WP3: PORT LOGISTICS NEEDS ASSESSMENT

Methodology for the identification of best practices (D3.4.1-8)

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# PURPOSE OF THE DOCUMENT

The INTESA project (“IMPROVING MARITIME TRANSPORT EFFICIENCY AND SAFETY IN THE ADRIATIC”) aims at establishing a network among the National Maritime Administrations of Italy and Croatia and main port authorities of the Adriatic Sea, with the scope of harmonizing and optimizing the procedures of the complete maritime transport process in order to make port and maritime transport system more efficient and safe.

According to the definition of the common WP3 methodology, presented in D.3.1.1 – “Common methodology of the implementation of the WP”, the purpose of the present document consists in giving the indications and templates to the Partners involved in WP3 to identify the available best practices.

# INTRODUCTION

INTESA project will consider all the phases of maritime transport: deep-sea traffic - entrance/exit in port - berth and gate in gate out. Only if all the procedures related to these 3 phases are optimized and well connected among them the whole transport process is effective.

With the aim of defining the methodology for the implementation of WP3 (Port Logistics Needs Assessment), the purpose of D.3.1.1 – “Common methodology of the implementation of the WP” is to provide indications to complete an analysis of the available best practices.

The AF states that Activity 3.4 should implement the following actions:

“*Depending of needs assessment and analysis INTESA partnership will compare business processes and performance metrics to industry best performers and best practices. INTESA will measure quality, time and cost and during this phase, identifying best companies in Adriatic port areas and compare the results and processes of those studied to one's own results and processes. Benchmarking will be used to measure performance using a specific indicator as cost per unit of measure, productivity per unit of measure, cycle time (KPI’s core indicators), resulting in a metric of performance that is then compared to others and which will lead to optimization of processes needed for definition of scope covered by development of system and exchange of information.*

However, PPs recognize that data referring to quality, time, cost are confidential and of commercial nature, managed by terminal operators. Therefore, activity 3.4 will focus on the available best practices at European and international level that PPs identify as those which could be potentially adopted by the INTESA partnership.

Namely, the above-mentioned reports will present the best practices as follows:

* Port of Venice (D.3.4.1);
* Port of Trieste (D.3.4.2);
* Port of Ravenna (D.3.4.3);
* Port of Ancona (D.3.4.4);
* Port of Bari (D.3.4.5);
* Port of Rijeka (D.3.4.6);
* Port of Ploče (D.3.4.7);
* Port of Split (D.3.4.8);

# INTESA ANALYSIS OF BEST PRACTICES

Each PP will identify some of the best practices at European and international level concerning IT processes at port and maritime level, which are deemed useful and could be potentially adopted by the INTESA PPs.

Each of the best practices identified shall be described by filling a replica of the following table:

|  |
| --- |
| **Title** |
|  |
| **Location** |
|  |
| **Description of the best practice** |
|  |
| **Added value for INTESA / link to feasibility studies / pilot actions** |
|  |