



DOCKSTHEFUTURE
defining the concept of "Port of the Future"

Network of Excellence

Deliverable 5.6

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1- Introduction and scope

The scope of this document is to explain the process used to derive the chosen form of the DocksTheFuture Network of Excellence, moving from the analysis on the possible forms of networks, clusters, associations in port-related topics towards the features that has been chosen for this new platform of ports and to describe the list of the ports joining at the close of the DtF project.

2- Classification of existing clusters/associations

Being the maritime sector of enormous scope, with different type of organizations and in order to make information more simple, sectors such as logistics, custom services, maritime, maritime economics, training, maritime fishing, banking have been aggregated into "Other Activities"; sectors such as maritime shipping, maritime ports, maritime waterways, maritime inland, maritime navigation and maritime cruises have been aggregated into "Shipping/Navigation"; the "Equipment" sector contains maritime equipment/standardisation and shipyards; "Infrastructure/Innovation" has maritime sectors related to energy, dredging, shipowners, ferry industry; finally, "Mobility/Environment" encompasses inland navigation, transport, mobility, boating. The reason for this grouping was that some of the associations can be inserted in more than one sector and not only allocated to one specific one.

For the **identification** of possible **organizations** to be part of the network of excellence, a research has been done moving from the following sources:

- European Port Forum;
- R&D/Technological platforms of the various modes;
- Existing organisations/groups such as World Sustainable Port Program, Clean Shipping Index, etc..

Organizations can be categorized by two types of information. The information that can be predefined and the division being the type of company and the division/department identified based on the activities performed or the sector it belongs to (port or maritime and logistics related). The remaining information will be collected but cannot be categorized, being their **activities** (WG, information and communication), **activity focus and specific objectives**; additionally the **country of registration** will be determined and also their **legal form**.

Information are divided into the following categories:

- Framework/Scope:**
- European
 - International

Sector:

- Regional
- Mobility/Environment
- Infrastructure/Innovation
- Shipping/Navigation
- Equipment
- Other activities (banking; training; consulting; creation of strategic networks; logistics)

Area of activity:

- Lobbying
- R&D
- Regulatory
- Forum (group of specific members: e.g. European Sustainable Shipping Forum).
- Trade
- Exchange of information
- Creation of standards
- Clusters
- Technological safety, environmental issues, quality requirements,

Through the remaining information (**activity/specific objectives**) we can observe what they represent, issues that they are taking care of, their mission, additional **activities** provided with focus in different areas if applicable.

Here the list of the entities that have been analysed:

- CLECAT - European Association for Forwarding, Transport, Logistics and Customs Services
- FEMAS - Federation of European Maritime Associations of Surveyors and Consultants
- CESNI - Comité Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure
- ESPO – European Sea Ports Organisation
- FEPORT – Federation of European Private Port Companies and Terminals
- CEMT - The Confederation of European Maritime Technology Societies
- EBA - European Boating Association
- VBW - Association for European Inland Navigation and Waterways
- European Community of European Shipyards Associations (CESA)

- EMEC: European Marine Energy Centre
- European Equipment Council (EMEC)
- ICS – International Chamber of Shipping
- IAME - The International Association of Maritime Economists
- EU Marine Board
- ERTICO – Intelligent Transport Systems
- ECTRI - European Conference of Transport Research Institutes
- POLIS - Network of European cities and regions cooperating for innovative transport solution
- AIVP – Worldwide Network of Port Cities
- ECCP – EU Cluster Collaboration Platform
- ECEI - EU Cluster Collaboration Platform
- INE – Inland Navigation Europe
- European Inland Waterways Transport Platform
- Europeche
- ESPO - The European Sea Ports Organisation
- Danube Port Network
- Feport - Federation of European Private Port Companies and Terminals
- European Dredging Association
- EUFA - European Fisheries Alliance
- EFIP - European Federation of inland Ports
- ALICE – EU Technological Platform on Logistics
- ICPDR - International Commission for the Protection of the Danube River
- Global Shippers Forum
- CCNR - Central Commission for the Navigation of the Rhine
- ESC - European Shippers Council
- Danube Commission
- UITP - International Organization for the public transport authorities and operators
- ECSA - European Community shipowners Associations
- CLIA - cruise Lines International Association (CLIA)
- Interferry - Representing the ferry Industry Worldwide
- Norwegian Centre of Expertise Maritime Cleantech (Norway)
- ECMAR - the European Council for Maritime Applied R&D
- CERTH (Waterborne)
- ENMC - European network of maritime clusters
- Greenship
- Sea Europe
- Waterborne TP

3- Analysis of the existing members and competitiveness factors between existing clusters/associations

After the organisation identification we analysed members by **category of member** (national sector association, exclusively for societies, relation with other countries) or by **services they provide to members**; some examples follow in this image

Provides the European Union Commissioners with valid opinions and influence in maritime affairs such as transportation, qualifications and VAT.	Concerned with all technical, legal, employment affairs and policy issues that may affect international shipping.	Influence public policy in the European Union in order to achieve a safe, efficient and environmentally sustainable European port sector	Members receive regular news updates on industry positions, policy developments, sustainability initiatives and events	Support and assist, developing regulatory requirements	Establish a continuous dialogue between all stakeholders in the waterborne transport sector and in other waterborne-related sectors on R&D; Contribute to the widest possible consensus regarding R&D and to focusing of efforts and resources
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Also, **membership fees** were analysed, with some organisations having public information about their fees while other organisations do not provide information about their fees. We were able to verify that all the organisation charges their members in different ways e.g. different values, flat rate, calculated for dimension, different levels, a range. This is a relevant information being the sector we are dealing with already covered with a huge number of associations with membership fees. For this consideration (boosted by the Covid 19 situation) **we decided to set our NOE without membership fees.**

Partnership models were considered important in order to understand how organisations/associations are organised. Also in this case, there are entities that do not reveal information. Generically the model could vary from full/associated/observer/related members or individual/corporate/academic member or executive/effective member or operator level with different level even industrial, researchers, students, manufacturers, retailers and wholesalers. They can also be:

Full members: national organisations of EU Member States Associated members: national organisations of countries applying for EU membership Observer members: national organisations of countries which are neither member nor applicant countries. Related members: bodies, entities, companies, associations or private persons that are related with, or interested in freight-forwarding, Customs, logistics and transport in all modes.	Applications should be supported by at least two professional recommendations or references. The vetting of completed survey reports is up to the national associations. For Isolated Members, FEMAS ExCo will require a minimum of two survey reports. Other possible memberships within associations • Associates • Trainees • Candidates • Affiliates • Honorary	Four classes of Members: Individual Members 110GBP; Corporate Members 450GBP; Student Members 50 GBP; and Retired Members 70 GBP.	Two indicators are taken into account the affordability of each members related level of fees: i. the volume of activities as measured by the number of employees related to transport research. ii. the income level per capita in the country.	Standard Advantage Premium
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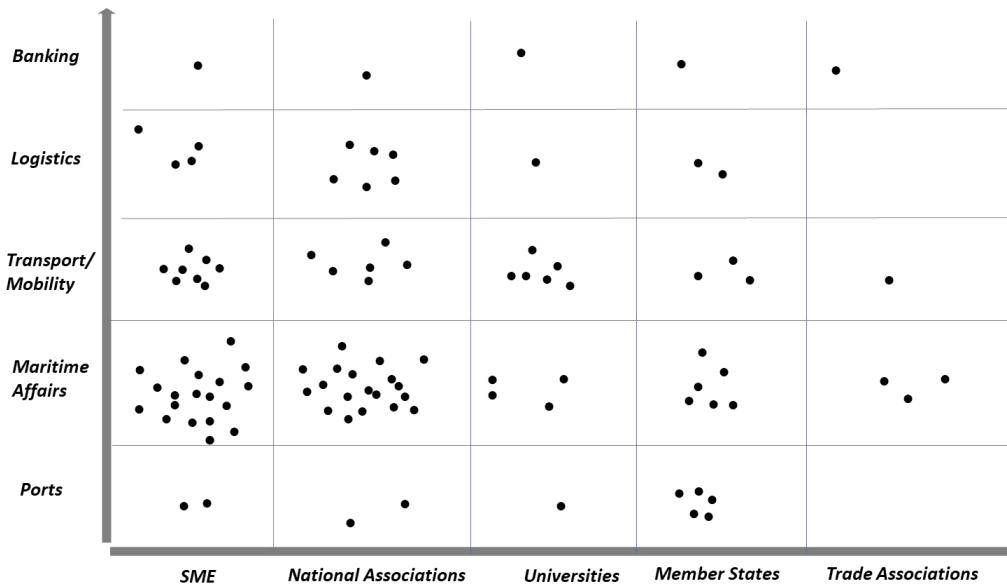
Their **Marketing activities** go through the usual channels, with newsletter subscriptions, participation in events and conferences, studies, publications, campaigns to stay close to their stakeholders.

Their **lobby and policy activities** were also analysed, specifying, if possible, the domain/institution they target.

<p>Regularly liaises with a wide variety of other transport industry representative groups such as: shippers (ESC), shipowners (ECSA, WSC), ports (ESPO), express operators (EEA), intermodal/ combined transport operators (UIRR), airlines (AEA, A4E, IATA), road transport operators (IRU) and railways (CER, ERFA member of various industry platforms and other initiatives, including the European Logistics Platform, the Global Logistics Emissions Council and the ALICE European Technology Platform (Alliance for Logistics Innovation through Collaboration in Europe). Is a member of the EU Digital Transport and Logistics Forum, the Customs Trade High-Level Dialogue and the Customs Trade Contact Group, as well as various advisory groups on transport security. Is also in liaison with technical committees of the Comité Européen de Normalisation (CEN)</p>	<p>United Nations Economic Commission for Europe, Central Commission for the Navigation of Rhine, European Commission</p>	<p>All EU DGs and EU transport organisations</p>	<p>EU DGs: RTD, GROW, CONNECT and MOVE</p>	<p>IMO-EU</p>
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The full matrix with all the information is available as annex.

Finally, in order to have a visual representation of the analyses, we mapped the different port related associations,



4- The Network of Excellence baseline

After the analysis of the existing networks, we were able to move forward with our own proposal and differentiate ourselves from existing ones, deriving the following **leading principles**.

- The DTF NOE will support ports to develop innovative projects to achieve their sustainable targets based on the opportunities deriving from the funding programmes such as the ones promoted by the Green Deal.
- The DTF NOE will have a proactive role in the process of overcoming the industry challenges and will also speed up the distribution of practical innovative ideas, speed up the dissemination of best practices, promoting new technologies to innovate business and the port industry. **This will be translated in the specific focus on setting up new projects.**
- The DTF NOE will not be in competition with but will strengthen the dialogue among other associations/organisations (e.g. European Technology Platforms, international associations and maritime clusters).

The Network of Excellence is born to be different from the existing ones on one hand by the **free membership fees**, and on the other hand through the specific focus to set up and build projects. Therefore, the DTF NOE is a voluntary network of excellence of EU Ports: a platform aiming at following up the results of the DocksTheFuture project in order to have a proper unique interface to carry on towards the Port of the Future Green Deal targets (i.e., clean and secure energy, green and circular economy, renew port infrastructures, smart digital seamless solutions, emission reduction).

It shall promote ideas for the Port of the Future, inspired by other ongoing initiatives and proposals and have a **leading and proactive role in the process of overcoming the industry challenges** of today and tomorrow, also in order to implement cofunded projects and support policy changes.

It shall speed up the distribution of practical innovative ideas, hasten the spread of best practices, promoting **new technologies to innovate the business** and the whole port industry.

It shall enrich the dialogue with and among other organisations such as the European Technology Platforms, international associations and maritime clusters – without any kind of competition character.

The setup is based on ports participation while other maritime and logistics actors will be invited to join and contribute to the activities based on their willingness to cooperate and their relevance in the different initiatives (*at the time of the release of this Deliverable we are thinking to create a specific category called "NOE friends"*).

The core topics the DtF NoE focus on essential parts of the EU Green Deal founding elements clearly relates to port industry:

- Supplying clean, affordable and secure energy to any port related transport means
- Mobilising the community and the industry for a clean and circular economy
- Building and renovating port infrastructures in an energy and resource efficient way
- Supporting smart digital seamless solutions for the entire port community
- Accelerating the shift to sustainable & smart mobility to achieve a 90% reduction in transport emissions by 2050
- supporting ports and related associations, advising on their initiatives, setting recommendations and dialogue/workgroups which cover topics of interest or needs for ports

5- The DocksTheFuture Network Of Excellence

Based on the analysis described in paragraph 3 and 4, the DocksTheFuture Network of Excellence was set up as a free voluntary cooperative Network of Excellence gathering the most innovative ports willing to team up and take actions to support the maritime community achieving the UN 2030 Sustainable Development Goals, using the opportunities given by International and funding programmes such as the one set by the EU Green Deal.

Signing the Declaration of Commitment (provided below), the joining ports endorses the activity of the Network, shares its purpose and is committed to give concrete contributions to accelerate the shift to a sustainable and smart mobility, to achieve a 90% reduction in transport emissions by 2050. Specifically the ports have to:

- appoint contact persons in its organisation for each of the areas mentioned below and an overall coordinator to be in touch with the Network organisation
- exchange information and best practices related to the shared main themes through the tools provided by the Network
- take part on regular basis in the activities organised by the Network and promote them via its channels
- propose and promote relevant activities and events within the Network framework
- commit its organisation, when possible and relevant, to develop collaborative projects with other Members

The members can benefit of the following services:

- News on best practices and industry insights via a set of digital channels such as a web portal (www.docksthefuture.eu) and the related social networks
- A monthly newsletter with selected articles and anticipation about forthcoming calls for proposals
- Bimonthly webinar on selected topics with the participation of top-tier experts
- Biyearly DocksTheFuture events (in synergies with other sector events)
- Business to Business facilitation
- Find an expert service (i.e. among the expert involved in the DTF project activities)

Members are invited to participate in the Network's digital and physical gatherings. Each year, depending on the evolution of the sector, cutting edge topics will be assessed to boost port innovations and creation of new projects.

6- Promotional activities and state of the art at the end of the project

The promotional activities started in Spring 2020 and have been obviously affected by the impacts of Covid19 pandemic; just as an example, the launch of the Network was planned as a physical event during the TEN-T days in Croatia that, as all the 2020 events has been cancelled.

A new specific logo was created for the DTF NOE



An information package including:

- an explanation document,
- the DTF NOE declaration of intent (see figures below)
- and the NOE application form, (all provided as Annexes)

was prepared and delivered to a number of ports.



Declaration of intent

The
hereby commits its organization to follow the roadmap set by the new European Green Deal, teaming up with other Ports organizations through the DocksTheFuture Network of Excellence, in order to help the port and shipping community achieving the UN 2030 Sustainable Development Goals and the 2050 target of a carbon-neutral Europe.

Specifically, the Port endorses the activity of the Network, shares its purpose and is committed to give its concrete contribution to accelerate the shift to a sustainable and smart mobility, achieving a 90% reduction in transport emission by 2050.

In this respect, the Port is ready for the deployment of projects aiming at:

- supplying clean, affordable and secure energy to any port related transport mean
- mobilising the community and the industry for a clean and circular economy
- building and renovating the port infrastructure in an energy and resource efficient way
- supporting smart digital seamless solutions for the entire port community

PLACE

SIGNATURE

DATE

.....



On October 29th the NoE has been officially launched with an on line event.



DOCKSTHEFUTURE
 **NETWORK OF EXCELLENCE**
Towards the Port of Tomorrow

29 Oct | 04:00 p.m. - 05:00 p.m.

**Docks the Future presents
the Network of Excellence**

Register now

The Network of Excellence - output of Docks the Future Project - gathers the most innovative ports willing to team up and take actions to support the maritime community in developing innovative projects and in achieving their sustainable targets, based on the opportunities deriving from funding programmes such as the ones promoted by the Green Deal.

AGENDA

Chairman: **Alexio Picco**, EU Funding Expert and Circle Group Managing Director

Panelists

- **Agneta Nilsson**, Senior Manager EU Coordinator, Port of Ystad
- **Paul Brewster**, Adviser - European Policy, Irish Maritime Development Office

During the event, main DtF NoE rules and benefits have been discussed together with the idea of promoting annual events, network activities as well as online brainstorming for the future project steps. Under this vein, DtF NoE members will have access to the DtF outputs and support in promoting their implementation. Moreover, the NOE has been further presented during the last DocksTheFuture event at the end of November.

As such, Dtf NOE represents the consortium joint effort for the promotion and improvement of DtF developed tools. As far as November 2020, 13 EU entities, representing nearly 20 EU ports already joined the NOE and signed the related Memorandum Of Understanding. Moreover, four other organisations are going to join, representing an important result in terms of visibility and accountability of project activities (Table 1).

Network of Excellence members (end of November 2020).

Ports	Adhesion
Barcelona	20.05
Bulgarian Port Infrastructure (rep. Burgas and Varna)	20.05
Civitavecchia	20.05
Gijon	20.05
Valencia	20.05
Ystad	20.05
Leixoes	15.06
Irish Maritime Development Office (rep. Irish ports)	15.06
Aveiro	09.07
Trieste	05.08
Malta	17.08
Taranto	07.09
Bar	23.10

7- Development Perspectives

At the end of the project, we expect to implement the potential activities listed below:

- Recruitment of additional NOE friends representing the Network of Excellence Extended Community
- Monthly "Think Factory" specific insights with the aim to inform on opportunities linked to EU funding, reflecting on them and discussing possible new projects and initiatives
- Exclusive events dedicated to DtF NOE, composed by virtual meetings designed to gain an accurate and deep understanding of pivotal topics for the development of the maritime industry and its green transition
- Participation and contribution to biyearly DockstheFuture events 2021
- Liaison with international experts and partners to promote discussion around key challenges for different port sectors and stakeholders

The abovementioned activities will be also be used to:

- Get in touch with further port experts, which could become potential clients
- Initiate further collaborations with industry and academia
- Be constantly updated on the main innovative trends in the port domain
- Influence, in turn, the trends in the port domain as for its field and contribution
- Increase its own visibility thanks to the project
- Interact with the Commission; be aware of the interests of the commission with reference to the port of the future
- participate in applicable future programs as follow-up to Docks The Future

8- Annexes

- Table of analysis (xls)
- Ports Adhesions signed (pdf)

