



7th Framework Programme
SST.2013.6-2. Towards a competitive and resource efficient port transport system
Collaborative Project
Grant Agreement no. 605176

D12.4 Launching event – 1st European Port Performance Conference (EPPC)

DOCUMENT ID

PORTOPIA|D|12.4|DT|2016-04-25|V|01

DOCUMENT STATUS

Final

SUBMISSION DATE

18/05/16

DISSEMINATION LEVEL

PU (Public)



D12.4 Launching event – 1st European Port Performance Conference (EPPC)

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D12.4 Launching event – 1st European Port Performance Conference (EPPC)

DOCUMENT HISTORY

Date	Revision	Company	Initials	Revised Pages	Short Description of changes
25/04/16	/	VUB	ML	1 st draft	Draft of the deliverable
18/05/2016	/	VUB	ML	Annexes	Added presentations of Workshops to annexes

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D12.4 Launching event – 1st European Port Performance Conference (EPPC)

1.1 Introduction

Deliverable 12.4, titled “launching event- 1st European Port Performance Conference” was originally due in Month 24 of the project timing. The goal of this deliverable, as described in the Annex I – Description of Work is as follows:

D12.4) Launching event - 1st European Port Performance Conference (EPPC): Official launching event (European Port Performance Conference) to support the creation of further awareness to stakeholders of the EPO and show the value of the different products and services to the port industry stakeholders. [month 24]

In amendment no. 1, it was requested to extend the deliverable deadline to M32.

The first European Port Performance Conference, which is part of deliverable 12.4, has been organised in September, 2014 in Lisbon, Portugal. In order to obtain a high degree of participation, it was organised adjacent to the Economics, Analysis and Statistics Committee meeting of ESPO of 19th of September, 2014.

The first European Port Performance Conference (EPPC) was organised in different workshops, spread over two conference days, where the participants were able to discuss more in depth, in relatively smaller groups, issues that were relevant to the future of PORTOPIA, and port industry performance management in broader sense.

The outline was thus as follows:

- 17th of September, 2014: PORTOPIA Workshop Day 1
Conference Dinner in City Hall of Lisbon
- 18th of September, 2014: PORTOPIA Workshop Day 2
Conference Dinner in Restaurant ‘Commenda’
- 19th of September, 2014: ESPO EA&S Committee meeting (not part of EPPC1)

The organisation of the conference was an intense collaboration between VUB (Coördinator), ESPO, Glintt (as local partner) and the Port of Lisbon.

Although the report of the deliverable has been finalized in M32, the report encompasses the event during M13 during the project. It is therefore of importance that the findings in Sections 1.2, 1.3, 2.2, 2.3 are understood in that timing. Section 1.4 draws some observations from after the event that relates to the launch of the independent platform.

1.2 1st European Port Performance Conference

The prototype system of PORTOPIA was opened at the end of August 2014 (M12) to allow port experts to come prepared to the 2-day workshops covering broadly the various perspectives in the project, but foremost aimed at gaining direct feedback in smaller groups of industry experts. Towards that end, a 2-day event with 8 parallel workshops was organized in Lisbon, Portugal on September 17th and 18th, 2014. More than 60 stakeholders and experts participated. A detailed and dedicated feedback report was delivered to all participants.

The first day of the 1st European Port Performance Conference (EPPC) totalled 6 workshops. For the first day, 17 September 2014, all participants had been divided over 3 groups of the same size (approx.. 12-13 persons per group) in terms of number of participants. In order to allow everyone to participate in all six workshops, each workshop had been organised three times as shown in the following table (see Table 1).

Similarly, for the second conference day, 18 September 2014, the participants were divided over two groups to join two new different workshops (workshops 1 and 2 were organised again to allow participants that only were able to join on the second day to also discuss these topics).

In total, 8 different workshops were organised:

1. Workshop 1: User interface improvements (data collection and analysis in RES)
2. Workshop 2: RES dashboard
3. Workshop 3: Modal Split indicator implementation
4. Workshop 4: Socio-economic impact calculation
5. Workshop 5: Way forward with the port profile
6. Workshop 6: Towards a connectivity dashboard
7. Workshop 7: Benchmarking principles
8. Workshop 8: How can PORTOPIA deliver value? Sustainability Reporting

Table 1: PORTOPIA Workshops during EPPC1

PORTOPIA's WORKSHOPS AGENDA						
	Day 1			Day 2		
	Group 1	Group 2	Group 3	Group 4	Group 5	Optional
09:30	Open Session Auditorium					
10:00	WS1 Room 2	WS3 Room 1	WS4 Auditorium	WS7 Room 1	WS8 Auditorium	WS1 Room 2
10:30						
11:00	Coffee Break Museum Hall			Coffee Break Museum Hall		
11:30	WS2 Room 2	WS6 Room 1	WS5 Auditorium	WS8 Room 1	WS7 Auditorium	WS2 Room 2
12:00						
12:30	Lunch Old Room			Lunch Old Room		
13:00						
13:30	WS4 Auditorium	WS1 Room 2	WS3 Room 1	Plenary Session / EAS Auditorium		
14:00						
14:30	Coffee Break Museum Hall			Plenary Session / EAS Auditorium		
15:00	WS5 Auditorium	WS2 Room 2	WS6 Room 1			
15:30				Coffee Break Museum Hall		
16:00	WS3 Room 1	WS4 Auditorium	WS1 Room 2	Plenary Session / EAS Auditorium		
16:30						
17:00	Coffee Break Museum Hall			Plenary Session / EAS Auditorium		
17:30	WS6 Room 1	WS5 Auditorium	WS2 Room 2			
18:00						
18:30	Museum Visit					
19:00						
19:30				Dinner CCB Belém		
20:00	Dinner Lisbon City Hall					
20:30						
21:00						
21:30						
22:00						
22:30						

1.3 Conclusions of the workshops

WORKSHOPS 1 & 2: USER INTERFACE AND RES DASHBOARD

Assessment of the RES TOOL

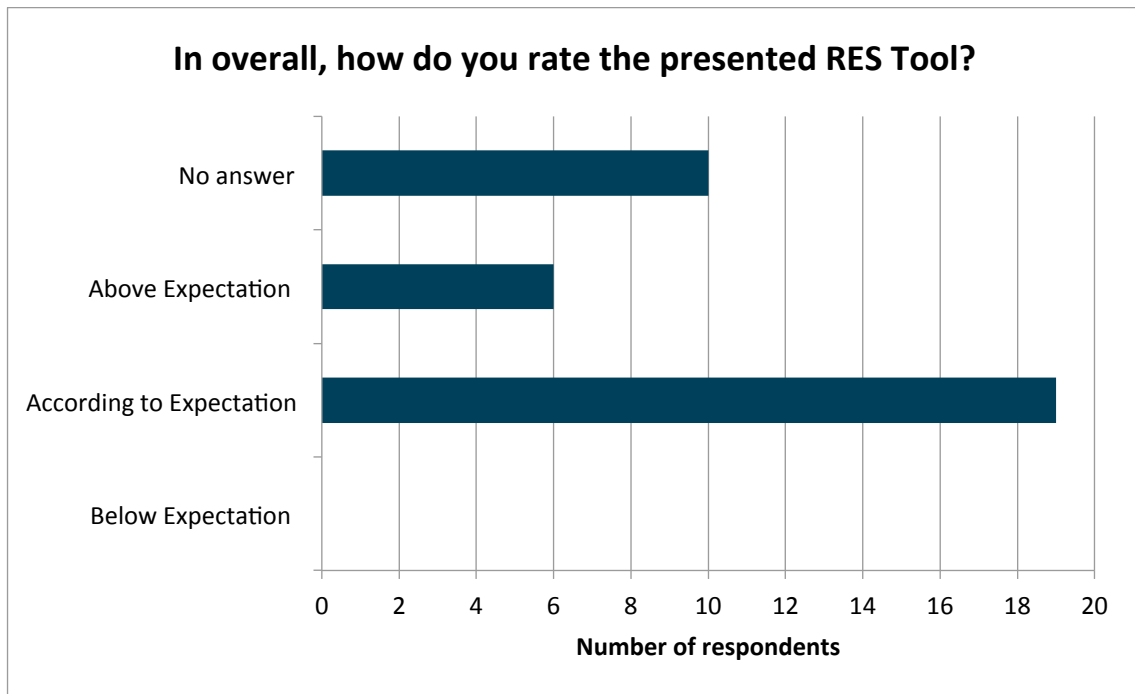
The aim of this workshop was to provide and validate a number of interface improvements for the release of the tool to a larger set of ports/users in the fall of 2014.

Quantitative assessment

After both workshops, a survey had to be filled in by the workshop participants. 35 respondents participated to the survey.

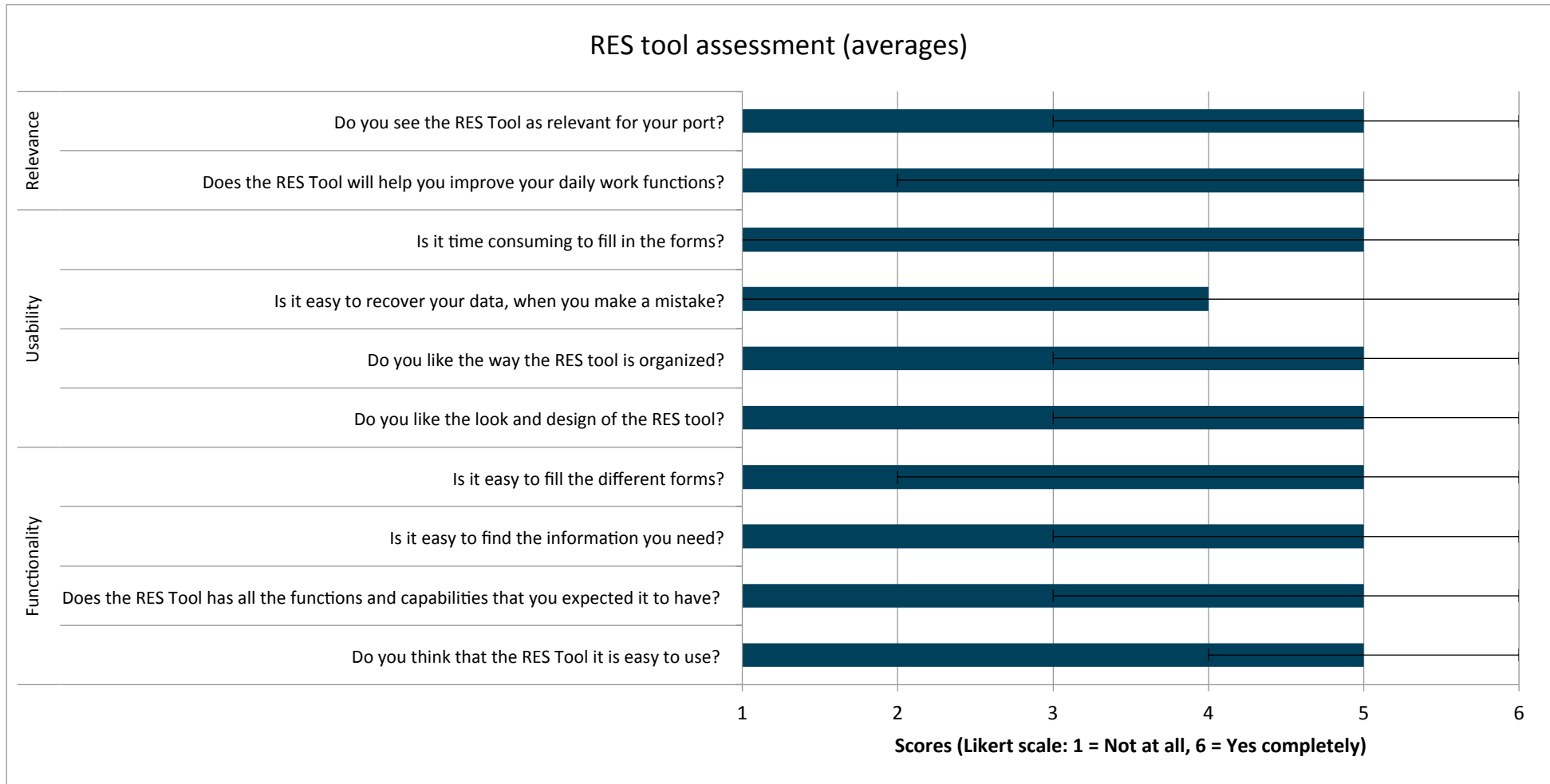
The survey results in Table 1 illustrate that the overall impression of the RES tool is according to their expectations.

Table 2: Evaluation of the RES tool (Frequency) n=35



An assessment of the RES tool was made based on its relevance to the users, its usability and functionality. The results of the assessment are provided in Table 2.

Table 3: Assessment of the RES tool based on the relevance, usability and functionality (averages)



NOTE: MEDIANS ARE CALCULATED AND REPRESENTED BY BARS, THE ERROR BARS REPRESENT THE RANGE

Qualitative assessment

Table 3. Main positive and negative aspects of the RES tool

Positive aspects:	Negative aspects
<ul style="list-style-type: none"> • Effective tool to collect big data • Very Dynamic • User friendly • Professional interface • Very relevant management tool • Good benchmarking tool 	<ul style="list-style-type: none"> • Needs precise and reliable data • Definition problems (variables) • Some important data is still missing • Sometimes long calculation times • Some important ports are missing in the data set

NOTE: NOTES FROM THE DISCUSSIONS IN THE WORKSHOP CAN BE FOUND IN ANNEX 1

Suggestions for improvement

- Address issues of connectivity and sustainability.
- Origins and destinations of cargo.
- Types of merchandise.
- Monitor outliers (based on 4 last quarters?) e.g. in case of typing errors.
- Too many functions.
- Insert thresholds such as average throughput in order to divide ports into more homogenous categories.
- Insert divisions between ferry passengers and cruise passengers.
- Need of creating customized set of port ranges in order to compare ports.
- Concerning RES data: number of RoRo units needed (not only in tonnes as now is the case)

Conclusion

The feedback received from ports was collected either through open discussions and direct feedback received from the participants during workshops, or collected in the surveys that were filled out.

Generally the feedback present by the users was very positive. Regarding the general aspects that the users most liked about the new RES tool, we can conclude that the tool being user friendly comes on top. More specifically, regarding the analytic tool, many users refer that it is easy to make several kinds of analysis and present them in different graphs. Regarding the data collection tool, the friendly format of reporting data (including error validation) seemed to please the users.

Regarding what the users think as a negative aspect, some data problems were referenced, such as the list of core ports, or the list of ports of each range. There is a concern on the quality and quantity of data and also some users thought that training should be provided to comprehend the tool.

Finally, the main suggestions refer to adding cargo and traffic types and different units, make the tool available so users can show it to their management and reduce the number of dimensions regarding geography.

RES DASHBOARD

During the workshops we aimed to receive feedback and validation of the prototype RES dashboard developed by ITMMA, VUB and Glintt.

Quantitative assessment

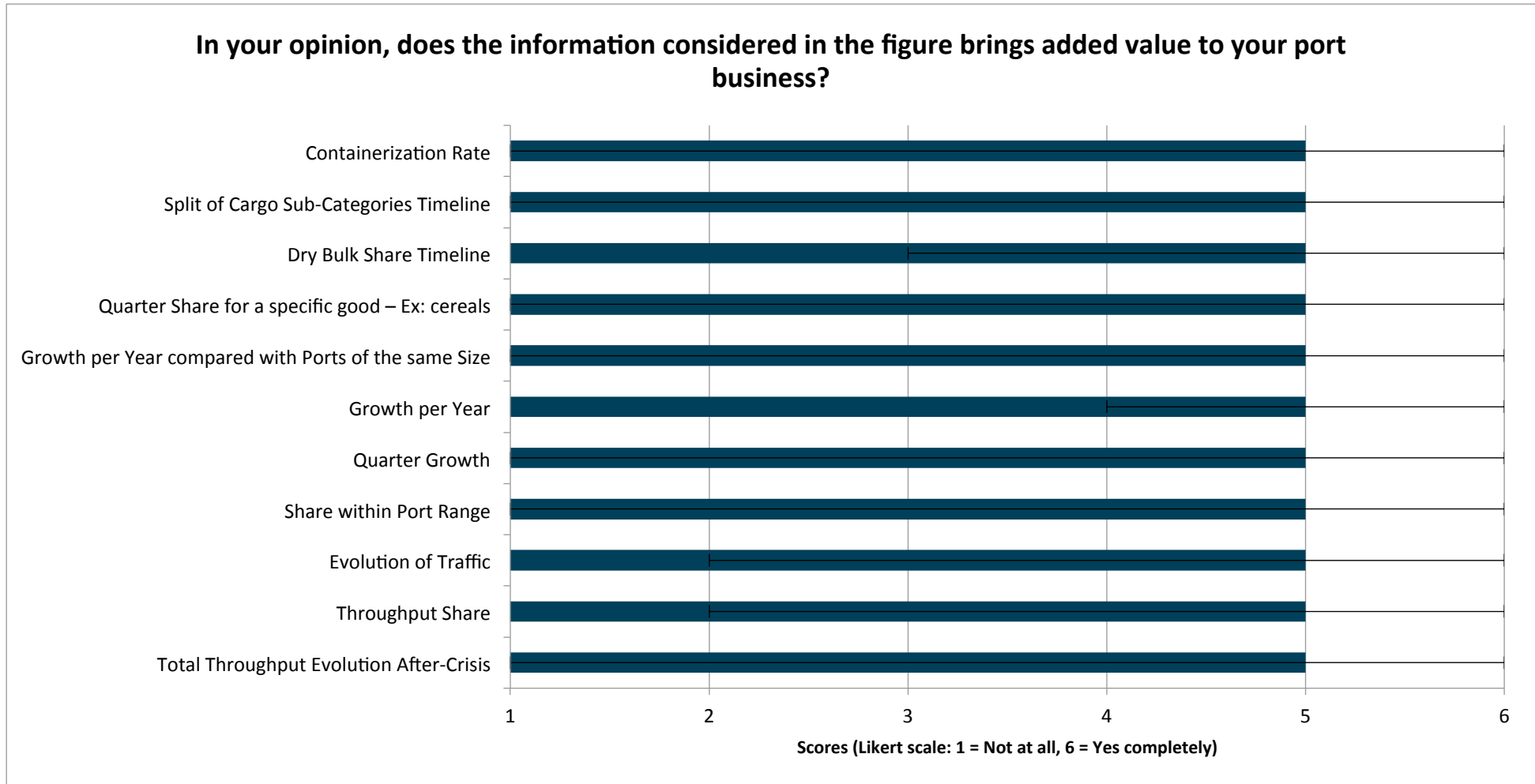
After both workshops, a survey had to be filled in by the workshop participants. 35 respondents participated to the survey.

The survey results in table 4 and table 5 represent an assessment of the dashboard based on its added value (table 4) and its look (table 4). The results are provided per category in the current dashboard.

The respondents value on average the dashboard high (see table 4).

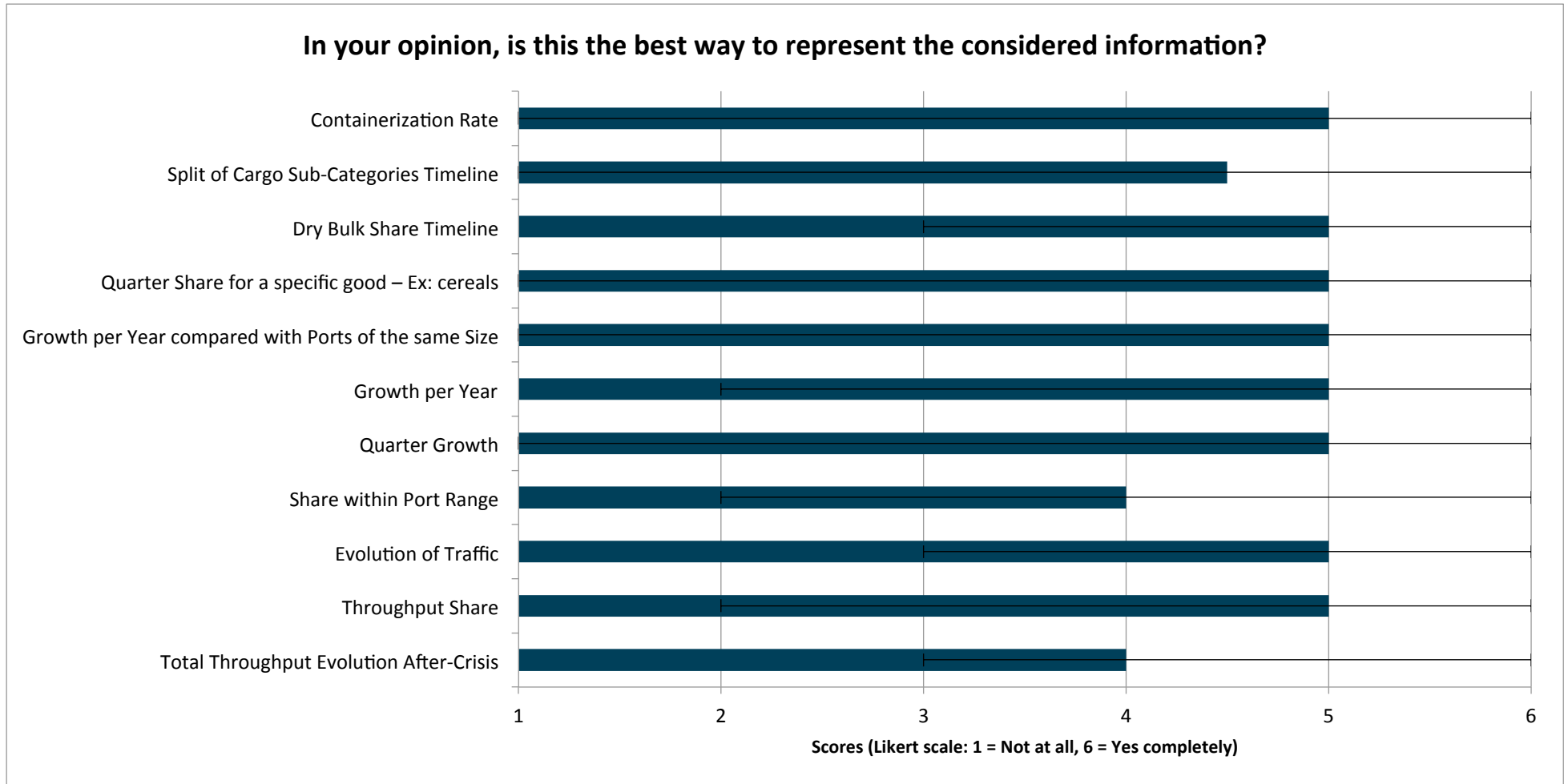
Furthermore, (on average) the respondents agree on the way the current dashboard represents the different aspects (see table 5).

Table 4: Assessment of the dashboard - added value (averages)



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Table 5: Assessment of the dashboard - look (averages)



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