



# DOCKSTHEFUTURE

defining the concept of "Port of the Future"

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## In particular, DocksTheFuture will:



- Refine and tune the Port of Future concepts, the Port of the Future topics and their related targets in 2030
- Identify appropriate KPIs (“Key Performance Indicators”) and relevant monitoring and evaluation actions
- Leading to the “Port of the Future Road Map for 2030” that will include a number of exploitation elements such as:
  - tools for evaluation and transferability of Port of the Future solutions,
  - R&D and policy recommendations,
  - training packages and
  - the creation of a “Port of the Future Network of Excellence”.





The project is coordinated by **Circle S.p.A (Italy)** as the leader of the Working Group including:



**ISL - Institut für Seeverkehrswirtschaft und Logistik**  
(Germany)



**Magellan**  
(Portugal)



**PortExpertise**  
(Belgium)



UNIVERSITÀ DEGLI STUDI  
DI GENOVA

**University of Genoa**  
(Italy)



## DocksTheFuture has already addressed in early stages of the Project:

1. a **preliminary research** on the “Port of Future” concept;
2. the definition of several “**Port of the Future topics**” to be addressed and their related targets in 2030;
  - Port infrastructure and management
  - Accessibility and fulfillment of European standards
  - Integration in the supply chain and synchromodality
  - Environmental concern
  - Sustainability
  - Safety and security
  - Digitalisation
  - Port-city relation
  - Port Governance
  - Human element





4. To connect the concept of Future Ports by 2030 with the **UN Sustainable Development Goals by 2030**

Second macro area for ports:

**2- Community outreach and port-city dialogue**



Potential topics

stakeholder management, sustainability reporting, community outreach, city-port relations, employment, education, spatial planning, nature in ports, port culture, externalities of port operations

Relevant UN SDGs








## Port-city relationship,

the importance of the port function for the city may be different in each situation, allowing to identify three situations in which:

- Port's functions dominate the urban functions (e.g. Rotterdam).
- Port's and urban functions have equivalent importance (e.g. Amsterdam).
- Urban functions dominate the port functions(e.g. New York), the port holds a secondary role in the city.

































