



Action Plan

European Regional Development Fund 2021-2027



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Project Partner: PP1

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PREFACE

The Free and Hanseatic City of Hamburg is one of the major European foreign trade hubs, with a strong industrial base. Within the internal market, the Port of Hamburg is one of the largest destinations for incoming goods. As a transport nodal point, the efficient clearance of goods and smart traffic planning have always been essential to the port. In connection with the environmental transformation, more sustainable transport forms are needed, emissions must be reduced in the logistics sector and new facilitating technologies must be deployed. While large vessels have caught international attention, landside traffic in ports reveals additional room for improvement. The project SMOOTH PORTS strives for ideas to improve the flow of traffic and reduce emissions for heavy-duty trucks in ports, helping to support the Interreg Europe idea of a low-carbon economy.

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1 PART I – GENERAL INFORMATION

Project	SMOOTH PORTS
Partner Organisation	Hamburg Ministry of Economy and Innovation, European Union division
Other Partner Organisations involved:	Hamburg Ministry of Economy and Innovation, EFRE managing authority, Hamburg Ministry of Economy and Innovation, logistics division, Hamburg Ministry of Justice and Consumer Protection, German Customs, Federal Agency for Agriculture and Food et al. (p. 8f.)
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2 PART II – POLICY CONTEXT

The Action Plan aims to impact:

- Investment for Growth and Jobs programme
- European Territorial Cooperation programme
- Other regional development policy instrument

Name of Policy Instrument addressed:

European Regional Development Fund 2021-2027



3 PART III – DETAILS OF THE ACTIONS ENVISAGED

The Interreg Europe project SMOOTH PORTS aims to reduce CO₂ emissions caused by heavy-duty trucks in ports. It forms part of Interreg Europe's funding area *Low-carbon economy*. Partners are the Hamburg Ministry of Economy and Innovation, Port of Hamburg Marketing, the Port Authority Network Northern Tyrrhenian Sea (Livorno), the Port of Nantes Saint-Nazaire Authority, the Municipality of Monfalcone and the Regional Administration Varna. The project was launched in August 2019 and will end in January 2023. Its overall budget is approximately 1.14 million EUR. Based on extensive discussions on lowering truck emissions with all project partners, an action plan has been developed by the project lead partner, the Hamburg Ministry of Economy and Innovation, European Union division. It will help put the learnings gained from the project into practice and will be presented in the following passage.

In the Port of Hamburg, trucks arrive day after day to collect goods, mostly containers. The trucks partly have to undergo cumbersome inspection procedures, moving back and forth across the port, thereby increasing traffic in the dense port area and leading to traffic jams and idle situations, with their engines running without moving. Based on the study commissioned by the lead partner, it can be estimated that roughly 35 000 tons of CO₂ are emitted by heavy-duty trucks in the Port of Hamburg every year. In this project, the lead partner has strived to find solutions how to render procedures related to the clearance of goods more efficient and improve road traffic flows in ports, with the ultimate objective of lowering CO₂ emissions.

SMOOTH PORTS has helped foster the discussion to reduce these emissions in three important ways. First, together with local port stakeholders, the lead partner identified two good practices, including a slot management system for truck inspections appointments introduced by the Hamburg Veterinary Office and a digital system developed by the Hamburg Port Authority and offered by the software provider DAKOSY with a focus on intelligent empty container management. Both good practices aim to render traffic flows smarter by limiting the number of arriving trucks to the amount that can actually be served at the same time, thus reducing waiting queues, traffic jam and CO₂ emissions.



Second, the lead partner commissioned a study to estimate the current emissions caused by trucks in the Port of Hamburg and look at ways to reduce them. In the study, 27 possible measures were shortly identified and classified into

- *strategic measures* – including overall port emissions reduction strategies, sustainable driving training for truck drivers and technological developments such as alternative fuels charging stations (and funding of infrastructure needed for these technologies),
- *measures shifting traffic* – such as local regulations allowing only trucks with low emissions to enter the port area and off-peak traffic / night trips to reduce emissions,
- *traffic management measures to improve the flow of traffic* – like overviews helping to make best use of the port road network, slot systems to better coordinate incoming and outgoing trucks and control systems to maintain roads and truck tyres and
- *measures avoiding traffic* – including a one stop shop facility, concentrating all border inspection points at the same geographical spot and, as a result, reducing unnecessary truck routes and emissions in ports, parking space management to help trucks quickly find a parking space and systems reducing unnecessary container transports.

The study and the recommended measures can be accessed publicly on the SMOOTH PORTS project website.

Third, best practices have widely been exchanged, with project partners, external experts and local stakeholders, on emission reduction measures. Among the aforementioned measures identified by the study, the idea of a one stop shop – categorised as a measure directly avoiding traffic by saving truck ways in the port – has been discussed in particular. While one stop shop possibilities are intensively being examined for the Port of Hamburg at present, the Port of Nantes Saint-Nazaire (project partner 4) already has one, whereas the Port of Livorno (project partner 3) is currently implementing a new facility. Invited as an external expert to the project, a staff member from the Antwerp Port Authority presented the one stop shop facility already run by the Port of Antwerp for years. For the lead partner, these various presentations revealed that port differences in size and structure also show different needs regarding planning, size, design and functioning of a one stop shop. Simultaneously, discussions with local stakeholders, including Customs, the Veterinary Control Authority and the Phytosanitary Control Authority, made clear that for the Port of Hamburg, in order to improve the flow of traffic, a large-scale one stop shop facility is needed, in the centre of the port. At this level, many different political players are involved, both at local and federal level, massive financial funding will be needed, and many open questions regarding planning, realisation process and time frame need to be clarified, with a final decision to realise the facility still pending. With these uncertainties and



complexities and with the impressions gained from the project partners and their diverse local facilities, an important finding has been that the idea of a one stop shop facility in the Port of Hamburg goes beyond the scope of the SMOOTH PORTS project.

In light of these findings, the lead partner decided not to become set on the idea of a one stop shop facility alone, but to consider it as one promising measure to lower truck emissions for the Port of Hamburg, amongst many others. Instead, it has appeared more appropriate to find a comprehensive approach of supporting the various measures identified by the study collectively, with many of them suggesting high cost-benefit-advantages, often with a focus on digital deployment. As outlined, they all bear the potential to improve the traffic situation in the dense Port of Hamburg, each of them with a slightly different angle, most of them based on highly specific mechanisms, either improving or directly avoiding truck traffic. Together with the good practices and the studies conducted by all project partners, these measures are published on the SMOOTH PORTS project website, open to anyone striving for ideas to lower emissions in port road traffic. To build on these measures, a funding basis is needed. However, given the limited means for initial funding in the SMOOTH PORTS budget, funding opportunities to put them into practice can only be found at the next higher level, within the scope of the European Regional Development Fund, Hamburg's policy instrument.

ACTION

For the Free and Hanseatic City of Hamburg, the European Regional Development Fund (ERDF) is currently being prepared for the funding period 2021 to 2027. The overall funding budget will be approximately EUR 65 million. Thematic funding priorities for this period will be defined in the underlying operational programme, which is at present being developed by Hamburg's ERDF managing authority, in close cooperation with the European Commission. Just like the SMOOTH PORTS lead partner itself, the ERDF managing authority also forms part of the Hamburg Ministry of Economy and Innovation. While the operational programme has not yet entered into force, it has already become evident that one of the policy objectives will be on a "smarter Europe", with a funding budget of approximately EUR 20 million. Assigned to this funding priority, the funding area "sustainable logistics" aims to transform the logistics sector in a sustainable manner, hence offering promising thematic funding opportunities for SMOOTH PORTS measures dedicated to reducing truck emissions.

In the SMOOTH PORTS project application endorsed by the Interreg Europe Joint Secretariat in 2019, the ERDF had been determined as the local policy instrument to be addressed by the



lead partner. In spring 2021, it was agreed with the Joint Secretariat to exchange the expiring ERDF programme 2014 to 2020 referred to in the project application with the forthcoming ERDF programme 2021 to 2027 to increase actual funding opportunities. Ideally, from a SMOOTH PORTS perspective and as the action plan's core feature, a project reference should be made in the operational programme for the future funding period, integrating the project as a complementary funding basis for sustainable logistics.

This idea has intensively been discussed, mostly with the ERDF managing authority. Interestingly, the ERDF managing authority on its part was asked by the European Commission to strengthen the operational programme's reference to international project cooperation. Incorporating SMOOTH PORTS into the operational programme 2021 to 2027 is therefore a two-sided solution, both from a SMOOTH PORTS and from an ERDF perspective. Therefore, it has been agreed to refer to the project as a possible funding basis, assigned to the funding area "sustainable logistics", as part of the overall policy objective "smarter Europe". In addition to the thematic funding priorities defined by the ERDF managing authority in this field, reference to SMOOTH PORTS is planned to be made with the following formulation:

„Die Maßnahme ‚Nachhaltige Logistik‘ stellt eine Verbindung zum INTERREG-Europe-Programm der EU her; speziell zu dem Low Carbon Economy Projekt SMOOTH PORTS, in dem Hamburg seit 2019 als Lead Partner mit den Häfen Livorno, Nantes Saint-Nazaire, Monfalcone und Varna kooperiert. In SMOOTH PORTS geht es um die Identifizierung von Lösungsansätzen, mit denen die Prozessabläufe der Logistikunternehmen im Hafen optimiert, Verkehre reduziert und CO2 eingespart werden können. Digitale Lösungen spielen dabei eine große Rolle. Im Rahmen der Maßnahme ‚Nachhaltige Logistik‘ können diese Lösungsansätze durch interessierte Logistik-KMU umgesetzt werden. Das Aufgreifen von Projektideen zur CO2-Reduzierung und der Erfahrungsaustausch mit den Smooth Port Partnerhäfen werden durch die zwischengeschaltete Stelle unterstützt. Verbindungen bestehen auch zu dem gerade begonnenen Horizon2020 Projekt MOVE21 (Start: Mai 2021), welches zusammen mit Oslo und Göteborg Lösungen für die letzte Meile erarbeiten will.“

[“The funding initiative ‘Sustainable logistics’ establishes a connection to the EU funding programme INTERREG Europe, in particular to the low carbon economy project SMOOTH PORTS launched in 2019, with Hamburg as a lead partner, cooperating with the ports of Livorno, Nantes Saint-Nazaire, Monfalcone and Varna. The project’s main goal is to find approaches to facilitate the clearance of goods for trucks in ports, reduce traffic and save CO2 emissions. Digital solutions are an important tool here. In line with the funding initiative ‘Sustainable logistics’, these approaches can be implemented by interested SMEs from the logistics sector. Taking up project ideas to reduce CO2 emissions as well as experience exchange among the Smooth Ports partner ports will be supported by the intermediary body. Connections also exist to the new Horizon2020 project MOVE21 (launched in May 2021), aimed to find solutions for the last mile, together with Oslo and Gothenborg.”]

With this formulation, SMOOTH PORTS helps establish a funding basis for reducing CO₂ emissions in port road traffic for trucks throughout Hamburg's ERDF funding period 2021 to 2027. The measures identified in the project study, reaching from smart digital traffic systems to one



stop shop solutions, discussed with project partners and stakeholders and published on the project website, may constitute a source of inspiration for ERDF project proposals in the funding period 2021 to 2027, for applicants committed to improving traffic and cutting emissions, contributing to a low-carbon economy at last.

It must be made clear that the action plan's key step lies in supplementing the operational programme by adding an overall funding perspective (sustainable trucking in the port). Supporting individual projects is not the intended focus. While the idea for the action plan has been to establish a funding basis, project applicants are asked themselves to transpose measures recommended by the SMOOTH PORTS project into particular funding projects. Even if they deviate from the specific measures suggested by the study and the good practices, ERDF project applications based on the SMOOTH PORTS idea of reducing CO₂ emissions in port road traffic would be considered a success.

PLAYERS INVOLVED

Integrating the SMOOTH PORTS project reference in the ERDF operational programme must be coordinated and communicated by the main responsible actors, namely

- the Ministry of Economy and Innovation of the Free and Hanseatic City of Hamburg, European Union division, lead partner of the SMOOTH PORTS project,
- the Ministry of Economy and Innovation of the Free and Hanseatic City of Hamburg, ERDF managing authority, responsible for the operational programme 2021 to 2027,
- Port of Hamburg Marketing, project partner 2 and SMOOTH PORTS communication manager,
- the Ministry of Economy and Innovation of the Free and Hanseatic City of Hamburg, logistics division, stakeholder and partner regarding the development of the ERDF operational programme and its funding area "sustainable logistics", and

the Senate Chancellery of the Free and Hanseatic City of Hamburg, competent authority overseeing overall Interreg funding in Hamburg. Additionally, local stakeholders have been involved in discussing the SMOOTH PORTS project, the good practices identified and the measures recommended by the study for the Port of Hamburg. As outlined above, these discussions have helped prepare the decision to address the ERDF operational programme as an action. The stakeholders strongly influence the clearance of goods and the flow of road traffic in the Port of Hamburg. They are as follows:

- Hamburg Port Authority, port affairs department,



- German Customs, responsible for the clearance of goods and truck inspection in the Port of Hamburg
- the Ministry of Justice and Consumer Protection of the Free and Hanseatic City of Hamburg, Food Safety and Veterinary Department, including the Veterinary Control Authority, controlling trucks with veterinarian products in the port of Hamburg,
- the Ministry of Economy and Innovation of the Free and Hanseatic City of Hamburg, Phytosanitary Control Authority, controlling trucks with plant products in the port of Hamburg,
- the Hamburg Chamber of Commerce,
- the Business Association Port of Hamburg,
- the Hamburg Freight Forwarders Association,
- Road Freight Transport and Logistics Association,
- the WGA, Hamburg Association for Wholesale and Foreign Trade,
- Waren-Verein Hamburg and
- the German Ship Suppliers Association.

TIMEFRAME

In the implementation phase, the following steps will be taken to help realise SMOOTH PORTS as part of the operational programme and raise the awareness for funding possibilities for the logistics sector.

- **Step 1: Ensuring that reference to SMOOTH PORTS is made as intended**, as in the formulation presented (p. 7). The operational programme's final draft was submitted to the European Commission in December 2021. Currently (January 2022), it is being examined by the Commission. In **February and March 2022**, the lead partner will contact the ERDF managing authority to find out if changes in the draft regarding SMOOTH PORTS are needed or if the project reference can be maintained as envisaged. In case the Commission asks the ERDF managing authority to revise the draft, the lead partner will keep in touch with the ERDF managing authority from **April to June 2022** and follow the coordination process until the draft is finally admitted, to make sure SMOOTH PORTS is referred to as presented here.
- **Step 2: Promoting Hamburg's ERDF funding period 2021 to 2027**. During the sixth semester, press releases about Hamburg's ERDF, the operational programme and funding possibilities for the logistics sector borne by the SMOOTH PORTS project will



be issued, both by the lead partner and by project partner 2 (Port of Hamburg Marketing, HHM), the latter in its role as project communication manager. In **February 2022**, press information will be released on the project website, Twitter and HHM's existing port network, informing about the draft's submission to the European Commission. In **February or March 2022**, an update will be published, pointing to the Commission's feedback and possible revision requirements. Between **March and May 2022**, the lead partner's project stakeholders, including the competent authorities in the Port of Hamburg, the Hamburg Chamber of Commerce and the local trade associations (p. 8 f.) will be informed in a stakeholder meeting about the arising funding opportunities for the logistics sector. Additionally, the SMOOTH PORTS project study conducted by the lead partner will be passed to its ministry's logistics division, to point to the identified measures and the emerging funding opportunities for the logistics sector. Expecting that the draft will ultimately be approved by the Commission, another press item is planned between **June and August 2022** to inform about the operational programme's admission and the launching of the new ERDF funding period 2021 to 2027. A kick-off meeting hosted by the ERDF managing authority assumed for **summer 2022** will be used as another occasion for a press release to point to the new funding opportunities. With these activities, all relevant port and logistics stakeholders with a stake in Hamburg's port road traffic and the public will be pointed to the ERDF funding opportunities triggered by SMOOTH PORTS for the logistics sector and the specific emission reduction measures suggested.

At the time of finalising the action plan (January 2022), a date for the launching of the new ERDF funding period cannot be estimated yet. Assuming that the operational programme will be endorsed by the European Commission in summer 2022, at the latest, a call for project proposals is likely in the second half of the year. To evaluate the action plan's success, milestones will be the operational programme's approval by the Commission, with the chosen formulation presented above, and completing the outlined steps to promote SMOOTH PORTS funding opportunities to the stakeholders and potential funding applicants in the Port of Hamburg. Together with more detailed information about the call for proposals, the lead partner will conclude on these actions at the final project partner meeting scheduled for September 2022 and provide details about the forthcoming call for project proposals.



COSTS

The invested working time for the steps planned during the implementation phase is part of the staff costs funded by the project.

Date: 26.1.2022

Signature: [Handwritten Signature]

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Amt Wirtschaft

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