



About Efforts

Increasing globalization i.e. world-wide distribution of production and consumption results in continuous increase of trade and transport. In container transport e.g. the growth estimation for the next 5 years is about three times the GDP growth, i.e. about 9% p.a. The port sector handles more than 90% of the Union's trade with third countries and approximately 30% of intra-EU traffic, as well as over 200 million passengers every year. Even if competition between and within ports is increasing, there are areas common for almost all EU-ports where improvements are feasible on a pre-competitive level to benefit from technological opportunities in order to strengthen the ports' position within the European intermodal environment.

Improved port efficiency will contribute to the integration of modes and services in a single system, on condition that there is interoperability and interconnection between systems. The market trend is towards capital concentration, specialisation and vertical integration. The provision of port services is gradually being transferred from the public to the private sector in order to increase efficiency and reduce public expenditure on port labour costs.

The FP-6 DG Research Integrated Project "Effective Operations in Ports (EFFORTS)" will improve both, the competitiveness of European port operations and the quality of the ports labour conditions and market, being a prominent one in coastal regions. Commencing 1st May 2006 and lasting for 42 months EFFORTS, research and development will focus on three scopes of application: Navigation in Ports, Ports and Environment and Port Organisation.

Project Summary

Navigation in Ports, i.e. to allow for safe and efficient port approach and berthing in the view of vessel sizes growing faster than port infrastructure can currently follow. Based on high accurate digital chart data (Port ECDIS) operations of vessels and tugs will allow improved use of available manoeuvring space, continuous monitoring of operations and increased automation of processes. The amazing increase in cargo operations in European ports, alone container operations increased about 15% the first 6 months in 2007, results in vessel traffic bottlenecks in fairways and ports. Both the number of large ship and feeder vessel calls in ports grows fast and requires new methods to handle waterborne traffic efficiently.

Ports and Environment, aims at sustainability of port infrastructure and operations by solving environmental conflicts but maintaining efficiency. Ports and Environment will conceive pathways for integrated management of environmental issues in European ports and for a global European standard to deal with environmental protection in ports on a large level, that is, integrating different environmental and operational issues in ports. During the last years European ports have been consolidating a strong involvement in environmental protection and friendliness (e.g. ECOPORT LIFE project). Also, the EU environmental regulation framework related to ports is certainly impressive. Yet, in spite of that, much remains to be done. Ports and Environment aims at further improving the state of the art, so as to provide for viable and integrated solutions regarding the amelioration of port environment and the overall strengthening of port status within local communities.

Port Organisation, where as a first step a system analysis will provide a comprehensive picture of related port processes and architectures in order to appropriately allocate project activities, elucidate interdependencies, provide a common understanding on European level and to allow identification of synergies and integration. Development of tools and methodologies for improvement of port operations, infrastructure and systems will then follow also including a risk assessment framework.

Training is a horizontal work package being relevant for all other project activities. Ports and terminals growing in volumes shipped are meanwhile the bottlenecks in inter-continental container flows. Techniques and technologies to increase port efficiency can only become effective by appropriately trained staff. Operational requirements in ports do not much vary from port to port or from country to country. EFFORTS will provide solutions for better training within a European Port Competency Passport programme.

Early involvement of all port actors is of utmost significance, all potential contributors, either by providing new ideas, specifying requirements or simply criticising current approaches are kindly invited to rise their voice. At a later project stage user platforms will be organised to allow for a fruitful exchange of ideas and opinions.



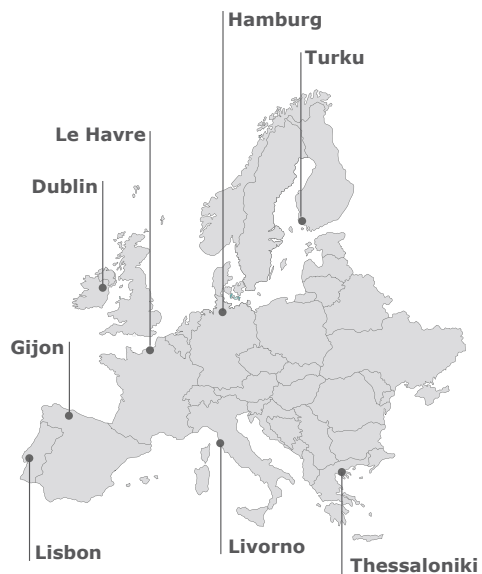


Consortium

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Ports

APL Administração do Porto de Lisboa/Lisbon Port Authority • DPC Dublin Port Company, Ireland
 • HPA Hamburg Port Authority AÖR, Germany • LPA Livorno Port Authority, Italy • PAG Port Authority Gijon, Spain • PAH Port Autonome du HAVRE, France • POTU Port of Turku, Finland • THPA Thessaloniki Port Authority S.A, Greece

Other Partners

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 • CETMEF Centre d'Etudes Techniques maritimes et Fluviales (Institute for maritime and Waterways studies), France • CFT Compagnie Fluviale de Transport, France • CONSULTRANS CONSULTRANS S.A., Spain • CT Coryss Tess, • DAPP D'Appolonia S.p.A., Italy • FORCE FORCE Technology, Denmark • FIMR FIMR, Finland
 • FMI FMI, Finland ICES International Consulting Environment Services, France • IFREMER Ifremer, France
 • IMPERIAL Imperial College of Science, Technology and Medicine, United Kingdom • ISDEFE Ingeniería de Sistemas para la Defensa de España S.A. Instituto Superior Tecnico, Spain • ST Instituto Superior Tecnico, Portugal • JRC European Commission - Joint Research Centre, Italy • L&R Lüttgens&Reimers, Germany
 • MARINTEK Norwegian Marine Technology Research Institute, Norway • MARIMA Marimatech A/S, Denmark • NundP Nielsen + Partner Unternehmensberater GmbH, Germany • SW Svitzer Wijsmuller, Netherlands
 • TLA TL & Associés, France • TREDIT TransEuropean consultants for transports, development and information technology S.A., Greece • TUTECH TuTech Innovation GmbH, Germany • TUHH Technische Universität Hamburg-Harburg, Maritime Logistics / ISSUS, Germany • ULP Université Louis Pasteur, France • UNICAEN Université de Caen -Basse Normandie, France • VIT VIT Technical Research Centre of Finland, Finland



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