



European Union  
European Regional  
Development Fund



# SMOOTH PORTS Newsletter

11/22

## REDUCING CO2 EMISSIONS IN PORTS

SMOOTH PORTS wants to utilise the differences of the project partners' ports through an exchange of effective tools and best practices.

A key focus lies on finding optimal procedures for the clearance of the goods that are so vital for society and commerce – making their processing speedy and avoiding unnecessary burdens on environment and people.

A further focus regards on the different approaches regarding Information and Communications Technology solutions for various traffic related port activities as well as on the question what alternative fuels can power port activities in the future.

The Project Partners are from Bulgaria, France, Italy and Germany.

SMOOTH PORTS (Reducing CO2 emissions in Ports) is an Interreg Europe project running from Aug 2019- Jan 2023 with a budget of approximately EUR 0,95 million.





## The Second Season of the Smart Port Hackathon Is Up and Running!

Following the success of Season 1, the realization and advancement of several digital solutions, Nantes Saint Nazaire Port's Smart Port Hackathon is back!

Students, start-ups, digital technology companies, Port Community players and shippers, institutional partners, take up the challenge with Nantes Saint Nazaire Port on 22nd, 23rd and 24th November at the Halle 6 Technology Centre in Nantes!

Being committed now more than ever to ecological and energy transition, Nantes Saint Nazaire Port's ambition is to become Greater Western France's National Ecoport. The Port Authority is giving itself 10 years in which to completely change its economic model, which at present is heavily dependent on the maritime traffic volumes generated by fossil fuels. Engaged in a Smart Port approach since 2018, Nantes Saint Nazaire Port is thinking outside the box once again by inviting stakeholders in port-related activities, students, digital technology companies, shippers, and port-based firms to play a role in its transformation by taking part in the second edition of the Smart Port Hackathon.

This event will be held on 22nd, 23rd and 24th November 2022 at the Halle 6 Ouest Technology Centre in the Île de Nantes District of the City of Nantes.

The aim: to devise and to build the digital solutions of tomorrow, around the following five challenges:

1. Enhancement of Port Authority Real Estate
2. Energy Transition
3. Circular Economy
4. Logistical Flows
5. Digital Community





## Final Conference Smooth Ports

The Smooth Ports Partners came together in the Hanse-Office in Brussels to present their overall and individual results achieved in Smooth Ports. The Joint Secretariat of the Interreg Europe Programme gave an interesting presentation of the Smooth Ports context to the funding priority within the programme and an overview of the new Interreg Europe Programme during the funding period 2021 – 2027.

The Joint Secretariat thanked the partnership for the invitation and congratulated the partners to a successful project implementation.

Afterwards, all partners presented shortly the status of implementation of the action plans in their regions. All partners are in close contact with their stakeholders and the implementation process is ongoing.

Furthermore, stakeholders and partners came together again to follow a very interesting panel discussion on sustainable port development and traffic management in European ports. Before the panellists discussed the topic, short presentations were provided.

The discussion very much focussed on the goals of Fit for 55, the regulatory framework needs and how they need to be 'workable' if the goals are to be achieved within the planned timeframe. Onshore Power Supply (OPS) turned out to be a topic of high interest in the discussion, as it is part of the EU's preferred Policy Option 2 in the current regulatory discussion. OPS involves a lot of investments and with the current energy crisis, there are also a lot of open questions of raising energy costs versus cheaper current fuel alternatives for vessels. The big question will also be, how to encourage the uptake of alternative fuel usage by shipowners and how to already bring shipping companies to invest in new vessels with the relevant alternative fuel ability, since vessels are constantly built and are in service for an average of more than 20 years. That part of the discussion then also brought up, which alternative fuel will be making the race. LNG will most likely be a bridging fuel, hydrogen is expensive and complex. Also, ports cannot and should not have to offer all types of alternative fuels, as that is costly and does not make sense.



## Final Conference Smooth Ports

The most critical issue is the transition period before the respective EU regulation will be in place. In this period, the operation of the OPS systems must be secured in order to keep the system alive and up and running as from 2030 when the use is obligatory. The partners agreed that it would be very helpful if these topics could be analysed in more detail and internationally in a new project.

The second day started with a steering group meeting, followed by a partner meeting. The project management explained that the last report was finally approved.

The physical presence of the partners was used to discuss open questions on the Action Plans, communication, and reporting activities in Phase 2 of the project. It was also agreed that there will be at least two more virtual meetings in November and January, before the project officially comes to an end.

The project management pointed out that it is important in the second phase that the implementation process is ongoing, and the success monitored.





## Exchange of Experience

In the afternoon of the second day, the project partners and stakeholders visited the Port of Antwerp-Bruges's Border Inspection Post, as COVID-19 only made it possible to do a tour virtually previously.

Colleagues from the Port of Antwerp-Bruges explained in detail the procedures of customs controls, veterinary checks, and further regular controls of containers. The Smooth Port partners had the chance to see the container scanner equipment and to take part in a veterinary control. It was very interesting, and the stakeholders could ask many questions and see how things are done here in Belgium. On the way back to Brussels, the issue of traffic in ports could be experienced first-hand, showing how important it is to offer more and more means to 'smoothen' the logistics and supply chains in ports, to reduce emissions and traffic.

Port of Hamburg Marketing, as communication manager of Smooth Ports, used the chance to participate in Prof. Kurt Bodewig's first physical Motorways of the Sea forum since the pandemic. It is important for ports to keep up to speed with EU Commission developments and use the opportunity to exchange experiences and information with the relevant stakeholders. A separate note for that half day event will be provided accordingly.





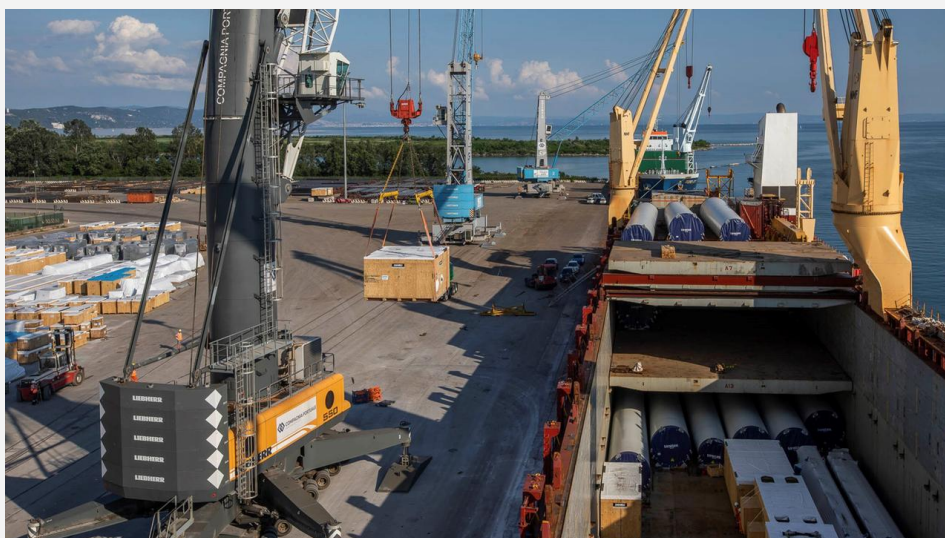
## The Port of Monfalcone travels towards the future.

Commitment to sustainability with an ambitious plan that aims to reduce CO2 emissions and turn the port into a green energy hub.

Approved the master plan and the investment plan that make the port of Monfalcone an Italian model of integration between urban and port system. In this way Monfalcone has acquired a new centrality that allows to enhance the wide availability of the areas, the direct accessibility to the railway network and the fact of being the northernmost point of the Mediterranean. The planned investments create the conditions for modernization through the lengthening of the docks, the construction of an intermodal yard of over 100 thousand square meters with the adaptation of the railway infrastructure and the construction of the new terminal. The investment plan can count on a plan of interventions for 60 million euros.

Monfalcone, together with the port of Trieste, are also in first place in Italy for sustainability with an ambitious plan that aims to reduce CO2 emissions and transform the port into a producer of green energy. The two ports have carried out an environmental monitoring of all port areas, and 52% of TEUs are transported to/from the port by rail, ahead of the EU targets for 2030 and 2050.

Monfalcone is directly connected to the motorway and the railway network, and for which rules and measures have been implemented to remove from urban city traffic that linked to the transfer of goods. These choices are in line with the European objective of sustainability for which substantial investments are also expected for the electrification of goods handling vehicles and docks, with funds already provided for 6 million euros, as well as strong automation of procedures. It is also planned to implement a Simplified Logistics Zone (ZLS) that will halve the time of administrative procedures and will allow a further important tax opportunity and reduce bureaucracy, to encourage investments and competitiveness of companies, and therefore employment.





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## EFRE-Programm Hamburg 2021-2027

In Hamburg, the European Region Development Fund has been launched for the funding period 2021 to 2027. After the European Commission approved the underlying operational programme in June, cofinancing measures of approximately EUR 65 million are now available. In the operational programme, reference is also made to the SMOOTH PORTS project. Digital solutions and project ideas suggested by SMOOTH PORTS to reduce CO<sub>2</sub> emissions by trucks in ports may apply for ERDF funding during the new funding period. The operational programme can be found [here](#).



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# SmoothPorts