



LIFE Project Number
< **LIFE17 GIE/IT/000562** >

Inception Report
Covering the project activities from **01/10/2018** to **30/09/2019**

Reporting Date
< **30/09/2019** >

LIFE+ PROJECT NAME or Acronym
< **Advanced Noise Control strategies in HarbOuR** >

Data Project

Project location	Italy, Spain, Greece
Project start date:	<01/10/2018>
Project end date:	<30/09/2021> Extension date: -
Total budget	€ 1,011,383
EC contribution:	€ 600,826
(%) of eligible costs	60,00

Data Beneficiary

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REQUIRED STRUCTURE:

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2. List of abbreviations

ISPRA: Istituto Superiore per la Protezione e la Ricerca Ambientale

ADSPMETS: Autorità di Sistema Portuale Mar Tirreno Settentrionale

CIRIAF: Centro Interuniversitario di Ricerca sull'Inquinamento e sull'Ambiente "Mauro Felli"

INGENIA: INGENIA srl

MPA: Autoridad Portuaria de Melilla

MUPAT: Municipality of Patras

3. Executive summary

3.1. General progress.

The project started with some administrative difficulties, as reported in chapter 3.2, that affected the progress of activities. After the First Monitoring visit a path to overcome such issues has been provided and at the present time there are no particular delays with respect to the scheduled program. In particular, the preparatory actions (A) ended with the state of the art, the Milestone "Follower stakeholder platform" was implemented. Nevertheless, the still missing Dissemination actions (D) has started by means of Communication plan, Networking, project website, social media and Replication plan. The Core actions (B) are going on as scheduled also with the First Intermediate meeting in Melilla and Skype meetings concerning technical matters of the project.

3.2. Assessment as to whether the project objectives and work plan are still viable.

A. Preparatory actions

Extensive state of the art of the existing methodologies for assessing and tackling port noise pollution was produced during this action. The result is the best practices state of the art for tackling noise pollution caused by port activities.

The "Follower stakeholder platform" was implemented as a cooperation network of stakeholders (national and international) directly involved in the project activities and know-how sharing. Followers signed 10 letters of interest and will take part to the project decisions and Steering Committee.

A proper measurement strategy was developed by means of a set of key indicators to assure the correct development of the project and dissemination activities.

B. Core actions

A set of “Figures of merit” was released by ADSPMITS and is now being implemented by the technical department for authorizations of Livorno Port Authority. The final operative procedure to be followed by all operators will be released by the end of 2019.

In Patras port, the technical specifications of the low-cost monitoring system were defined, in order to customize and evaluate the offers achieved for the still ongoing public tenders for the system implementation.

Melilla Port Authority defined the methodology and goals of a common Port Noise Impact Assessment (PNIA) based on its experience on ongoing noise mapping and noise management. The First Intermediate meeting of the project was organized, offering a Public in Melilla with more than 40 participants. The event was livestreamed and simultaneous translation in English were provided. Furthermore, a technical visit was carried out in the area of Melilla port, allowing the partners to get more detailed knowledge about the port noise pollution as well as to agree the point measurements to characterize the acoustic environment. Finally, an internal meeting was organized.

C. Monitoring of project impact

The Quality Plan was approved during the kick-off meeting, in order to define the project management structure, policies and procedures, organization and the methodology that consortium partners will use during the project to provide assurance that the quality requirements are planned appropriately.

During the kick-off meeting in Rome, was also established the Technical Committee, responsible for observing and assessing the accuracy and feasibility of project actions. In the same meeting, the Steering Committee was established.

A set of Performance indicators of the project was released to ensure an adequate development of core actions on dissemination and information about noise control best governances, warranting a proper awareness arising and long-lasting sustainability promotion concerning noise pollution impact from ports.

Finally, a set of suitable socio-economic indicator regarding the impact of project actions was defined to assess the impact of noise reduction and containment actions deriving from noise pollution in ports, in terms of growth and improvement of the perceived quality of life.

D. Communication and dissemination of the project and its results

A close networking has been established with LIFE projects DYNAMAP and MONZA, in order to share the main results on low-cost monitoring systems, and with the INTERREG projects RUMBLE, TRIPLO and MONACUMEN for the management of port noise. In addition to the noise data from the noise monitoring system installed in Patras port and Melilla port, those of a noise monitoring system to be installed in Livorno port, funded by another EU project, will be used for the project purpose.

A Replication plan on methods and contents to transfer results and know-how of the project, to support interested administrative entities (Port Authorities, Administrative entities, etc.) to apply the same experience.

The following activities of this section were made in house as agreed in the First Monitoring:

- 1) The Communication and Dissemination Plan was released to increase visibility of the project, according to the available time and budget. This document defines the global communication strategy, both in terms of internal and external communication.
- 2) The official Noticeboard of the project was released to be showed during all the future events.

- 3) The project website (<https://www.anchorlife.eu>) was drafted and published online.
- 4) Social media accounts of the project on the platforms Facebook, Twitter, LinkedIn and Instagram were created.

E. Project management

Two Conference calls were organized to discuss with other project partners about what kind of devices to use for the Smart Port Noise Monitoring Systems, the possibility of buying or tendering the system as well as how to storage data.

The Partnership Agreement has been sent to all the partnership for the digital signatures.

3.3. Problems encountered.

The project encountered some difficulties related to the management of the project.

Firstly, the change of the Project Manager in the early months, just after the kick-off meeting held in November 2018, internal rules of the Institute. The present PM was appointed before the end of 2018.

The public tender procedures, provided by the proposal and necessary to externalize the activities related to communication and dissemination, are still ongoing for ISPRA. In this regard, issues with those procedures, due to National rules recently come in force in Italy, caused some delay. In particular, on the day of the First Monitoring meeting, the following deliverables were still missing: State of the art of best practices for port noise management, Project website, Noticeboards, Communications plan, Definition of a suitable socio-economic indicator, ANCHOR LIFE information materials.

In order to manage this delay, ISPRA realized in house all the above mentioned deliverables of the project, also to take into account of the financial difference between the daily rate of the previous PM and the current one.

CIRIAF has experienced the same problems of ISPRA related to the public tenders, but at date, both the external assistance contract and the additional staff Senior Researcher tender have been concluded.

On the date of the First Monitoring visit, MUPAT had not started to compile timesheets for internal administrative issues. According to the procedures suggested by EASME, MUPAT started to compile since May 2019.

4. Administrative part

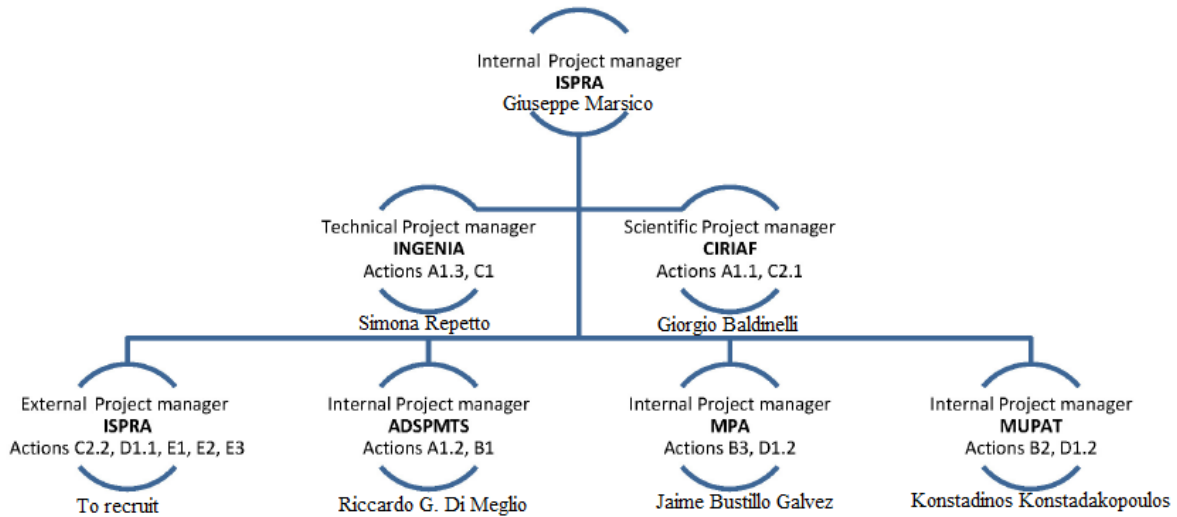
4.1. Description of project management

During the kick-off meeting, the following review of the Project Management structure was agreed as reported on page 98 of the project proposal, as follows: the External Project Manager has been replaced by a Co-Project Manager that will support the ISPRA Project Manager; the ISPRA Project Manager has been moved up to the head of the PM structure; the Scientific Project Manager coordinates the Steering Committee.

Regarding to the Co-PM, the recruitment procedures are still ongoing and will end by 2019.

4.2. Organigramme of the project team and the project management structure

The project team is organised according the following organigramme that modifies that already included in the project proposal.



4.3. Partnership agreements status (incl. date of signature) and key content

The Partnership Agreement has been sent to all the partnership for the digital signatures.

5. Technical part

Action A.1 Preliminary activities

A1.1 Updating and acquisition of best practices, monitoring indicators and systems for noise management in port areas:

The AB CIRIAF is in charge of this sub-action.

All documents concerning laws, rules, local management tools and available technologies will be collected from literature, bibliographic databases, scientific journals and conference proceedings.

Extensive state of the art of the existing methodologies for assessing and tackling port noise pollution is still missing and will be produced during this action. It will be a valid support for the following core actions of the project. The expected result is the best practices state of the art for tackling noise pollution caused by port activities and of the noise monitoring indicators and systems for port areas.

A wide literature research has been executed on technical International Standards, EU Legislation, National Legislation of Italy, Greece and Spain, to assess the state-of-the-art of monitoring indicators and noise management systems. MPA and MUPAT contributed to support the drafting of the State of the art deliverable, through describing what was related to Melilla and Patras

A research of all recent EU projects on port noise has been conducted as well, establishing a network with the relative stakeholders, ending with an investigation on already executed measurement campaigns on ports.

A1.2 Follower stakeholder platform implementation.

The AB ADSPMTS is in charge of this sub-action.

a) Creation of a Follower Platform, a cooperation network of stakeholders (national and international) directly involved in the project activities and know-how sharing.

b) Followers will sign a letter of interest and will take part to the project decisions and Steering Committee.

The Northern Tyrrhenian Port Authority System manages the ports of Livorno, Piombino, Portoferraio, Cavo, Rio Marina and Capraia in Tuscany. These seven ports will therefore join the Follower platform as part of the Port system Authority. The “Follower stakeholder platform” was implemented as a cooperation network of stakeholders (national and international) directly involved in the project activities and know-how sharing. Followers signed 10 letters of interest and will take part to the project decisions and Steering Committee.

A1.3 Development of Information KPIs

A proper measurement strategy have to be developed before implementing direct activities.

a) The AB INGENIA will create a set of key indicators to assure the correct development of the project and dissemination activities:

Information KPIs will be divided into three levels:

- Output: measures the dissemination capacity;*
- Impact: measures the level of persuasions and motivation;*
- Outcome: measures the goals achieved.*

A set of key indicators was established with for the correct development of the project and dissemination activities. Information KPIs were divided into two categories: communication and dissemination.

In order to enhance both communication and dissemination, the KPIs identified will track progress of activities. The following main points were targeted:

- definition of KPIs separated by different target in order to be able to better track progress of communication and dissemination;
- definition of Success Criteria based on defined KPIs in order to be able to evaluate progress or achievements;
- creation of an Evaluation Table to be filled out to monitor progress of KPIs.

The three levels of KPIs (output, impact, outcome) are presented in both Communication and Dissemination KPIs.

B. Core actions

B1 Development of “Figures of Merit” governance on noise and application to Livorno port

The AB ADSPMTS is in charge of this sub-action.

ADSPMTS will work to improve Figures of Merit approach and then transfer the experience to the stakeholder platform. Immediately after the project start, a technical session “Sharing objectives” will be held in Livorno with the aim at tailoring the Livorno “Figures of Merit” to be replicable also in Melilla and Patras ports.

In Piombino a preliminary workshop on a wide variety of issues was organized on November 15th. Noise pollution was one of the environmental topics dealt with. Local stakeholders (citizenship associations, entrepreneurial organizations and municipalities) had the chance to see the state of the art of noise mapping around the port of Portoferraio, the noise classification areas and the roadmap showed by the Port Authority to mitigate the emissions. In Livorno, local citizen associations met the representatives of Port Authority to explain their needs in relation to port pollution, including air and noise. In particular, members of La Venezia Borough association, the city area most exposed to port pollution, attended this meeting. At the end of December 2018, ADSPMTS provided the report on sharing objectives dealing with the following steps of the action, including the methodology of delivering the Figure of merits definition:

- Establishment of Follower Platform
- Definition of main critical issues related to noise pollution in the ports of Livorno, Piombino and Portoferraio

- Draft of Figures of merit, that is the correlation between noise and incentives to operators.

The report of the Figures of merit was released. It was presented to the project partners during the First Intermediate meeting in Melilla for suggestions and comments. It will be then given to ADSP MTS competent official for its approval. The final operative procedure to be followed by all operators will be released by the end of 2019.

B2 Design of a Smart Port Noise Monitoring System (SPNMS) and application to Patras port

The AB MUPAT is in charge of this sub-action.

Immediately after the project start, a technical session “Sharing objectives” will be held in Patras with the aim of tailoring the Patras monitoring system in a way that will be replicable also in Melilla and Livorno ports. A specific deliverable “Report of sharing objectives” will be produced at the end of this activity.

MUPAT delivered the report on sharing objectives to define the methodology and goals of this action. The report is based on the experience of Municipal enterprise for Planning & Development of Patras (ADEP S.A.) regarding the carrying out of the European Project MESP, the ongoing noise mapping and noise management Patras Port Authority, the current concerns arising from noise issues affecting local citizenship as well as the port expansion plans. In particular, the report regards to the noise reduction goals, the main rules in force, and the main technical specifications of SPNMS, considering their application to the Patras port surrounding area, operations and activities and to the port expansion plans.

The technical specifications of the low-cost monitoring system were defined, in order to customize and evaluate the offers achieved for the still ongoing public tenders for the system implementation.

B3 Definition of a common Port Noise Impact Assessment (PNIA) method and application to Melilla port

The AB MPA is in charge of this sub-action.

The aim of action B3 is to update NoMEPorts GPG taking into account the innovation defined by 2015/996/EC. In particular, the action will define a common Port Noise Impact Assessment (PNIA) method, which will be tested considering as case study the designed expansion of Melilla port. A specific deliverable “Report of sharing objectives” will be produced at the end of this activity

MPA delivered the report on sharing objectives to define the methodology and goals of a common Port Noise Impact Assessment (PNIA) to Melilla port as well as its application. This report is based on the Port Authority experience on ongoing noise mapping and noise management, the current concerns that arise from noise issues affecting local citizenship and our port expansion plans. In this report is defined how the PNIA will be defined and applied to current Melilla Port operations and activities and to Melilla Port expansion plans. In particular, the main tasks to follow in the methodology are described:

- geographical definition and limits of the noise simulation model
- characterization of noise sources
- realization of noise maps
- impact assessment
- noise management

MPA produced a detailed plan for the actions. Responsibilities, data, validations, resources, and deadlines were proposed to CIRIAF and to the other project partners. MPA defined – under coordination and supported by ISPRA – prepared and developed the First Intermediate Meeting of the Project. In this framework:

- A Public Conference was offered to Melilla stakeholders with more than 40 participants. The Public Conference has been recorded, dubbed to English, and will be uploaded to the Project's Platform.
- A technical visit was carried out in the area of Melilla port, allowing the partners to get more detailed knowledge about the Melilla conditions regarding to Action B3.
- An internal meeting was organized, under ISPRA coordination.
- A set of building-team activities took place.

C. Monitoring of project impact

C1 Monitoring and evaluation of performance indicators as quality plan

The AB INGENIA is in charge of this sub-action.

During the kick-off meeting, the basis for a Project Quality Plan will be established that will go along through the whole duration of the project in order to:

- *facilitate the management of the project*
- *guide all partners on the evaluation and quality issues*
- *guarantee an optimal implementation and achievement of each ANCHOR LIFE action*
- *evaluate the involvement of stakeholders in dissemination activities and the transferability of noise control best governances*

During the kick-off meeting held in Rome on 20 November 2018, the Quality Plan drafted by INGENIA was discussed and approved after internal discussion. The Quality Plan defines the processes and the methodologies that all the partners shall apply throughout the realization of the project. In particular, it aims to identify processes that will be applied to assure quality, define roles and responsibilities to ensure a successful project and deliverables, provide a Steering Committee with indicators to allow them to take appropriate decisions, to track and report on project progress, describe the document and entity management practices to be used by ANCHOR LIFE (e.g. procedures, rules).

A set of Performance indicators of the project was released to ensure an adequate development of core actions on dissemination and information about noise control best governances, warranting a proper awareness arising and long-lasting sustainability promotion concerning noise pollution impact from ports.

C2 Monitoring the impact of the project actions

C2.1 Scientific and technical Monitoring

The AB CIRIAF is in charge of this sub-action.

A Technical Committee will be established during the kick-off meeting. This group will be responsible, throughout the whole duration of the project of observing and assess the accuracy and feasibility of project actions, proposing solutions and solving problems whenever they occur. In addition, during the establishment, a Responsible will be identified within the Technical Committee, in charge of coordinating all monitoring accomplishments. The Technical Committee is supposed as well to support all the stakeholders from the "Followers platform" or external, with clarifications, integrations and assistance from both the scientific and the technical point of view.

During the kick-off meeting held in Rome on 20 November 2018, the Technical Committee was established, identifying members and related replacements (in brackets) as follows:

- Technical Project Manager and Responsible of Technical Committee: Simona Repetto (Marco Di Paolo), INGENIA
- Jaime Bustillo Galvez (Juan Manuel Paramio Cabrera), MPA

- Giuseppe Marsico, ISPRA
- Vasileios Kantzaris (Konstantinos Kostadakopoulos), MUPAT
- Riccardo Di Meglio (Manuela Scarsi), ADSPMTS
- Giorgio Baldinelli (Ilaria Castellini), CIRIAF

C2.2 Evaluation of socio-economic impact of the project

The CB ISPRA is in charge of this sub-action.

In this action valuation techniques conducted worldwide in order to estimate social and economic benefits on local economy and population associated with increased acoustical quality will be reviewed to assess the socio-economic impact due to the awareness rising and dissemination actions and to define a suitable set of quantitative and qualitative indicators based on a costs-benefits assessment, taking also into account the avoided environmental liabilities. The main reasons in carrying out this action consist not only in having a complete and sustainable assessment of ANCHOR LIFE impact but also in transferring to stakeholders practical proofs and witnesses of positive effects of the application of proper noise pollution governances.

A set of suitable socio-economic indicator regarding the impact of project actions was defined to assess the impact of noise reduction and containment actions deriving from noise pollution in ports, in terms of growth and improvement of the perceived quality of life. The public tender procedures, provided by the proposal and necessary to externalize this activity, are still ongoing.

D. Communication and dissemination of the project and its results

DI.1 Dissemination plan and information Pack

The CB ISPRA is in charge of this sub-action.

The following dissemination tools will be adopted:

- *Project website*
- *Social media*
- *Physical notice boards*
- *Communications plan*
- *Visual identity*
- *Layman's report*

The public tender procedures, provided by the proposal and necessary to externalize the still missing activity, are still ongoing. In this regard, issues with those procedures, due to National rules recently come in force in Italy, are causing delay. In order to manage the delay, as agreed in the First Monitoring visit, ISPRA have already realized in house the deliverables “Communication and Dissemination Plan”, “Noticeboards”, the project website (online since September 2019). In addition, ISPRA, in collaboration with INGENIA, implemented the social media accounts of the project on the platforms Facebook, Twitter, LinkedIn and Instagram. All the mentioned activities were made in house.

DI.2 Network with other EU funded projects

The CBs MPA and MUPAT are in charge of this sub-action

A network will be established with other projects and port networks to improve the expected results quality, by correcting errors and learning from other experiences. The main instrument used here is the people and organizations nets each partner brings, with the aim to connect ANCHOR LIFE with other projects and networks in which beneficiaries are already or not involved.

A close networking has been established with LIFE projects DYNAMAP and MONZA, in order to share the main results on low-cost monitoring systems, and with the INTERREG projects RUMBLE, TRIPLO and MONACUMEN for the management of port noise. In addition to the noise data from the noise monitoring system installed in Patras port and Melilla port, those of a noise monitoring system to be installed in Livorno port, funded by another EU project, will be used for the project purpose.

D1.3 Replication plan and results transfer

The AB INGENIA is in charge of this sub-action

A Replication plan on methods and contents to transfer ANCHOR LIFE results and know-how supporting interested bodies to apply the same experience will be prepared. Specific section on the website will be available and repeatability session will be carried on during:

- *International open workshops*
- *Fora*
- *Brussels final conference*

A Replication plan on methods and contents to transfer results and know-how of the project, to support interested administrative entities (Port Authorities, Administrative entities, etc.) to apply the same experience.

E. Project management

The CB ISPRA is in charge of this action.

The overall project management is aimed at ensuring a correct and fluid management of ANCHOR LIFE, to monitor the accurate progress of planned actions and to check each partner commitment to assigned roles for the whole duration of the activities. It is necessary in order to guarantee a precise development of the project and, consequentially, the precise achievement of objectives.

During the the kick-off meeting was held in Rome on 20 November 2018, it was agreed that ISPRA will present a review of the Project Management structure reported on page 98 of the proposal, as follows:

- The External Project Manager will be replaced by a Co-Project Manager that will support the ISPRA Project Manager.
- The ISPRA Project Manager will be moved up to the head of the PM structure.
- The Scientific Project Manager will coordinate the Steering Committee.

Regarding to the Co-PM, the recruitment procedures are still ongoing and will probably end by the end of 2019.

Two Conference calls were organized to discuss with other project partners about what kind of devices to use for the SPNMS, the possibility of buying or tendering the system as well as how to storage data.

The Partnership Agreement has been sent to all the partnership for the digital signatures.

6. Financial part

All the activities related to the financial and administrative management of the project are proceeding regularly for all the partners that sent all the documentation on the state of the financial progress up to March 31, 2019, apart from IGENIA (June 30, 2019) and MUPAT (April 30, 2019); ISPRA asked to receive the expenses up to June 30, 2019 with the relative documentation and some administrative documents. In particular, the state of the art of the documentation is as following.

- MUPAT: the screenshot of the accounting system was sent; Timesheets and Financial Statement updated to April 30, 2019;

- ADSPMTS: Financial Statement and Timesheets updated to June 30, 2019 are under review;
- CIRIAF: Timesheets and Financial Statement updated to March 31, 2019;
- INGENIA: the accounting system will be implemented with specific codes related to the costs incurred for the project; Timesheets and Financial Statement updated to 30 June, 2019 are under review;
- MPA: Timesheets and Financial Statement updated to June 30, 2019.
- ISPRA: Timesheets and Financial Statement updated to June 30, 2019.