

MOU2



Friday
9th
JULY
 09:30 – 12:30
 CEST

**EUSAIR INVESTMENT IN SKILLS AND EDUCATION:
 WHICH ROADMAP FOR A MORE SUSTAINABLE BLUE
 ECONOMY IN THE ADRIATIC-IONIAN REGION?**

Port Labour and Green Digital Agenda

Andrea Appetecchia

In cooperation with



Diapositiva 1

MOU2

Microsoft Office User; 01/07/2021



Isfort SpA - the Superior Institute for Training and Research in Transport

ISFORT was founded in 1994 by the National Communications Foundation and the State Railway (Ferrovie dello Stato Italiane – FSI) to contribute to the renewal of the transport sector. ISFORT supports the development of socio-economic and managerial know-how in the sector through organized and targeted activities in training and research.

Research

1. Multidisciplinary teams: economists, engineers, statisticians, sociologists, etc.;
2. Themes: socio-economic assessment; traffic forecasts; urban plans; etc.

Training

1. Isfort training center: Training center for railways drivers and operators (driving license) (clients: individuals & railways companies);
2. Management: Training course for transport managers (clients: private company & public bodies)



Port activity and labour in the EU

(The blue economy report 2021)

Along the 70,000 km of coasts of the European Union, there are more than 1,200 commercial seaports within which 384,000 people work (directly employed) to provide assistance and support services to ships in transit. The added value generated by Port activities grew by 15% from 2009 to 2018, reaching €26.5 billion.

The majority of the sector's workforce (61%) is employed in Cargo and warehousing, while Ports and water projects employed the rest (39%). Compared to 2009, the number of jobs in Cargo and warehousing increased by 26% while decreasing 6% in Ports and water projects. The top contributors, in descending order, include Germany (24%) and then Spain (11%), France (10%), and Italy and the Netherlands (9% each). Five countries represent nearly 2/3 of the whole workforce (63%).



Future trends in port activity

The Changing Face of Ports: the Socio-economic Impact of Market-based & Technological Developments on EU Ports (Dynamar/MTBS – 2019)

Topic	Trend
Policy	Ports form the gateway to world trade; policies are often in conflict between countries or regions
Demography & society	Population growth and economic development affect the growth of ports Population function as important import and export nodes for their Interland Port – City articulation; as land integration of port areas with urban and natural spaces becomes more important
Energy and Environment	Strategic storage of energy resources Emission regulations drive cleaner port operations
Technology	Integrating information technologies optimising transport chain; Terminal automation; more efficient handling of cargo
Economics	Competition between regions to be involved in international trade Transshipment; port focusing to be a node in container trade which is not the end of the chain
Finance	Capital intensive industry Public-Private Partnership to reduce financial responsibility of the public authority (PPP)



Port labour.....

How it should be



Professional skills & training path available



To be defined

How it is (Port of Antwerp)

Port workers general work A+B	1.916
Specialised workers A+B	1.589
Drivers of special engines	1.411
Supervisory staff	992
Other permanent workers	269
TOTAL	6.177
Logistic workers	1.569
Craftsmen	838

Professional skills linked to the emerging activities aren't foreseen yet