



Port Integration

CONNECT

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The Port of Hamburg hosted Port Integration's opening conference in September

A clear 'green' vision for 2011

A high-profile opening conference in Hamburg and a well-attended workshop in Ancona added up to a very successful 2010 for Port Integration.

Now, with a clear 'green' vision of encouraging and enabling more logistics operators to use sea transport, Port Integration's 13 port and political partners – from ten EU countries and Russia – are set for a busy 2011.

'Port Integration: Multimodal Innovation for Sustainable Maritime & Hinterland Transport Structures' was set up to consider ways of making the most of sustainable maritime and hinterland transport structures. It is a three-year €1.47 million Interreg IVC project, including a €1.11 million contribution from the European Regional Development Fund.

Transport flows through and within Europe have increased dramatically in recent years, but the choice of transport modes has been anything but balanced.

"Coastlines and the open sea remain largely underused options, while overland transport modes are heavily overloaded," says Michael Stange, representing Port Integration's lead partner, the Free and Hanseatic City of Hamburg. "An integrated transport chain is needed to correct these imbalances and ports are an essential part of this."

Port Integration is focusing on speedy, cost-effective freight flows that contribute to regional competitiveness, while reducing environmental impact. Through workshops, visits and studies, the partners will work to identify and exchange best practice examples. An essential ingredient is the involvement of industry and the private sector.

There are two key strands to the project: 'EDI in Maritime Transport and Port Interfaces', which will consider how to improve the way that ports' different EDI systems 'talk' to each other; and 'Hinterland Transport, Gateways and Innovative Logistical Concepts', which will consider how to promote the use of ports by improving hinterland transport links.

The project ties in neatly with the EU's e-Maritime initiative, which seeks to make maritime transport more efficient, safe and environmentally friendly by improved information use, knowledge creation and facilitation of business collaborations and support.

LEAD PARTNER:



Freie und Hansestadt Hamburg
Behörde für Wirtschaft und Arbeit

PARTNERS:



Port of
Antwerp



Camera di Commercio
Genova



Hamburg Port Authority



KLAIPĖDA
STATE SEAPORT
AUTHORITY



Marseille Fos
Port Authority



PORT OF TALLINN
The port that ships love



valenciaport
Autoridad Portuaria de Valencia



Port of
ROSMOR



FREEPORT OF RIGA



Logo of a port authority



HAVEN GATEWAY

Opening conference puts European policies under the microscope



Port Integration's opening conference, held at the offices of Hamburg Port Authority in September, was entitled 'European Ports and EU Policies'.

Speakers included José Fernandez Garcia, principal administrator of the EC's Directorate-General for Mobility and Transport, who addressed 'The Future of European Port Policy'.

Maritime Europe, the EC's Motorways of the Sea and Marco Polo funding initiatives were key topics covered. The delegates also discussed IT in European ports, the trade facilitation Single Window System, and port funding experiences.

Richard Morton, projects director for the Haven Gateway and communications manager for Port Integration, says:

"This was an important update for all the partners in terms of what new initiatives and rules are coming through and what the picture will be like in the future.

"This ties in with a key reason for setting up Port Integration – making sure that the information and knowledge is flowing through to the people who need to know."

Among the speakers at the opening conference, Marcel Sames, general manager of Hamburg-based rail operator Polzug Intermodal, discussed

'European Funding – Experiences and Lessons Learned'.

He outlined Polzug's experience as part of the first Marco Polo programme, in which the company gained financial support for a project carrying freight by train from Rotterdam into Poland and across the border into the CIS, and discussed the pros and cons of Marco Polo funding.

A discussion on European environmental policy was led by Port Integration partner Hamburg Port Authority, and finally the delegates considered concessions and the latest trends in this area.

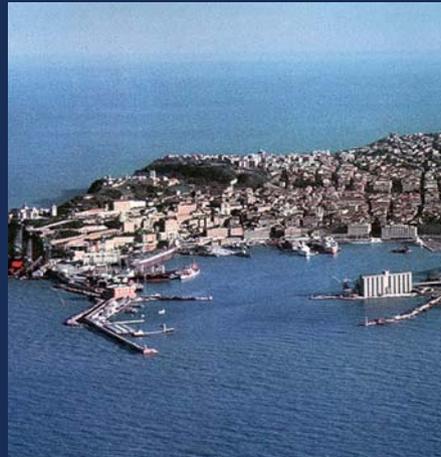
Key questions tackled at Ancona workshop

How can ports continue to grow, be competitive and attract new customers while also being 'green'? This was a key question tackled by Port Integration partners and delegates at a 'Logistic, Intermodality and Environmental Issues in a Regional Perspective' workshop held in Ancona in November.

The programme, which was organised in partnership with another EU project, Civitas-Catalyst, included overviews on port traffic in Northern Europe and the Mediterranean Basin provided by industry experts, while an EC representative discussed the implications and provisions related to the European Action Plan for Logistic and Good Transport.

A 'Port Logistic and Environmental Sustainability' session considered the Green Corridors approach and SuperGreen project, and a 'Port and City – interconnections in a regional perspective' session featured contributions and case studies from a number of the Port Integration partners.

"During the workshop, partners learned about Ancona's opportunities and



challenges in delivering an Adriatic logistics chain," says Port Integration communications manager Richard Morton. "Ports are facing many common problems in dealing with the hinterland and establishing strong connections, and Port Integration is all about learning from each others' experiences.

"If we are to encourage more use of coastal and sea transport options, we need to tackle

the key issues to improve communication and interoperability between ports. We need to make things more practical and easier for shippers and users.

"Shippers want to feel secure about operations and their goods and they often need a lot of encouragement to consider the sea transport option."

Strong EDI links will help ports become a more attractive proposition because information can be shared so that all parties, including exporters and importers, have relevant information at all modal stages through the supply chain, he adds.

Current expansion plans will put the Port of Ancona among Italy's medium-size container ports, with capacity to handle approximately 400,000 teu a year.

But crucially, the port authority is also investing in multimodal facilities. Investments include creating new rail links into the Italian hinterland and redeveloping a former railway station, Scalo Marotti, as a logistics platform.



PORT INTEGRATION: FACT FILE

Port Integration is a three-year Interreg IVC project.

The project partners are:

- Free and Hanseatic City of Hamburg, Ministry for Economy and Labour Affairs
- Hamburg Port Authority
- Essex County Council and Haven Gateway Partnership
- Valencia Port Authority
- Antwerp Port Authority
- Marseille Fos
- Port of Hamina
- Chamber of Commerce of Genoa
- Municipality of Ancona
- Port of Tallinn
- Freeport of Riga Authority
- Klaipeda State Seaport Authority
- ROSMORPORT Kaliningrad Branch

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Events

- April 7-8** 'Maritime Transport and Port Interfaces' Workshop
Valencia, Spain
- May (TBC)** 'Hinterland Transport – Gateways, Dryports and Other Innovative Concepts' Workshop
Marseille, France
- May 19** EU Annual Maritime Day Conference
Gdansk, Poland
- May 20** EU Maritime Stakeholder Day
Gdansk, Poland
- June 8-10** 'Policy Focus: Maritime' – Policy Conference
Tallinn, Estonia
- October 5-7** 'Maritime Transport and Port Interfaces' Workshop
Riga, Latvia

Open Tenders

The following tenders will be issued in February or March 2011 and will be advertised on the Port Integration website www.portintegration.eu

Tender 1 – 'Supply Chain Indicators and their Potential Influence on Future Port Strategies'

Tender 2 – 'Port Community Systems and the Single Window'

