation Pluriannuelle de l'Electricité</i>
ROP	ERDF/ESF Operational Programme
SITL	<i>Salon International du Transport et de la Logistique</i>
SIVEP	Border Veterinary and Phytosanitary Inspection Service
SRADDET	Schéma Régional de l'Aménagement du Développement Durable et de L'Egalité des Territoires
SNBC	Stratégie Nationale Bas Carbone (National Low-Carbon Strategy)
SYDELA	Syndicat Départemental d'énergie de la Loire-Atlantique
TEN-T	Trans-European Transport Network



1 PART I – GENERAL INFORMATION

Project	SMOOTH PORTS
Partner Organisation	Grand Port Maritime de Nantes Saint Nazaire
Other Partner Organisations involved:	
Country	France
NUTS2 Region	Région Pays de la Loire
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Key data about the Smooth Ports project

Project start and end date: 01/08/2019 – 31/01/2023

Budget: 1.139.601 €

Lead Partner: Free and Hanseatic City of Hamburg, Ministry of Economy and Innovation
Policy instrument: Operational ERDF Programme 2014-2020 of the Free and Hanseatic City of Hamburg

Partner: Port Authority Network Northern Tyrrhenian Sea (PP3)
Policy instrument Interreg Italy-France Maritime

Partner: Port of Nantes Saint-Nazaire Authority (PP4)
Policy instrument ERDF/ESF Operational Programme 2014-2020 (ROP)

Partner: Municipality of Monfalcone (PP5)
Policy instrument Urban area traffic plan "P.T.A.U"

Partner: Regional Administration Varna (PP6)
Policy instrument: Bulgarian Operational Program "Transport and Transport Infrastructure" (OPTTI 2014-2020)



Project summary

Ports have been vital gateways for prosperity and engines for growth over centuries. While they constitute an important economic asset for their regions, they can also have significant negative environmental impacts.

Inefficient road traffic in port areas causing CO₂ emissions has been much overlooked in the past. It involves a complex network of different stakeholders engaged in various kinds of daily port activities, in particular in the course of transporting goods, operational and clearance procedures – all powered by CO₂ intensive fuels.

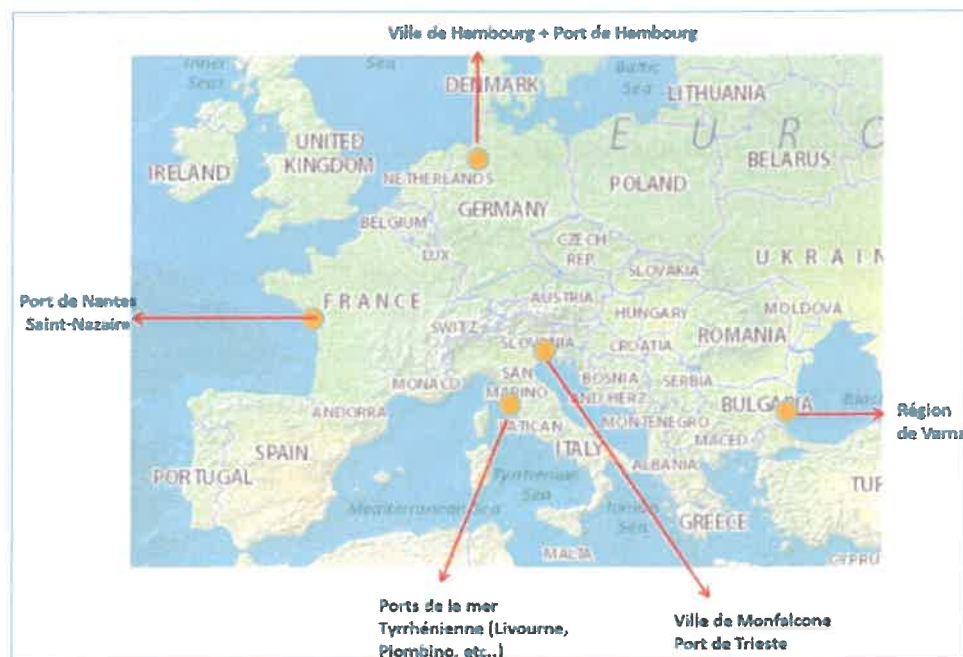
Optimizing road traffic in port areas and developing strategies for smooth and efficient transport flows has been a crucial challenge for policy makers in order to reduce CO₂ emissions. However, in most European regions, structural funds programs or other relevant policy instruments, have neglected to address this problem in the past.

The SMOOTH PORTS project sets out to change that.

Source: website: <https://www.interregeurope.eu/smoothports/> - consulted on 1/12/2022

The SMOOTH PORTS project is paneuropean and "Fit for 55" minded.

Figure 1: a pan European approach of emissions reduction in Port areas





2 PARTIE II – POLICY CONTEXT

The **EU Cohesion Policy** is the base of the SMOOTH PORTS project.

The SMOOTH PORTS project runs between two periods, the 2014-2020 and the 2021-2027.

Period 2014-2020:

The EU Cohesion Policy has set **11 thematic objectives** supporting growth for the period 2014-2020.

The objective 4 is "**Supporting the shift towards a low-carbon economy**".

The Port of Nantes Saint-Nazaire aims to address this objective through the Regional ERDF/ESF Operational Programme 2014-2020 of the Pays de la Loire Council.

Period 2021-2027:

The next EU Cohesion Policy has set a shorter, modern menu of **5 policy objectives**.

1. a more **competitive** and **smarter** Europe
2. a **greener**, low-carbon transitioning towards a net zero carbon economy
3. a more **connected** Europe by enhancing mobility
4. a more **social** and **inclusive** Europe
5. Europe closer to **citizens** by fostering the sustainable and integrated development of all types of territories

Source : https://ec.europa.eu/regional_policy/en/policy/how/priorities

Furthermore, the current SMOOTH PORTS Action Plan takes into account the main Policy evolutions occurred since 2018 the project genesis at 5 levels: European Union, France and Region Pays de la Loire, Cities and Port Authority.

European Union (EU):

11/11/2020: In order to cope with the Covid-19 sanitary crisis, the European Union decided on a budget of 1.800 trillion euros for the 2021-2027 period:

- On the one side, the 1,074 trillion € **Multiannual Financial Framework** (MFF) running from 2021 to 2027
- On the other side, the 750 billion € financial instrument EU Recovery Plan, named **NextGenerationEU**.



The funding allocated to **the fight against the Climate Change** amounts to 600 billion €, corresponding to 30 % of the total (**MFF + NextGenerationEU**).

14/07/21: The EU Commission adopted a package of proposals named "**Fit for 55**". This Policy proposal aims at reducing by 55 % the EU27 net greenhouse gas emissions by 2030 compared to 1990 levels.

EU aims at becoming the world's first climate-neutral continent by 2050.

France:

2018: France adopted

- its **Multiannual Energy Program (PPE)**
- its **National Low-Carbon Strategy (SNBC)** adopted in 2018, which aims to cut French greenhouse gas emissions by 75% by 2050

24/12/2019: publication of **The Mobility Orientation Law (LOI n° 2019-1428)**

3/09/2020: The French State presented on its **Recovery Plan**, which amounts to 100 billions €, of which 30 % is signposted to **ecology**:

"30 billion euros will be earmarked to speed up the greening of the economy, for investments in energy performance renovations for buildings, in "green" infrastructure and mobility, to reduce the carbon-intensity of manufacturing processes, and in the development of new green technologies (hydrogen, biofuels, recycling)"

Source : Ministère de l'Economie, des Finances et de la Relance

22/08/2021: The Climate and Resilience law (**LOI n° 2021-1104**). The core issue of this legislative text is the fight against the climate change and the reinforcement of the resilience in order to cope with its effects.

Region des Pays de la Loire :

2021 : The Pays de la Loire Regional plan for Spatial planning, Sustainable Development and Equality (*Schéma Régional d'Aménagement, de Développement Durable et d'Égalité des Territoires (SRADDET)*)

Cities of Nantes and Saint-Nazaire:

07/12/2018: **Territorial Climate, Air and Energy Plan (PCAET)** - Nantes Métropole



30/04/2019: **Territorial Climate, Air and Energy Plan (PCAET) - CARENE**
(Saint-Nazaire)

Port Authority of Nantes Saint-Nazaire:

The current addressed Policy is the Strategic Plan 2021-2026 of the Port Authority.

03/12/21: The Port Authority of Nantes Saint-Nazaire adopted its 2021-2026 Strategic Plan for the period running from 2021 to 2027. The Port aims at becoming the "**National Ecoport of Western France**" and sets 3 mains objectives.

- *"delivering successfl energy and ecological transition",*
- *"consolidating the Port's role as the maritime gateway to Greater Western France"*
- *"serving the economic and social development of the Loire Estuary"*

Source: <https://www.nantes.port.fr/en/news/becoming-greater-western-frances-national-ecoport>

The scale of action for the current SMOOTH PORTS project is the Port area (territory).



3 PARTIE III – DETAILS OF THE ACTIONS ENVISAGED

THE ENVISAGED ACTIONS take into account 3 sources:

- **The first phase of the Project SMOOTH PORTS**
- **The Port of Nantes Saint-Nazaire Policy**
- **The Interreg Europe Policy platform**

1. The first phase of the Project SMOOTH PORTS (01/08/2019 - 31/01/2022)

The main purpose of the first phase of the SMOOTH PORTS Project was interregional learnings thanks to the **status quo** studies and reports and the definition of 10 **Good Practices** (2 by partner) and the 3 physical **stakeholders meetings** held in Hamburg, Livorno and Monfalcone.

Since February 2019, the first phase was affected by the Covid-19 pandemic. **The first learning was to adapt the Project to this difficult background. The lead partner**, the Ministry of Economy, Transport and Innovation, Free and Hanseatic City of Hamburg, managed since the beginning of the Project to ensure cohesion between partners (teambuilding) and efficiently animate the Project. This cohesion ensured a good progress of Project during the peaks of the sanitary crisis.

The diversity of partners was fruitful in this phase. Indeed, the SMOOTH PORTS project brings together 6 partners from 4 countries: Germany (2); France (1), Italy (2) and Bulgaria (1). These partners are Port Authorities, Municipalities or Regional Administrations

- 3 Port Authorities : Port of Hamburg Marketing / Port of Nantes Saint-Nazaire Authority / Port Authority Network Northern Tyrrhenian
- 2 Municipalities : Hamburg / Monfalcone
- 1 Regional Administration : Varna



THE ENVISAGED ACTIONS take into account the **4 levers** selected by **SMOOTH PORTS** partners during the first phase:

- Improvement of procedures for the clearance of goods in order to deliver a regulatory procedure smoothness to Port users
- Easing the use of alternative fuels in order to mitigate CO₂ road emissions in the Port area
- Development of ICT solutions
- Modal Shift (added by partners Monfalcone-Trieste and Varna and selected as Good Practices)

Table 1: the 10 SMOOTH PORTS Good Practices (GP)

<i>Hamburg (City and Port)</i>	<i>Port of Nantes Saint-Nazaire Authority (Port)</i>	<i>Port Authority Network Northern Tyrrhenian (Port)</i>	<i>Monfalcone and Trieste (City and Port)</i>	<i>Varna (Port and Région)</i>
Slot management for veterinary control	SIVEP Border Inspection Post	Tuscan Port Community System	Slabs (steel) modal shift	Renovation of rail infrastructure
Application MYBOXPLACE	Station NGV	Port Carbon Footprint Assessment and methodology	E-mobility in the Ports of Trieste et Monfalcone	Conveyor belt at the port terminal Varna West

 *Regulatory procedure smoothness (2 GP)*

 *Carbon footprint and alternative fuels (3 GP)*

 *Digital (2 GP)*

 *Modal shift (3 GP)*



The 5 SMOOTH PORTS study visits carried out during semester 1 (Hamburg), semester 2 (Livorno), semester 3 (Antwerp), semester 4 (Nantes Saint-Nazaire and Varna) and semester 5 (Monfalcone and Trieste) delivered useful learnings for the Project.

- **Hamburg (27/09/2019)** : Port terminals and Border Inspection Facilities
- **Livorno (06/02/2020)** : Port terminals, Logistics Platform and Mobile Inspection Facility
- **Antwerp (03/12/2020)** : Border Inspection Post (online)
- **Varna (16/06/2021)** : port facilities and challenges
- **Nantes Saint-Nazaire (17/06/2021)** : Port terminals, NGV station, SIVEP and app "A Bon Port"
- **Monfalcone and Trieste (23/09/2021)** : Port terminals, intermodality, e-mobility

The completion of the first assessment of the road emissions. Using a shared methodology (ref: IAPH), it was carried out by the consulting firm EGIS during 2020. The reference year of the traffic reference was 2018 and converted in trucks load, with loading ratio and the port road network characteristics. The light vehicles traffic was taken into account. The assessment puts to the fore their importance in some port areas.

Table 2: Assessment of road emissions

Type	Volume (2018, in tons)
CO2	12 800
PM10	26.5
PM2.5	7.7
N02	8.2
SO2	0.3

Source: page 19. Emission Assessment Study of Nantes Saint-Nazaire Port
https://www.interregeurope.eu/fileadmin/user_upload/tx_tevprojects/library/file_1618229967.pdf

The results of the assessment were presented to stakeholders on 22 September 2021 during the event Grand Opening of the NGV station in Montoir.



Furthermore, it is important to put this assessment results in view with other CO₂ emission sources in the Estuary:

- Port Authority of Nantes Saint-Nazaire : 6 712 tons in 2020 (according to its CSR report ²of the Port Authority)
- major industries located in the Loire's Estuary : about 2,4 Mt in 2019

Table 3: Emissions of major industries located in the Loire's Estuary

Industry	Site	Company	Emissions (2019, in tons)
Crude Oil refinery	Donges	TOTALENERGIES RAFFINAGE	1 026 412
Power plant (gas-fired)	Montoir de Bretagne	SPEM ENGIE THERMIQUE France	779 990
Power plant (coal-fired)	Cordemais	EDF	542 031
LNG terminal	Montoir de Bretagne	ELENGY	44 530

Source : p 22, "L'état de l'environnement industriel 2020 en Pays de la Loire" – DREAL

2. The Port of Nantes Saint-Nazaire Policy

The Policy instrument of the Port Authority is the Strategic Plan 2021-2026

A meeting of the Supervisory Board of Nantes – Saint Nazaire Port Authority was held on 3rd December 2021, presided over by Christelle Morançais, the Chair of Pays de la Loire Regional Council, to adopt Nantes – Saint Nazaire Port's 2021-2026 strategic plan.

This decision brings to a close a collaborative initiative which has been undertaken over the past two and half years with all the stakeholders in port-based activities on the Loire Estuary (firms and companies, local authorities, agencies of Central Government, environmental associations, personnel representatives...).

Nantes Saint-Nazaire Port's stated ambition is to become the "Greater Western France's National Ecoport". Its strategic plan is articulated around three major objectives: "delivering successful energy and ecological transition", "consolidating the Port's role as the maritime gateway to Greater Western France" and "serving the economic and social development of the Loire Estuary".

The 2021-2026 strategic plan is an important stage in the construction of Nantes – Saint-Nazaire Port's new economic model. To offset the decrease in fossil energy activities, there is a focus on activating new growth drivers, including the conduct of real-estate projects for the logistics and tertiary sectors, and the creation of services permitting the development of the emerging offshore floating wind turbine sector. Actions are also being undertaken to promote the growth of bulk cargo and general

² Source : p 46, GPMNSN CSR report rapport RSE 2020



cargo traffic, including containers and ro-ro, to the benefit of firms and companies in Greater Western France.

<https://www.nantes.port.fr/en/news/becoming-greater-western-frances-national-ecoport>



Photograph: Franck Badaire – Nantes Saint-Nazaire Port

Sustainability is one of the major priorities for the Port Authority. Nantes – Saint Nazaire Port is a public enterprise corporation in which the State is the sole shareholder. One of its missions is to:

*Studies **how best to develop its port area** in collaboration with other public sector and private-sector stakeholders in the Region, seeking to **achieve a balance between economic and social needs and environmental protection concerns.***

<https://www.nantes.port.fr/en/nantes-saint-nazaire-port/our-missions>

The Port of Nantes Saint-Nazaire is committed to **sustainability** through 4 actions:

- **Smooth Ports**
- **Greenhouse Gas Emissions challenge**
- **Industrial and Territorial Ecology**
- **Management of onshore waste**

Along with the **Greenhouse Gas Emissions challenge**, the Action Plan will take into account especially the ITE and the **Smart Port Initiative**.

Industrial and Territorial Ecology (ITE)

Industrial and Territorial Ecology (ITE) is one of the 4 Port commitment to sustainability along with the assessment of Greenhouse Gas Emissions, the Smooth Ports initiative and the management of onshore waste.



ITE started in 2014. Saint Nazaire Port and Saint Nazaire Urban Area District Authority (CARENE) launched a joint industrial ecology initiative covering the territories of Saint-Nazaire, Montoir de Bretagne dans Donges port activities areas.

Since 2014, several studies were carried out focusing on topics as the CO₂ capture, a heating network, smart grids, hydrogen potential and photovoltaic solar energy.

Source : <https://www.nantes.port.fr/en/our-commitments/acting-favour-environment/sustainability-port-related-activities>

The Smart Port initiative

In 2018, the Port Authority launched a Smart Port initiative with the support of Regional Community players and stakeholders in port-related activities on the Loire Estuary, namely Pays de la Loire Regional Authority, Loire Atlantique Departmental Authority, Nantes Metropolitan District Council, Saint Nazaire Urban Area District Authority, the Nantes – Saint Nazaire Chamber of Commerce and Industry, Nantes Ports Maritime Union, the PMBA Brittany-Atlantic Region Maritime Cluster and the PASCA Atlantic Supply Chain and Procurement Organization.

<https://www.nantes.port.fr/en/our-commitments/smart-port-initiative>

3. The Interreg Europe Policy Learning Platform

The global activity of the Platform (*in 2021: 2.250 Good Practices inspiring solutions to improve regional policies, 52 Policy learning events (workshops, webinars, online discussions), 10 peer reviews*) is very fruitful for the SMOOTH PORTS project.

The Platform "**low-carbon economy**" part covers the 4 strategic topics in relation with SMOOTH PORTS

- Energy efficiency
- Low-carbon strategies
- Renewable energy
- Sustainable transport

The attendance to the following events brought positive input to the Action Plan brainstorming:

07/07/2020: attendance to an **online discussion** "Making public transport safe and attractive in the COVID pandemic

24/06/21: participation to this **e-workshop** 'Championing sustainable energy in SMEs', related to SME and sustainable energy

28/10/2021: participation Policy Learning Platform **matchmaking meeting** with the Port of Santa Cruz, Tenerife, Spain



THE ACTIONS TO BE IMPLEMENTED DURING THE PHASE 2 OF THE PROJECT

The Action Plan is mainly based on the 2 **Best Practices valued** in the first phase and will focus on **promotion of alternative fuels** and **regulatory procedure smoothness**.

Two Actions are linked to two **Best Practices** and one linked to **the digital Practice** presented during the Nantes Consortium meeting on 17 June 2021.

Alternative fuels:

Priority Action: promoting the use of alternative fuels in the Port area with a focus on the **NGV public station in Montoir de Bretagne**

Action: carrying out a feasibility study of the Port Authority fleet conversion to alternative fuels

Regulatory procedures smoothness:

Priority Action: creating a working group on **SIVEP** performance in order to improve the operational process

Digitalization:

Action: analyzing the learnings of the app "A Bon Port"

Communication:

Action: communicating on the progress of the Action Plan



1.1 PRIORITY ACTION: promoting the use of alternative fuels

1.1.1 BACKGROUND

This Action is based on the **Good Practice "NGV Station in Montoir"** valued during **first phase**. The Action is in the course of the long-term cooperation with the following stakeholders, SYDELA and CARENE in order to develop the NGV in the territory. Indeed, the The Port Authority is committed for a decade in the use of alternative fuels, both and the seaside and on the shoreside. It is useful to present shortly the main results **on the seaside and on the shoreside**.

On the seaside:

The Port Authority major accomplishment in this field is the fuel conversion to LNG of the short-sea vessel-type (Trailing Suction Hopper Dredger) "Samuel de Champlain" in 2019, through an **UE Connecting Europe Facility "Motorways of the Seas" Project** called "S/F SamuelLNG for a Blue Atlantic arch" with a consortium of 12 members, including the French ports of Nantes-Saint-Nazaire, Le Havre and Rouen, but also the Spanish ports of Vigo and Gijon and their technical partners, and Central Dredging Association (CEDA).

The fuel consumption associated with the mobile suction dredger Samuel de Champlain accounts for the largest share of greenhouse gas emissions (between 69 and 73 % of the emissions). It should be noted that this type of emissions decreases significantly in 2019, as a result of the LNG retrofit work on the dredger, which meant that she did not return to the Loire Estuary until the end of June 2019. The LNG retrofit of this dredger will permit:

- *the virtual elimination of sulphur oxide and fine particle emissions;*
- *a 65 % reduction in nitrogen oxide emissions;*
- *a reduction in greenhouse gas emissions in the order of 15 to 20 %;*
- *a decrease in the volumes of carbon dioxide and particles going beyond the existing standards.*

Source: <https://www.nantes.port.fr/en/our-commitments/acting-favour-environment/sustainability-port-related-activities>

On the shoreside

The Port Authority is committed in the smoothness of road transport in its port area, thanks to the provision of infrastructure and services. In 2016, the Port identified a potential of development of distribution of alternative fuel in its area. The existing NGV stations are in Nantes (50 km) or Vannes (100 km). The Port Authority launched in



March 2018 a Call for Expression of Interest for setting up a NGV station at the bottom of the Saint-Nazaire Bridge, dedicating a 6.000 m² land to this activity.

In the same way, the local public enterprise "*Syndicat Départemental d'Énergie de la Loire-Atlantique*" (SYDELA) was prizewinner of the ADEME call for **project "GNV/bio GNV"** with the partnership of the city of Saint-Nazaire and the CARENE.

This became a **public station project** by 2018 thanks to the association of the Port Authority, SYDELA Énergie 44, the French Agency of Ecological Transition ADEME and the French leading gas distribution operator GRDF. This project is now completed with the opening of the NGV station in the Port area of Montoir de Bretagne, both close to the terminals, the industrial area and the city of Saint-Nazaire. The station operator is the company Providiris with a V-Gas branding. The daily capacity of this station amounts to 50 trucks or 500 light vehicles.

1.1.2 ACTION

This Action addressed the Port Strategy 2021-2027 and is on the pathway of sustainability.

The NGV station Grand Opening took place on 22 September 2021. This is a milestone for developing the use of alternative fuels in the Port area. During this event, the audience of the Port was eager to know more on environmental and economic performance of the alternatives fuels and their best use: heavy vehicles, light vehicles, handling equipment, etc...)

This Action focuses on promotion by different means:

- Making an inventory of alternatives fuels availability in the Port area
- Giving accessibility of these alternatives fuels to users
- Acquiring the basic economics knowledge of these alternative fuels, in order to assess the competitiveness of the different fuel solutions for different user's cases

The promotion tools of the Port Authority will be used for this Action: the Port website, surveys, fairs, events, etc... Subject to the agreement of the local partners, a focus on should be done.



The Action in short:

The Marketing directorate is in charge of promotion and competitiveness of the Port. The issue of alternative fuels is dealing with these topics. The Marketing directorate, with its two departments, Competiveness and Supply Chain, is due to pilot this Action.

During 2022, the 3 milestones of this Action are:

April 2022: Promoting the Alternative Fuels during the main Transport and Logistics Fair in Paris

Mid- 2022: Conducting a survey on fuels used by the road companies operating in the Port area

Autumn 2022: Organizing a stakeholder workshop for the first operational year of the NGV station, with a focus on BioGNV potential.

1.1.3 PLAYERS INVOLVED

The main players involved in this action are the Marketing Directorate of Port Authority, the SYDELA and other relevant stakeholders of the Port community participating to Port events.

1.1.4 TIMEFRAME

The Action will be carried out during 2022 (cf: milestones)

1.1.5 COSTS

The Action will be accommodated in the regular budget of the Port Authority.

For the main Transport and Logistics Fair in Paris (SITL), the budget is about 65 k€ (stand, etc...).

For the workshop, the budget amounts to 5 k€.

1.1.6 FUNDING SOURCES

The funding source is the 2022 budget of the Port Authority, approved on 03/12/2021.



1.2 ACTION: studying the conversion of the GPMNSN fleet

1.2.1 BACKGROUND

The action results of the Smooth Ports learning. The first phase delivered an inspiring Good Practice "**E-mobility in the Ports of Trieste and Monfalcone**".

1.2.2 ACTION

In its Policy Instrument, the 2021-2026 Strategic Plan adopted on 03/12/2021, the The Port Authority aims to become the **the National Ecoport of Western France**.

The Port Authority is itself committed in the carbon footprint reduction of its own activities.

The Port Authority currently operates a **200 vehicles fleet** for its own activities, ranging from light vehicles to heavy trucks. These vehicles are today fueled either by gasoline or by gas-oil.

The Port Authority decided in 2021 to study the feasibility of conversion of this fleet to alternatives fuels.

1.2.3 PLAYERS INVOLVED

This Action is focusing on the Port Authority corporate fleet. The players are the following departments belonging at 3 different Directorates:

Energy Transition and Estuarine Ecology Department (Planning & Development, Environment and Property Management Directorate)

General Affairs Department (General Secretariat)

Maintenance and Technical Service Provision Department (Asset Management Directorate)

The Energy Transition and Estuarine Ecology Department is piloting this Action.

The Action in short

The kick-off meeting was held in June 2021, powered by a presentation of the different fuel solutions made by a fuel provider. The first priority of the Action is to understand the requirements of the Port Authority's users.



This means to collect by users the relevant data on the fleet and its use (type, age, location, etc.).

Another task is to benchmark local experience: subject to their agreement, the Port aims at benefiting from the SYDELA expertise and to learn from the underway study lead by the CARENE on the renewal of their fleet: bus, garbage trucks, etc...

1.2.4 TIMEFRAME

This Action will be carried out during 2022.

1.2.5 COSTS

The Action will be accommodated in the regular budget of the Port Authority.

1.2.6 FUNDING SOURCES

The funding source is the 2022 budget of the Port Authority, approved on 03/12/2021.



1.3 PRIORITY ACTION: performance of the SIVEP - the Border Inspection Post

1.3.1 BACKGROUND

The smoothness of regulatory procedures is at the origin of SMOOTH PORTS project. This challenge was confirmed during the first phase by the **on-site Port visits** in Hamburg (September 2019) and Livorno (February 2020) and the **virtual presentation** of the Border Inspection Post of the Port of Antwerp (December 2020).

The Hamburg **Good Practice "Slot management system for veterinary control"** has to be taken into account as an important contribution for this Action.

The Grand Opening of the new SIVEP - the Border Inspection Post took place during the first semester of SMOOTH PORTS project. It resulted from a long decision-making processing involving many stakeholders.

As a TEN-T core Port, the Port of Nantes Saint-Nazaire already accommodated a SIVEP, built in the 1990's, and progressively unsuitable to the controls generated by the EU regulations.

A new equipment was required. The operational project associate the users and the administrations and started in 2016 and lead to a first important decision : to keep the location of this SIVEP inside the terminal in order to ease the control of the imported containerized goods and to keep these latter at the border gate (Customs).

It was decided to build a new building suited to the Administrations (Veterinary, Phytosanitary and Customs) requirements, located inside the largest container terminal of Western France (Terminal du Grand Ouest (TGO)). The premises officially opened in October 2019.



Figure 3, the "one stop shop" SIVEP facility in Montoir de Bretagne



Source: Franck Badaire – GPMNSN

1.3.2 ACTION

The Action addressed the Port Policy Instrument, its 2021-2027 Strategic Plan and aim to combine competitiveness and reduction of road traffic.

Opened in October 2019, the Port Authority and the other stakeholders decided to analyse the first operational results in order to improve its smoothness for the benefits for all the stakeholders. It was then decided early 2021 to establish a working group in order to:

- analyze the operating process of the SIVEP in Montoir de Bretagne,
- to be informed of the evolution of the regulatory requirements
- to improve the operational process
- to optimize the way of goods
- to facilitate the transit of goods

The Action in short

Kick-off meeting held on 14 June 2021 providing

- quantitative statistics : number of containers checked, nature of control, etc..
- qualitative results collected to the users and administrations

It was already decided during this meeting to carry out these different tasks in 2022:



- to hold a technical meeting twice a year
- to write of a **Good Practices guide**
- to find a way of anticipating the control in order to ease the handling operations
- to brainstorm on a paperless solution

1.3.3 PLAYERS INVOLVED

The Marketing Directorate, with its Supply Chain department, is piloting this Action, with the expertise of the Information Systems department (General Secretariat).

The Port Authority associates to this Action the Port Community Association (*Union Maritime de Nantes Port (UMNP)*), the Administrations the PCS company AGIF+, the forwarding agents and the terminal operator (*Terminal du Grand Ouest, TGO*).

1.3.4 TIMEFRAME

This Action started in 2021 and will run during 2022 and beyond.

1.3.5 COSTS

The Action will be accommodated in the regular budget of the Port Authority.

1.3.6 FUNDING SOURCES

The funding source is the 2022 budget of the Port Authority, approved on 03/12/2021.



1.4 ACTION: the learnings of the app "A bon port"

1.4.1 BACKGROUND

The App "A bon port" was presented during the Nantes virtual meeting held on 17/06/21 and was positively welcomed. This App inform people of the state of the bridges and locks in the Saint-Nazaire area. **The emissions assessment** (statu-quo study) carried out during the first phase put into light the importance of road traffic, light and heavy vehicles in this area, due especially to the industrial activity. In the learning phase, this challenge was shared with **Hamburg Good Practice MYBOXPLACE**, which focused on transportation of empty containers.

Figure 4: easing the public use of bridges in Saint-Nazaire Port area



The Port Authority wants to bring real-time informations to people in order to inform them of the state of the bridges and locks in Saint-Nazaire Port area (expression of needs of users) and improve their mobility. The infos include the works periods and the incidents hampering the use of the bridges.

The Port Authority considers that these infos contribute to improve the road flows and therefore to mitigate the emissions in this Port area;

In order to carry out this Project / Action, The Port Authority organized a Hackaton on November 2019. One of the prizewinner was backed in order to develop the app "A bon port". The app "A bon port" was launched on 25 June 2020.



Figure 5: the app "A bon port"



1.4.2 ACTION

The Action addressed the Smart Port initiative launched in 2019. It aims to assess the app after a first year of operations.. The Action includes:

- **Assessment** : Drawing up the first results and learn the lessons
- **Learnings**: Benefiting of the experience of the other partners.. These topics could be : **Hamburg solutions** for improving the management of road traffic in the Port area) / **MYBOX PLACE (GP) / PCS Trieste Monfalcone (GP)**

The Action in short

- Collection of datas about A Bon Port (First quarter 2022)
- Carrying out a survey related to the use of A Bo Port (second quarter 2022)
- Organizing webinars with other Project Partner

1.4.3 PLAYERS INVOLVED

The Information Systems department (General Secretariat) is leading this Action, with the assistance of the Marketing Directorate. The app developer is due to be associated to this Action.

1.4.3.1 TIMEFRAME

This Action will be carried out during 2022

1.4.4 COSTS

The Action will be accommodated in the regular budget of the Port Authority.

1.4.5 FUNDING SOURCES

The funding source is the 2022 budget of the Port Authority, approved on 03/12/2021.



1.5 ACTION: communicating the Action Plan progress

1.5.1 BACKGROUND

Communication is part of the SMOOTH PORTS INTERREG EUROPE project. It is essential for the Project, both for the Partners, the Stakeholders. It was especially important in the first phase, which mainly carried out during the pandemic will all the related restrictions in terms of meetings organization.

1.5.2 ACTION

The completion of the Port Strategic Plan 2021-2027 involves a strong communication, especially for all its commitment into sustainability.

The aim of this Action is to inform regularly on the Action Plan, by delivering news and results to the stakeholders, both locally and on a European level, thanks to the SMOOTH PORTS website and #smoothports.

The Action in short

During 2022, the Action will use GPMNSN corporate website, newsletter, press release, activity report, webinars, etc...

The forecasted events are:

April 2022: The main Transport and Logistics Fair in Paris, the SITL ()

Autum 2022: The stakeholder workshop for the first operational year of the NGV station

1.5.3 PLAYERS INVOLVED

The Marketing Directorate and the Communication department (General Secretariat) are in charge of this Action. The relevant stakeholders are due to be associated.

1.5.4 TIMEFRAME

This Action will be carried out during 2022

1.5.5 COSTS

The Action will be accommodated in the regular budget of the Port Authority.

1.5.6 FUNDING SOURCES

The funding source is the 2022 budget of the Port Authority, approved on 03/12/2021.



Date: 23 / 02 / 2022

Signature: _____

Stamp of the organisation (if available): _____

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