



FIRST PROGRESS & STAKEHOLDER MEETINGS— PORTO, MARCH 8<sup>TH</sup> / 9<sup>TH</sup> 201



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## 1. SYNTHESIS

The European project «Atlantis» submitted to the 2014 call of the program CEF (Connecting Europe Facility, Motorway of the Sea) has been officially selected in July 2014 by the European Commission.

The project aims at preparing the launch of a new line of «Motorway of the Sea», for early 2017, linking the ports of Brest, Liverpool and Leixoes and their hinterlands.

The history of the project has demonstrated the difficulty to sustain this type of service on the Atlantic zone if based solely on support funds. It is necessary to work both on the development of multimodal networks and on new financial and economic models, to accompany the start-up and the development of services, involving all the actors of the transportation chains, including stakeholders and financial agencies.

Thus, besides the technical studies of the infrastructures required to launch the service, Atlantis aims at studying more suitable business and financial models to ensure its sustainability. In parallel, the European Commission with the European Investment Bank, as in France the Caisse Des Dépôts et Consignation (CDC), are working on similar issues, studying more adapted financial instruments to invest in large development projects.

Six months after the Kick off meeting of the project, the first progress meeting took place in Porto on March 8-9 2016 at the premises of the port of Leixoes.

The meeting provided the framework for a stakeholder meeting organized as an opening session on march 8 with representatives of the maritime community (partners and customers of APDL) and with a remote contribution of M. Antongiulio Marin, policy officer at DG Move who introduced the new financial instruments studied between the DG Move and the European Investment Bank to accompany the development of maritime projects.

The meeting (march 8 afternoon and 9 morning) has enabled discussing the status of the technical studies, the development perspectives in each port and at project level, and the economic and financial study due to start officially on March 14.

This technical meeting between the partners ended on March 9 with a detailing the action plan for the next period clarifying the technical, financial and management issues linked to the project agenda.

The program of the two days is reminded in Annex 1. The minutes of each meeting is provided in the following paragraphs.

## 2. STAKEHOLDERS MEETING

The meeting aimed at providing a first exchange time on the strategic issues of the project, between the partners and with the Portuguese actors of the multimodal transport chain.

Therefore the meeting was organized in three time slots of presentations:

- Opening by the President of the port community of Porto
- Contribution of M. Marin, policy officer at DG Move
- Presentation of the project and its context in Brest, by M. Mériadec Le Mouillour, director of the CCI of Brest and member of GA of ESPO
- Presentation by the ports of Leixoes and Liverpool of the project development objectives and context in Porto and Liverpool/UK.
- Discussion with the audience

### 2.1 PARTICIPANTS

Chamber of commerce of Brest:

- Mériadec Le Mouillour: director of the chamber of commerce of Brest, member of the ESPO
- Jean-Christophe HATTENVILLE, business development, port of Brest/ Atlantis project manager
- Fabienne VALLEE, Atlantis deputy project manager
- Michel MORVAN, adviser for the Chamber of Commerce

Liverpool City region :

- Patrick Bryan : Atlantis project manager at LEP
- Darren Kirkman; policy adviser Merseytravel ([merseytravel.gov.uk](http://merseytravel.gov.uk))

Leixoes:

- Helena Fernandes : Business development; Atlantis project manager

DG Move

- M. Antongiulio Marin: DG Move, policy officer

Maritime stakeholders:

- See attached list (Annexe 2)

## 2.2 MINUTES OF THE MEETING

### 2.2.2 INTRODUCTION BY, PRESIDENT OF THE APDL PORT COMMUNITY



Mr. Amadeu Rocha, Member of the Board of Directors of the Port Authority of Douro, Leixões and Viana do Castelo, welcomed the participants and exposed the importance and relevance of the project for the Atlantic ports of APDL, Brest, Liverpool.

M. Rocha reminded that the Atlantic is open to the international traffic. Nevertheless the Atlantic area has not been integrated as it should have been in the development of the European transport corridors.

Atlantis is a first example of MoS project that could demonstrate the interest and importance to link international and intra-European maritime and multimodal transport. He also underlined the interest of MoS services interconnecting the hinterlands to develop the ports and their regional economy.

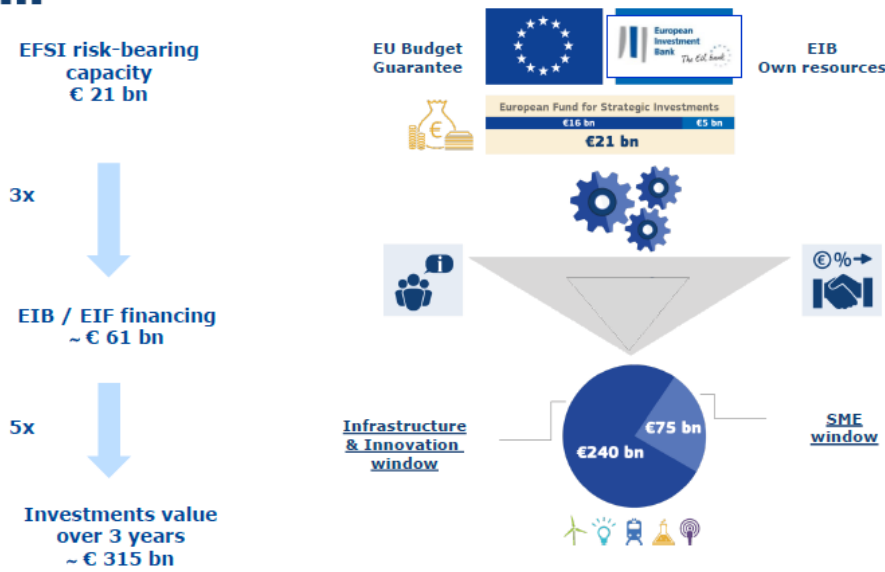
At last, upon this physical infrastructure, it is important to build an information system to construct transport solutions for the customers, unifying MoS with other multimodal transportation links.

### 2.2.3 REMOTE CONTRIBUTION OF M. MARIN, DG MOVE

M. Marin introduced the funding program and current European financial context of maritime related projects and MoS in particular.



## 1. European Fund for Strategic Investments (EFSI)



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The CEF program provides funds for transport, energy, information network. Regarding the maritime sector it covers ports infrastructures, maritime lines (MoS, Short Sea Shipping) and Green shipping. The funding capacities are not (and no longer) sufficient to cover the European needs including East Europe.

Other types of financial supports are being studied with the European Investment Banks, and national ones. Several types of supports and funding instruments can be grouped together depending on the project goal and need. As for MoS which remain a European priority the consortia should group together needs related to infrastructures (if related to the launch of the MoS project) the MoS service and line and its interconnection to rail and fluvial transport. Such a package could benefit from these new instruments.

M. Marin introduced the elaboration process of these MoS development strategy and related funding instruments, which passes through thematic fora (mid-march, April, May), with contributions from the maritime community, and a presentation to the European Parliament in Brussels (June 15th).

To conclude M. Marin invited the consortium to organize a meeting in Brussels to discuss Atlantis funding possibilities.

#### 2.2.4 THE PROJECT AND ITS CONTEXT BY MÉRIADEC LE MOUILLOUR

M. Le Mouillour, director of the CCI of Brest, and of member of the ESPO general assembly introduced the project Atlantis and its rationale within the objectives of the European program “CEF”<sup>1</sup> program/ MoS action line.



##### **The European program CEF:**

The CEF (Connecting Europe Facility) program funds projects to complement the European infrastructures of transport, energy and telecommunications. In the field of transport, the program includes a specific action line on the motorways of the sea (MoS), to which the 'Atlantis' proposal was submitted.

##### **Consortium:**

The partnership between Leixões, Brest and Liverpool materializes a South-North line of traffic supplying the North of the UK and Europe.

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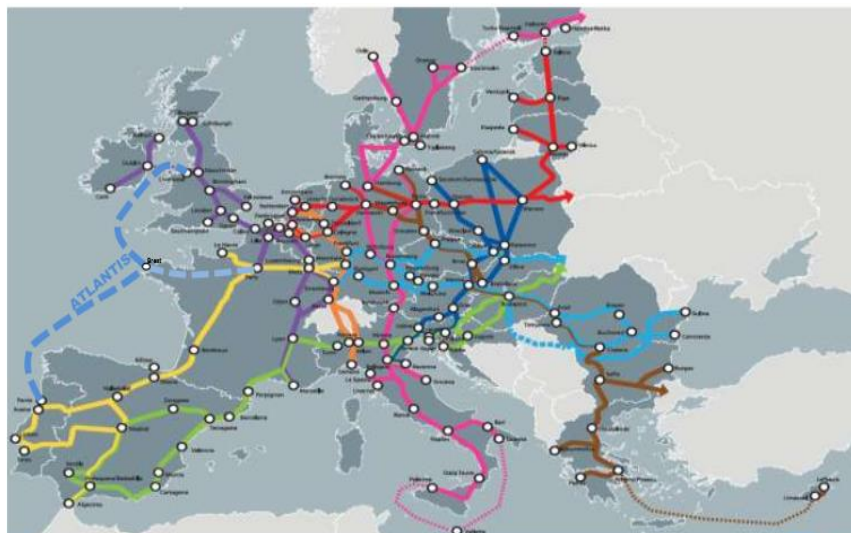
<sup>1</sup> CEF Connecting Europe Facility which covers the MoS action line

Liverpool has created an efficient multimodal network around the large port of Liverpool. "Liverpool Superport" is positioned as one of the major ports of the United Kingdom and Europe, with the ambition to be the port serving the North of the UK and Europe and the exchange with the US.

Leixões is one of the most important ports of trade in the South European Atlantic area. In addition to its geographical position, Leixões owns this development to a commitment in the European programs for the development of its port infrastructure (oil terminals, RoRo and bulk), and the parallel development of one stop shop software services of logistics for its maritime community.

The port of Brest fits naturally into this shipping line South-North. As shown in the map with relevant distances between the three ports, Atlantis offers a potentially competitive service of road transport, and opens the possibility to aggregate cargos flows to and from an extended hinterland (axes Brest-Paris/Lyon) by interconnecting railway and sea networks.

The economic study that will start in March will allow consolidating the vision with concrete market data, a consolidated list of partners and customers, a business and development plan.



**Map of the Atlantis MoS/multimodal service**

The Atlantis project puts a special focus on innovation to sustain the development of MOS services & lines through a study case «Brest-Liverpool-Porto»:

- New funding strategies and financial instruments
- New legal carrying bodies (new economic & legal models)
- New solutions for information infrastructures and logistic chains



## 2.2.5 THE ATLANTIS PROJECT IN LIVERPOOL DEVELOPMENT PLAN BY PATRICK BRYAN

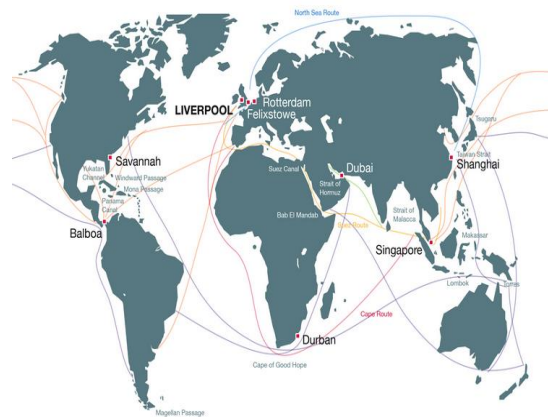
Patrick Bryan introduced the development strategy of Liverpool.

Liverpool intends to become the entry point in Europe for the American traffic and the hub to serve North UK.

Some facts and figures:

- Access to North and South America, and via the Panama Canal to Australasia and Far East
- Already 45% of North American container traffic enters through Liverpool
- New Panama Canal opening in 2016
- Global supply chains are changing

This situation will serve the project Atlantis that will benefit from the development in North UK and Europe, plus of the development of exchanges with the US in particular



**Market proximity**

- 35m people live within 150 miles
- CLOSEST PORT to the UK's manufacturing heartland
- LIVERPOOL2 new deepwater container terminal for UK
- 50% of the UK container market closer to Liverpool than the south
- Highest density of warehousing in UK within 70 miles of the Port of Liverpool
- £1bn investment in road, port and multimodal infrastructure

MOBILITY AND TRANSPORT



### Liverpool Local Enterprise Partnership (LEP) was created to:

- Encourage inward investment through key growth areas
- Create jobs
- Increase productivity
- Ensure adequate skills provision
- Enable site development
- Highlight infrastructure requirements
- Act as a conduit between the private sector and government

In the Atlantis project LEP ensures the executive project management.

### The management board is composed as follows:

The Steering Committee is composed of main stakeholders and the Interest Group will be composed of main transportation partners, as depicted below:

#### Atlantis - Liverpool City Region stakeholders

- LCR LEP (Project lead)
- St Helens Council
- Halton Council
- Sefton Council
- Knowsley Council
- Highways England
- Network Rail
- Department for Transport
- Transport for the North
- Peel Ports
- NW Rail Industry Leaders Group
- Freight Transport Association
- Shipping lines – Stena, P&O, MacAndrews, BG Freight, Borchard
- Freight forwarders – Stobart, Abbey Logistics, Lombard Logistics
- Customers – Unilever, JLR, SIG

### Development perspectives

Through the project Atlantis Liverpool will launch studies to develop several areas of the ports and Liverpool city region and the Manchester ship canal.

### Atlantis in the development strategy of Liverpool (Mike Harrett, MDS)

Mike Harret presented the development context of the project Atlantis reminding the main traffic characteristics in three ports and their hinterland.

Taking general data from Eurodata the analysis shows that container traffic is growing, as feeder one. The situation in the three ports is quite different and complementary.

## 2.2.6 THE ATLANTIS PROJECT IN APDL DEVELOPMENT PLAN



Helena Fernandes, marketing and business development manager at APDL

APDL is the managing authority of the port of Leixoes, and from recently of the port of and the Douro River.

The port of Leixoes tends for:

- 18,1 Million Tonnes
- 667 thousand TEU's
- 2 600 vessels
- 11 Private Operators
- 60 Shipping Agents
- Exports to 181 countries
- 5,8 million tonnes exported
- 78 Cruise Ships– 64,440 Passengers

## European and international connections – positioning of Atlantis



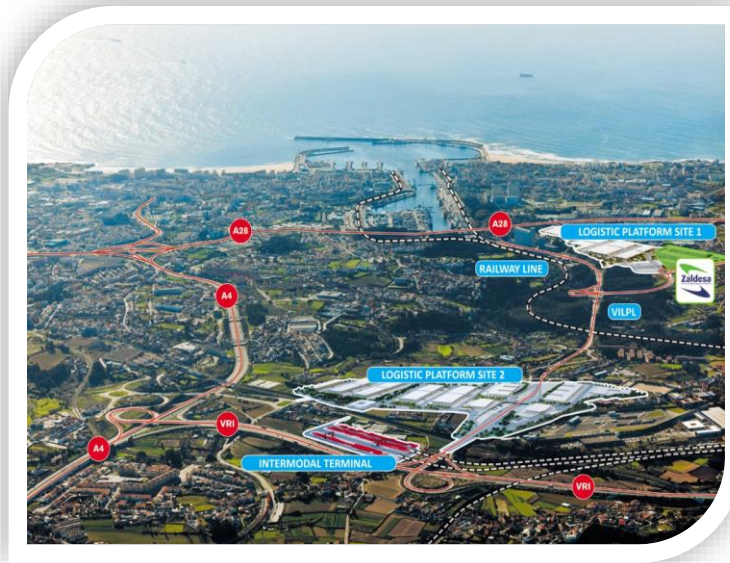
For Leixoes, Atlantis is considered as an opportunity to increase its traffic to North UK and Europe, taking benefit of its international network shown above.

### Partners and customers



**Logistics platforms and information systems**

The port of Leixoes is enclosed in the city. Its development thus required developing logistic zones, outside the port area, connected to the port by private highways.



Moreover the port has invested in digital technologies:

- Automatic control systems for cargos and tracks at the entry of the port
- A port centric logistic single window system (« JUP») which allows all actors to exchange information. The system has demonstrated its added value for shipping and logistics companies, but also for the administrations in charge of controls and customs including national authorities.

## Atlantis activities and development perspectives

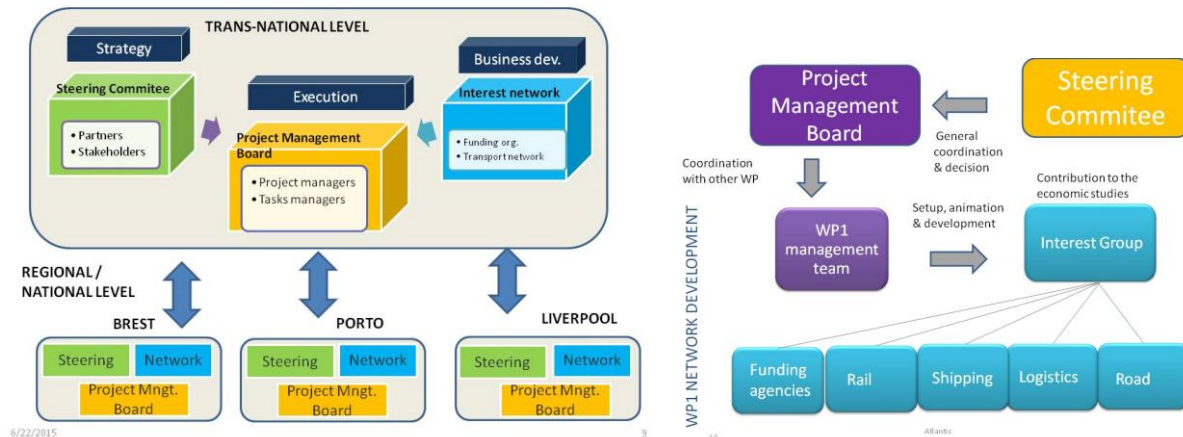
As host of the meeting with Portuguese stakeholders, Helena Fernandes introduced the organization of the project Atlantis with its 5 groups of activities:

- ★ A1. Devoted to the development of the network and the establishment of a group of transnational interest, this activity will provide the data necessary for technical and economic studies (A3 and A4).
- ★ A2. Deals with the study of the IT infrastructure that will provide all of the actors in the transport chain digital access Unified logistics services (network of logistical information system)
- ★ A3.1 / A4 include studies of infrastructure required for the launch of services (phase 1/activity 4) and development (phase 2/activity 3.1), integrating all of the needs of the multimodal chain.
- ★ A3.2 concentrates the technico-economic studies with for objective the establishment of an economic model and innovative financial instruments, involving the three ports and their partners
- ★ A5. Covers the management and communication activities of the project including three conferences that will be organized in Leixoes, Liverpool and Brussels at the European Parliament.

The project goal is to secure the launch (and the development) of the MoS service between the three ports and their hinterlands.

Helena Fernandes presented at last the **organization of the project management structures** defined as a precursor of the future Atlantis management committees.

## Management bodies



The project is managed through three committees:

- The project management board: executive body in charge of the daily management activities
- The Steering Committee: decision making body, in charge of the project strategy
- The Interest Group: that groups together all concerned actors of the transportation network and is charged of business and network development studies and strategies

This organization is set up at regional levels and at trans-national levels as shown above.

## 2.2.5 PRESENTATION OF ECONOMIC STUDY BY JEAN-CHRISTOPHE HATTENVILLE

Jean-Christophe Hattenville, business development manager at the chamber of commerce of Brest presented the planning of the economic study, due to start just after the progress meeting, on March 20 2016.



Jean-Christophe Hattenville reminded that the launch of Atlantis was based on a preliminary market study carried on by MDS before the submission of the proposal. The project will allow consolidating the study as introduced by Mike Harrett in his previous presentation.

In summary the study concluded on:

- The difficulty to gather sufficient traffic in the Atlantic area
- New opportunities due to the increase of RoRo traffic
- Requirements :
  - catching interest of rail transport chains around the ports

- creating new financial instruments (share and reduce risks)
- Setting up new governance models (economic models)

A call for tender has been launched on February 15 2016 to support the Atlantis consortium for the study of its market, its business plan and economic model.

The work requested is structured in three phases:

- An analysis of the market and of potential customers, starting from a review of past studies (engaged in 2014). The preliminary study was based on hypothesis which must be revised. The economic context has changed, including the development of container traffic, the development perspectives of the three ports and the European context.
- The study of the business plan, based on ground studies (interviews with main potential customers and partners), specification of the traffic characteristics, the services costs, the investments needed to adapt the ports infrastructures to the customers requirements, etc.
- The final definition of the Atlantis service (e.g. number of rotations per week, main customers, characterization of the transportation line (RORO, LOLO, accompanied or not, etc.) and of the economic and legal model.

### Market study

Economic studies conducted since 2012 concluded that:

- ★ Compared to road transport, maritime transport can become competitive above the 1300 kms.
- ★ The line “Liverpool-Brest-Porto” would become profitable at the end of 3 years and this on the basis of two rotations per week and a RoRo service without driver.
- ★ The residual risk in rough approximation could run over three years (to refine).

### The purpose of the technical-economic study (A1) is:

- ★ To check and clarify these results by working with all partners in the transport chain
- ★ To specify the investment needs for each actor
- ★ To study the economic models of the partners
- ★ To refine the analysis of risk (on shipping, rail, ports), and of shared risks models

### The purpose of the analysis of financial and legal instruments (A3.2) is to :

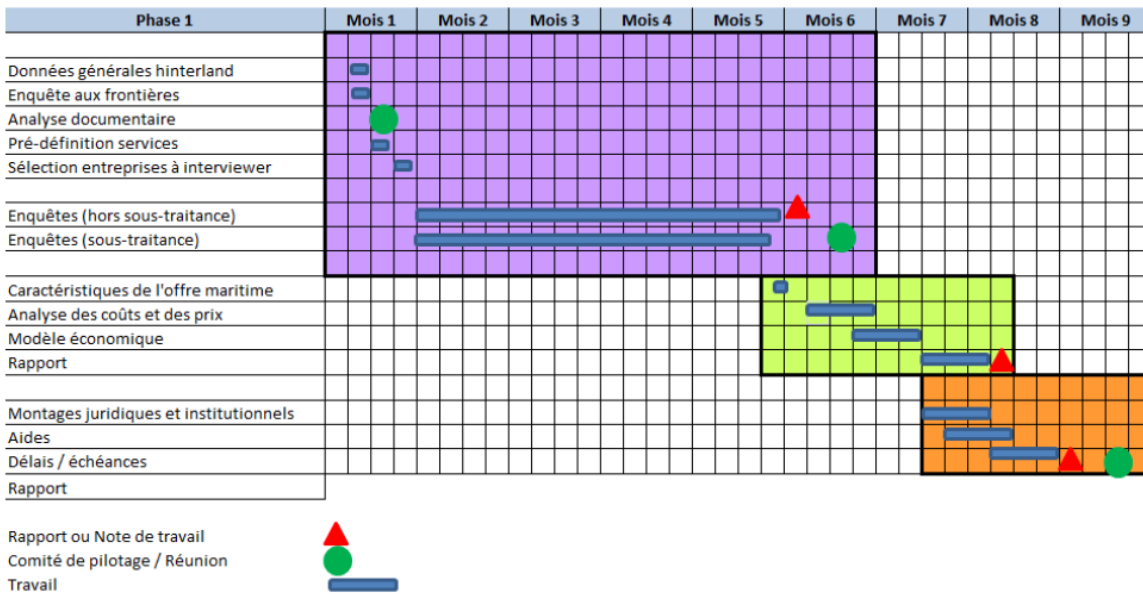
- ★ to establish a mapping of existing financial tools by analyzing their relevance to the Atlantis project (launch and development phases)
- ★ to identify solutions potentially combining several instruments and financial agencies
- ★ to study resulting economic models and business plans
- ★ To select a financial, economic, legal model and an operational plan including the launch and development phase of the services

### Business model and plan



- ★ The study of the business plan will be carried on by involving all concerned actors in each port communities in order to identify new transport opportunities that would be enabled by the MoS and multimodal transport network but also the works, investments and risks induced to develop the services.
- ★ The study will also cover the most adapted financial instruments to accompany the launch and development phases. This will be achieved in cooperation with the European Commission and the European Investment bank, working on similar issues.

### Calendar of the survey



The economic study will provide its first results in September. Between September and November the study will focus on the business, investment and financial plans.

The results will be presented at the European Parliament on December 6<sup>th</sup> 2016.

## 5. MEETING OF THE PROJECT MANAGEMENT BOARD

The working meeting between the partners took place on Tuesday 8 afternoon.



### 5.1 PARTICIPANTS

Chamber of commerce of Brest:

- Meriadec Le Moullieur: director of the chamber of commerce of Brest
- Jean-Christophe HATTENVILLE, business development, port of Brest/ Atlantis project manager
- Fabienne VALLEE, Atlantis deputy project manager
- Michel MORVAN, adviser for the CCI of Brest

Liverpool City region:

- Patrick Bryan, project manager at LEP
- Darren Kirkman; policy adviser Merseytravel ([merseytravel.gov.uk](http://merseytravel.gov.uk))

Leixoes:

- Helena Fernandes, Head of the Commercial, Marketing & Cooperation Department, Atlantis project manager
- Sara Marques, project manager
- Amelia Castro, project manager
- Marinho Dias, Head of IT department
- Francisco Saraiva, LSW project manager
- Rui Barros (LSW project manager; <http://mitmyid.com>)

## 5.2 MINUTES OF THE MEETING

The meeting aimed at covering in details the project activities, the management plan and action plan, financial and reporting issues.

### Activity 1 and 4.2 Network development and economic study



**The two activities are grouped together through the study that will be carried on with the support of the consulting company Catram.**

The network development activities are particularly important for the success of the project. The goal is to precise the conditions of the new MoS service and line between Leixoes-Brest-Liverpool, with all partners of the three ports/regions. The activity is thus carried in synergy with the study of the business plan.

Regarding the action plan the goal is to gather these partners at local level in working group (the interest group) and to revise the preliminary studies carried on by the consulting company MDS to update all data and hypothesis.

**The partners shall provide a list of contacts, confirmed (the customers and actors of multimodal transport that accept to take part in the study).**

The planning of activities related to the economic study has been presented by Jean-Christophe Hattenville. The contract with the consulting company will be signed between March 15 and 22 2016. The company will then contact each port to define a more precise agenda for the interviews, in each port and with their customers and partners.

## Activity 2: Information system

During the next period, APDL will develop the interfaces to Brest and Liverpool IS and will prepare a prototype of services.

### Therefore:

The partners will provide a description of there is and their interfaces. In Brest AP+ (Community Cargo System) is being installed. The solution is to let the two systems independent in a first step.

APDL will prepare a presentation session for each port community followed by a training session for the future users.

### Foreseen dates:

- **April: first presentation to potential users;**
- **May: technical presentation to technical teams.**

## Activities 3 and 4 / Technical studies

### APDL: focuses on:

- The management of the new cargo area including its dredging needs and the multipurpose terminal. The studies will be pursued during the second phase
- The setup of a new data center aims at fulfilling the growth of traffic, and full availability of the servers . As agreed with INEA ¾ of the costs are covered by the project Atlantis. Moreover new needs appeared concerning the energy consumption. A better management of the servers has allowed decreasing the consumption to half its initial value. However to fulfil “Green IT” objectives the goal is to produce and to use clean energy to feed the data center. Therefore some studies will be carried out on possible use of LNG generation dimensioned for this type of use case.

The production of the call for tenders has taken more time than foreseen. A delay of 3 months in the planning of studies is foreseen.

- **Liverpool:**

The planning defined for the different studies carried out through the activities 3 and 4 have been slightly delayed (about 3 months) due to the reorganization of some studies.

#### **One study () has been**

**The study of the North UK development plan will not be funded by Atlantis. It has been funded by (funded by public-private funds. There is a follow up study that will examine the impacts of this national development plan on the Liverpool region. This second study will be funded by Atlantis.**

Based on the study of the development plan of the North of UK) LEP will carry on the study of its application and impact on the Liverpool region. This study will be carried out in relation with Atlantis operational plan.

- **Brest:**

A preliminary analysis of possible adaptations of current infrastructures has led to the specification of 3 scenarii depending on the type of shipping line, the frequency and amount of traffic. The second phase will concentrate on a detailed study of each scenario in order to elaborate an operational, in relation with the results of the economic study.



Moreover the cargo loading/ unloading area is currently the storage space of waste (Amocco Cadiz). The study has confirmed that these wastes could be used as embankments for the MRE area. During the second phase these wastes will be removed and the study a new management of the area. Will also be studied the management of the linkspan and of the connection with the rail. A call for tender will be launched to carry on these studies.

#### **Activity 5.1 – Management**

Fabienne Vallée presented the intermediate activity report due to be done for March 31<sup>st</sup>. It covers the period February 2014-december 2015.

Based on the results presented during the meeting the consortium will provide contributions on

- Activities achieved and related results and deliverable
- Delays or modifications of these activities compared to the initial action plan
- Planning for the next period (January 2016-December 2016)

The financial report was then discussed, on the basis of examples provided by APDL.

A presentation of the results was agreed on that basis.

Certification by the three ministries of transport: the partners agreed to provide the report for Wednesday 16 in order to let one week for the review by the ministries.

Audit: no audit by an external auditor is required for the intermediate report.

## Activity 5.2 Communication and dissemination

- **Logo, web pages and social media:** Liverpool as coordinator of the activity has developed the logo, project brand, the project web page and manages the twitter/ Linked-in account.  
Brest has produced a web page on its own web site based on Liverpool web page.  
Porto must develop its web page based on the common web page presented on the web site of Liverpool.  
Note: the web page also gathers information on project events and other relevant conferences/workshops.  
Communication on social media is also to be activated.
- **Communication in newspapers and specialized press:** Brest has produced a communication paper following the kick off meeting and some news and information paper have been diffused in its interest networks.  
Liverpool and Leixoes. Have also communicated on the project and on the program in
- **Brochure:** The brochure will be developed. It will be ready for the conference in Liverpool
- **Conferences:** the dates of the third meeting in Liverpool have been discussed .it will take place at the occasion of the International Maritime Trade Conference (). The meeting could take place on Friday June 25<sup>th</sup>, Invitation lists shall be constituted rapidly in order to gather:
  - Representatives of the European commission, CEF and INEA
  - National stakeholders: members of Steering Committee in particular
  - The Atlantis Maritime Interest Group (customers, partners, stakeholders including financial agencies)
- **Other events already on the agenda:**
  - In Brest: Sea Tech Week (October) is organized this year on the theme of ICT. It could give an occasion to APDL to present the logistic single window and its adaptation to Atlantis.
  - In Liverpool the central event is the International Maritime Trade Conference that will take place on June 23-24. The next stakeholder meeting of the project Atlantis will be organized on June 25.
  - Portuguese sea forum: November (dates to be communicated) organized in Leixoes with the cluster Ocean XXI.
  - MoS forum: organized by the European Commission mid-march, April and may, followed by a presentation at the Parliament in June 2016  
The participation of the consortium to the MoS Forum has been discussed.
  - TEN-T days: It will provide an occasion to meet other projects managers. The project coordinator intends to attend.

Summary: Communication plan / agenda of the meetings/ conferences.

European events	Date	Topic	Participation Atlantis
MoS forum (Brussels)	march 15 <sup>th</sup>	Environment	CCI Brest – Fabienne Vallée (to be confirmed)
MoS forum (Brussels)	April 12 -13rd	Shipping	APDL (Sara Marques) CCI Brest (to be confirmed) Liverpool (to be confirmed)
MoS forum (Brussels)	May 17-18 <sup>th</sup>	Management	CCI Brest APDL and Liverpool
Presentation - Eu Parliament (Brussels)	June 15 <sup>th</sup>	Approval	CCI Brest (Mériadec Le Mouillour, director)) all : to prepare a contribution for may 15
Conference (Rotterdam)	June 21 <sup>st</sup>	MoS contrib.	CCI Brest (Mériadec Le Mouillour, director) Porto (Helena Fernandes, Head of business dev.) Liverpool (Patrick Bryan, project manager)

Partners events	Date	Topic	Contribution
Liverpool IMTC	June 23-24	conference & PM2	Conference: June 24 Meeting : June 25 (**)
Brussels (Parliament)	December 6	Atlantis final meeting	Presentation of the project results (*) Organisation of the final meeting
Sea Tech Week (Brest)	October 10-14 2016	ICT	Organisation of a stand? a Workshop?
Brest	July 13-19 2016	Nautical fests	Press info? More?

## 6. CONCLUSION

The Progress Meeting organized in the premises of APDL in Leixoes has enabled a fruitful exchange time between the partners and with Portuguese Stakeholders gathered for the two days. It has allowed clarifying the activities and the action plan for the next months, till the next progress meeting in Liverpool.

The three project partners have presented their own action plan, in relation with the project one. Periodic progress meetings will be organized by phone and phone conference to coordinate the activities in each port.

Brest CCI and APDL thank all participants and the project partners in particular, for their contribution to the success of this first progress meeting of the project.



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## ANNEX 1: PROGRAM



# ATLANTIS WORKSHOP

## MARCH, 8<sup>TH</sup> 2016

### PORT OF LEIXÕES – PORTO

9.00	<b>Opening by:</b> <ul style="list-style-type: none"> <li>Mr. Amadeu Rocha, Member of the Board of Directors of the Port Authority of Douro, Leixões and Viana do Castelo</li> </ul>
09.10	<b>Presentation of the MOS action line and foreseen orientations by Video-Conference</b> <ul style="list-style-type: none"> <li>Mr. Anton Marin – Police Officer (DG Move )</li> </ul>
10:00	<b>Presentation of the ATLANTIS Project and development perspectives in each port</b> <ul style="list-style-type: none"> <li><b>Introduction by</b> Mr. Jaime Vieira dos Santos, President of the Port Community of Leixões</li> <li><b>Brest : <i>Introduction to Atlantis, its development perspectives and economic study</i></b> <ul style="list-style-type: none"> <li>Mr. Mériadec Le Mouillour director of Brest CCI, member of the General Assembly of the ESPO (European Sea Port Organisation) and member of UPDF(Union of French Ports)</li> </ul> </li> <li><b>Liverpool: <i>Liverpool City Region’s current transport infrastructure, the impact of the Atlantis project to the region, including the recent Transport for the North study by</i></b> <ul style="list-style-type: none"> <li>Mr. Patrick Bryan, Liverpool City Region Local Enterprise</li> <li>Mr. Darren Kirkman, Policy Advisor at Merseytravel</li> </ul> </li> <li><b>Leixões: <i>The impact of ATLANTIS project in the Port of Leixões services</i></b> <ul style="list-style-type: none"> <li>Mrs. Helena Gomes Fernandes, Commercial and Marketing Manager for the Port of Leixões</li> </ul> </li> </ul>
10:45	<b>Coffee-Break</b>
11.00	<b>Information Systems perspective: Logistics Single Window</b> <ul style="list-style-type: none"> <li>Mrs. Magda Bento, Port of Leixões Information Systems Department</li> </ul>

<b>11:30</b>	<b>Atlantis Economic Study</b> <ul style="list-style-type: none"> <li>○ Mr. Jean-Christophe Hattenville, business development, chamber of commerce and industry of Brest</li> </ul>
<b>12.00</b>	<b>Discussion on Atlantis development</b>
<b>12:30</b>	<b>Lunch</b>



## 2<sup>ND</sup> ATLANTIS MEETING

PORT OF LEIXÕES – PORTO MARCH 8<sup>TH</sup>&9<sup>TH</sup> 2016

<b>ATLANTIS PARTNERS MEETING WORKSHOP</b> <b>MARCH, 8<sup>TH</sup> 2016 (14.30-17.30)</b> <b>PORT OF LEIXÕES – PORTO</b>	
<b>14.30</b>	<b>Opening by Helena Fernandes, Port of Leixões Commercial and Marketing Manager</b>
<b>14.30-15.45</b>	<b>Status of the technical studies engaged (actions 3 and 4)– Presentation by each port</b> <ul style="list-style-type: none"> <li>● Liverpool LEP and LCR – Patrick Bryan, Atlantis interim project manager and MDS</li> <li>● Port of Leixoes - Amelia Castro, Port of Leixoes Studies and Planning manager</li> <li>● Brest CCI – Jean-Christophe Hattenville- Fabienne Vallée</li> </ul>
<b>15:45</b>	<ul style="list-style-type: none"> <li>● <i>Coffee break</i></li> </ul>
<b>16:00 – 17:00</b>	<b>Status of the studies of the Information system and next steps</b> <ul style="list-style-type: none"> <li>● <b>Status</b> by Marinho Dias, Port of Leixões Information Systems manager, coordinator of the study</li> <li>● <b>Next steps:</b> exchange between representatives of the three ports</li> </ul>
<b>17:00 – 17:30</b>	<b>Preparation of the 1<sup>st</sup> intermediate report</b> <ul style="list-style-type: none"> <li>● Jean-Christophe Hattenville, business development, chamber of commerce and industry of Brest – Fabienne Vallée, deputy project manager</li> </ul>
<b>17.30</b>	<b>Synthesis</b>



## 2<sup>ND</sup> ATLANTIS MEETING

PORT OF LEIXÕES – PORTO MARCH 8<sup>TH</sup>&9<sup>TH</sup> 2016

ATLANTIS PARTNERS MEETING WORKSHOP (continued)	
MARCH, 9 <sup>TH</sup> 2016 (9.30-12.30)	
PORT OF LEIXÕES – PORTO	
9h30-10h30	<b>Management and communication and dissemination issues</b> <ul style="list-style-type: none"> <li>• Preparation of the 1<sup>st</sup> intermediate report – Fabienne Vallee – deputy project manager <ul style="list-style-type: none"> <li>○ Technical report</li> <li>○ Financial report</li> <li>○ Validation by an external financial accounting group and by the minister</li> </ul> </li> <li>• Communication and dissemination actions - Fabienne Vallée - deputy project manager <ul style="list-style-type: none"> <li>○ Next events organised by the DG Move</li> <li>○ Next events organised and communication actions engaged by the partners</li> </ul> </li> </ul>
10:30	<ul style="list-style-type: none"> <li>• <i>Coffee break</i></li> </ul>
10:30 – 12h30	<b>Atlantis commercial meeting</b> <ul style="list-style-type: none"> <li>• Contribution of each port: Atlantis business development</li> </ul>
12.30 – 13h00	<b>Synthesis</b>



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