



Partner Meeting

2020-08-26, virtual

Minutes

Meeting Item	Meeting Topic	Agreed responsibilities
1	Project Status	Feedback all partners
2	Reporting	LP / Planco
3	Good Practice	LP
4	Next Events	LP / all PPs

The second virtual meeting was started by a welcome message and opening remarks by the Ministry for Economy and Innovation (MWI). The meeting was capped at 2 hours to ensure that the meeting can be kept efficient and focus on work plan. Corona did impact stakeholder engagement and travel policy. Individual consultations were announced in preparation of the upcoming virtual partner meeting, since the physical meeting was postponed to January 2021 due to travel restrictions in place as a result of the COVID-19 pandemic.

This was then followed by Gunnar Platz from Planco, in his role as Lead Partner support, asking each partner for an update on the status and situation by all partners.

Municipality of Monfalcone reported that there are lots of uncertainty in many areas in daily life situations and in many regions of Italy, because of the pandemic. However, steady progress is achieved in Monfalcone,



although with a certain delay. Stefano Bevilacqua from the Port of Monfalcone / Trieste has started to support the municipality in their activities within the project.

Stefano provided a brief feedback on the COVID-19 measures in place in the port (temperature measurements at entry points, etc.). He also added that the collaboration initiative with Port of Trieste that was mentioned in the last meeting, will go ahead. It is anticipated that the agreement will be signed in the next meeting, September 2020. It was then also noted that the monitoring of the CO₂ footprint in the port had been started. It is the first step for Monfalcone's preparation of Best Practices and Action Plan as part of the project.

Italy, like many other countries, faces issues with personal meeting possibilities. Stakeholder involvement through digital approaches is more difficult than personal approaches. Therefore, the data collection through their questionnaire has been delayed. This is done, to prolong the data collection time frame and secure a better data quality / depth. However, the data is hopefully available by end of September and a first draft report ready in October 2020.

Livorno had already supplied a first draft report in July as preparation for the actual report on the status quo. During this meeting, the feedback was focused on the fact that only slowly people are being asked to come back into the office and that, as many other ports, they faced a major loss in cargo. Like most other partners, Livorno also faces a travel restriction / ban and therefore stakeholder involvement is not as good as hoped for.

Nantes Saint-Nazaire reported on new rules for companies from September onwards and that no business travel may be carried out. The



port in Nantes Saint-Nazaire also faced a bit of a downturn due to the pandemic. The assessment of emissions has been started, taking the port road network into account. The trucks and cars moving in this network are considered for the assessment. Also, Hydrogen is considered.

Nantes Saint-Nazaire furthermore pointed out that their one-stop-shop is being considered as Best Practice example for the upcoming workshop in September and that their study is more less ready now. It is currently being finalised, then taken up with stakeholders to include their feedback and have best possible input for the later planned Action Plans.

The colleagues from Varna unfortunately had technical problems again throughout most of the video conference. However, it was agreed to do a follow up telephone conference later. Varna did introduce a new colleague supporting their work, Ms. Albena Spasova.

Gunnar Platz then moved on to the status and administrative issues. Mr Platz mentioned corona related implications with home office, travel restrictions and how it disrupted the project activities and exchange of experience. He therefore once more underlined the importance of internal communication. Either with all partners, or bilateral if that is preferred. Most importantly, is the ability of the communication manager and lead partner to be up to date with the project partner's activities.

Mr. Platz then went on to say that the first semester reporting has been accepted by the joint secretariat and that the payment is expected to be processed soon. It was then outlined that no further delays in the reports are accepted by the secretariat and that otherwise the money will be paid together with the next reporting period.



The work plan was then revisited and it was noted that due to the pandemic there are mainly delays in the status quo reports and that feedback by the partners is missing to be on top of the current level of fulfilled activities in that regard. For the second semester what seems most delayed are 'proper' stakeholder meetings and exchange of experiences. The planned study-visit also had to be postponed. The Good Practice workshop will be revisited in more detail in the September meeting, to provide a good foundation for Smooth Ports Good Practices identified.

Finally, it was pointed out that for the third semester the project activities need to get back on track and speed up a bit, to fulfil all activities planned within the first phase. The second phase is only for monitoring and no implementations can take place.

The MWI then talked about the next virtual partner meeting in September. The partners were then informed about an upcoming webinar by the Policy Learning Platform on Action Plans. The partners were then informed that the EU Week of Regions and Cities had been switched to digital only, after the COVID-19 infections rose in Belgium and in Brussels in particular. The next virtual meeting to discuss the progress of the project after the virtual partner meeting in September has been planned for November. A date will be finalised at later stage.

The MWI then went on to talk about the Good Practice guidance and template sent out to all partners in preparation of the workshop in September. Examples for possible topics were suggested such as: structure of the port, bottlenecks, number of trucks in the port, average distance travelled in the port, etc. Just to provide ideas of what topic a Good Practice could tackle within the Smooth Ports project. The Interreg



Europe database was pointed out as a further source of inspiration and partners were asked to provide two examples at the next meeting in September.

Minutes drafted by: Johannes Betz on 9 September 2020