

COVID-19 forced lots of seamen to stay on board for an extended period of their contracts. I believe there is an increased risk of fatigue and complacency for seamen due to that. Is there any solution for that that you are possibly aware of?

This is indeed one of the many challenges currently. The only option I can think of right now is a 2 week quarantine when changing shift (both for the ones going on board and the ones going off board).

Is there a Recovery Plan at the port of Rotterdam after COVID-19 aftermath effects will take place?

They are probably already developing that considering different scenarios. At this moment it is too early to know what that recovery plan (and in which form) entails.

What are the effects of Artificial Intelligence advancements in the maritime ports and logistics?

This will be discussed in a bit more detail in the next webinar on 6 May 2020.

what kind of metrics to measure the port performance?

Depends on what you would like to measure. On (container) terminal level this could be related to moves per hour (productivity). But think also of how many kilometres of hinterland can be reached in 1 day or 2 days. This gives a good idea of the port accessibility.

PoR has branched out in more than just port /logistics services. What opportunities do you see in Renewable Energy/sustainable options given the fossil fuel crisis as a result in the drop of demand for oil?

The Paris agreement already stated that countries have to do more to reduce environmental impact. The current crisis provides hereby an excellent opportunity to accelerate this process. PoR was already busy in making their port more sustainable via different scenarios ranging from fuels, cargo handling and industries.

There are so many parties in shipping industry such as agency, shipping line, charter and cargo owner. What do you think if port also become an agent for the shipping line so we can get the access directly touch with our customer? Will it break the ecosystem or not? Because the risk is a lot of agency will lose their customer (if the port agent could show great performance than shipping line trusted agent before)?

The main purpose of a port is to handle incoming and outgoing cargo in an efficient way considering efficient hinterland and foreland transportation. Therefore becoming an agent for the shipping line is not something in line with the purpose and unlikely to happen.

What is port contribution for FAL convention for IMO in significant way. And do you think port will become marketplace like Alibaba and the other ecommerce platform currently?

By better streamlining arrival and departure of ship, quicker handling can take place and less waiting time of the ships entering the port reducing thereby potential delays. This is pure on port individual level, IMO regulations are internationally and refer more to the situation at sea. It is unlikely that a port becomes a marketplace like Alibaba as it is not their purpose.

How to maximize the performance of smart ports? Because the smart port mostly give the higher price of service cost, compared to non-automated port. Since they had spent a

lot of money in investment modern equipment and facilities. So they will charge the higher price to the service and customer tend to choose the non-automatic port.

By collaboration between the actors active in the port. The more data is shared and is transparent, the better decisions can be made reducing thereby also the logistics costs.

What is your opinion about the impact of COVID-19 in South America ports on the pacific ocean?

Ports all over the world will be impacted, although some more than others. That also depends on where the cargo is coming from or going to and the restrictions locally (as these differ between countries). Impact in general will be more or less equal among ports.

Which one is more impact high risk by COVID-19, the conventional or the automated port?

Difficult to say at this moment, but an conventional port could be impacted more due to less information sharing and more human involvement in the direct activities in the port itself.

In a very tight and poor economy, how to invest in training the best way, mainly the smart port with limited incomes and decreasing activities?

First of all it is important to notice that investment in training could lead to lower operational costs via for example less fuel costs, more efficient handling and lower insurance. So investments in training can be earned back pretty quickly. Other ways are training programmes so that trainers are trained to disseminate the knowledge locally without needing constant involvement of foreign trainers, proving significant cost reduction in the long term. Other way is to join efforts with ports/companies/organisations in the region to do the programme jointly and thereby sharing the costs. The other option is via digital learning, although approvability depends on the type of course.

What are the challenges in becoming a smart port?

This will be covered in the next webinar on 6 May 2020

What has been the impact on COVID-19 on maritime logistics?

Lower volumes being traded and seaman at this moment are on sea already for a long time (longer than anticipated or agreed upon).

What do you mean when you say it is no longer the largest but the smartest port that survives?

In the past ports were focusing a lot on volumes and of course this is still important today as well. However, volumes do not tell everything, it becomes more important what the different solutions are that can be offered to optimize the process. A port which finds to best ways doing that will attract more cargo and be the more successful one.

What do you think the proposer approach or strategies of port to survive in such pandemic situation?

At this moment a lot of damage control takes place. At the same time, it offers opportunities to innovate business and this time could be an excellent opportunity for that. For example, making the port greener and more sustainable.

Will the 1.5, social distance mode affect the work of the ports, namely port of Rotterdam.

Yes, because working together is more challenging due to the 1.5m distance. Different ways of working need to be put in place to accommodate this and keep the flow of goods going.

Examples on how PoR automatization has been able to help with the movement of goods during COVID and how did its systems helped address special needs/new rules during the crisis?

For example, if you know the cargo on board of a ship which is deemed important for a region or country, the handing of cargo could be increased to get it faster to the final point of destination. Systems providing that kind of information improve in that case the full process.