



## Call for candidates to the TECHOLOG short-list for the implementation of the pilot actions in Lebanon and Tunisia

### 1 Introduction

1. The TECHLOG project is co-financed by the European Union under the European Neighborhood Instrument cross-border cooperation program “Mediterranean Sea Basin” 2014-2020 (ENI CBC MED). It started on 6th July 2021 and has a duration of 30 months (until 31<sup>st</sup> December 2023).
2. The TECHLOG project aims to promote cooperations between research, development and education, from one side, and, the real economy, from the other side in the countries participating in the project: Italy, Spain, Tunisia, Lebanon and Egypt. It aims to match the tools used and developed by research and academic actors with the actual market needs. TECHLOG wants to strengthen ties between academia and the transport and port industry in the Mediterranean region. Concretely, TECHLOG encourages joint Technology Transfer Initiatives (TTI) to achieve common quality standards for transport and port specialized staff. A Mediterranean Open Lab was created to promote and share those initiatives within the (trans)port communities.
3. In order to facilitate knowledge transfer and strengthen research-industry ties, the TECHLOG consortium released a web-based collaborative platform of TECHLOG’s living lab to support cooperation and exchanges of information and practices among the many innovation stakeholders (<https://techlogproject.com>).
4. TECHLOG TTIs will be tested through pilot actions, in real port operators, and will involve trained staff. For the sake of efficiency and consistency, the project focuses on advanced simulation technologies which are, beyond the shadow of a doubt, among the key success factors for both port workers and port operators.
5. The TECHLOG partners implementing the pilot actions (PP2 - Arab Academy for Science, Technology & Maritime Transport; PP5 - Chamber of Commerce, Industry and Agriculture of Beirut & Mount Lebanon; PP7 - Sfax Chamber of Commerce and Industry; PP8 - University of Sfax – Faculty of Sciences, **from now on “Implementing Partners”**) are therefore publishing this call for candidatures from experts that could be involved in the implementation of the pilot actions. The successful candidates will be included in the short-list that will be published on the web-based collaborative platform of TECHLOG’s living lab (<https://techlogproject.com>).

### 2 Call for candidates

1. The Implementing Partners invites experts wishing to be included in the short-list to apply in accordance with the provisions of this call.
2. For each country (Egypt, Lebanon and Tunisia), the Implementing Partners will draw up a

short-list of experts that will meet the criteria set out under “Criteria for inclusion in the list” below.

3. Once the short-list has been constituted, each Implementing Partner, on the basis of the needs of pilot actions, shall assign a consulting contract to one or more experts included in the short-list. The individuals on the short-list shall be selected according to their qualifications, skills, relevant knowledge, and proven expertise.
4. The inclusion of the experts on the short-list does not oblige the Implementing Partners to assign a contract, as it depends on what kind of pilot actions will be implemented and on the needs of experts that cannot be satisfied by internal staff.
5. In any case, all the selected experts will be included in the collaborative platform of TECHLOG’s living lab (<https://techlogproject.com>) and they will benefit to be part of this professional community.

### **3 Description of tasks**

1. The selected experts may be involved in the implementation of the pilot actions within the Work Package 6 of TECHLOG that will concern indicatively, but not exclusively, the following topics. Pilot actions maybe implemented in any of the premises of TECHLOG partners.
2. Pilot actions on safety, stress and fatigue:

*Highlights:*

- 30–40% of road-side accidents have been associated with drivers’ fatigue/stress.
- Truck drivers are permitted to drive long working shift, where restricted time frames, high pressure to deliver cargo on a delivery schedule and length of journey are strongly correlated to drivers’ accident records.
- Stress/Fatigue is multidimensional in that it affects both the physical and psychological body.
- Driving/Operating while fatigued/stressed has been highly correlated with unsafe practices and accidents.

*Purpose(s) of the action:*

- Evaluate changes in fatigue, stress and vigilance amongst operators involved in prolonged working tasks.
- Propose improvement interventions (on ergonomics, on the cockpit, on the organization of the work cycle) that could help reduce both physical and cognitive fatigue during a prolonged driving task.

*Beneficiaries:*

- Commercially licensed Truck Drivers and Professional Quay Craners.

3. Pilot actions on performance/productivity:

*Highlights:*

In this pilot action we test training programs for driving operators by reproducing the different operating conditions, even the most demanding, that can be encountered in real life. Learning is monitored over time and the improvement of trainees’ skills is verified in an appropriate and objective way.

*Purpose(s) of the action:*

- Calibration of performance curves for a ship-to-shore gantry crane operator in a container transshipment terminal.

- Improvement of operator's performance.

*Beneficiaries:*

Ship-to-shore crane operators

4. Pilot actions on Eco-Drive:

*Highlights:*

- Eco-driving is a driving strategy that aims at reducing fuel consumption, so that less fuel is used to travel the same distance.
- There are several eco-driving operations referred to as "rules" that drivers can learn. Once acquired, their use could lead to significant fuel savings ranging from 10% to 25%.
- Full scale driving simulation enables eco-driving skill acquisition with a practical experience in an interactive, dynamic environment, without being apprehensive of physically damaging accidents.

*Purpose(s) of the action:*

- Propose and test a complete training tool for eco-driving, enabling participants to learn how to apply each eco-driving rule efficiently and thus reduce their fuel consumption.

*Beneficiaries:*

- Commercially licensed Truck Drivers

Please note that, on the basis of the needs of companies participating to the LLs, other pilot actions may be implemented in the field of innovation of process, products and organization of the transport and logistics companies.

#### **4 Fees**

The tasks/activities subcontracted will be clearly stated into contracts, together with the implementation rules and relative fees. The fees will be appropriate, reasonable and aligned with the current market rates. Fees will be comprehensive of the travel and subsistence costs.

#### **5 Criteria for inclusion in the short-list**

1. Individuals admitted to the TECHLOG short-list are selected by the Implementing Partners according to their qualifications, skills, relevant knowledge and proven expertise.
2. To assess the eligibility of candidates the following mandatory criteria will be used:
  - Advanced education in the field of transport or in another other field relevant to, at least, one of the tasks mentioned at point 3.
  - A minimum of 10 years of work experience relevant to, at least, one of the tasks mentioned at point 3. shall be required.
  - Good interpersonal and communication skills required to train / coach staff.
  - Advanced communication (comprehension, writing and speaking) skills in Arabic and English.
3. Application received from interested candidates who own the above qualifications should include documentation (see below) demonstrating that the candidate meets the above criteria.

4. Please note that being included in the short-list does not necessarily mean that the successful candidate will be given an assignment. The assignment will depend on what kind of pilot actions will be implemented and on the needs of experts that cannot be satisfied by internal staff of the Implementing Partners.

## 6 Application

1. Applications must be submitted in accordance with the procedures set out below including:
  - Application form;
  - Curriculum Vitae (CV).
2. Applications must be submitted by no later than **23.59 CET on 15 August 2023** (the date of receipt is taken as proof) by email to the following email address:  
For Lebanon: [hr@ccib.org.lb](mailto:hr@ccib.org.lb)  
For Tunisia: [habib.kammoun@ieee.org](mailto:habib.kammoun@ieee.org); [taha.chaabouni@ccis.org.tn](mailto:taha.chaabouni@ccis.org.tn);  
[nathalie.benayed@ccis.org.tn](mailto:nathalie.benayed@ccis.org.tn)
3. When submitting the application, candidates shall complete all requested information that may be of relevance for the purpose of the selection. The application should be signed by the applicant.

## 7 Other information

1. Any request for information should be submitted to the same e-mail addresses mentioned at point 6.2.
2. Applications from all qualified candidates, irrespective of their age, gender, ethnicity or social origin, political or religious affiliation, disability or sexual orientation are welcome.