COMODALCE final conference, Monday, March 28th 2022

COMODALCE - Enhancing COordination on multiMODAL freight transport in CE

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TERRITORIAL CHALLENGES

The Programme Area is crossed by 7 out of 9 TEN-T networks → a key player in the current and future transport scenario not only for CE countries, but also for the whole EU

Yet, the freight transport sector has by three main challenges, hampering its competitiveness:

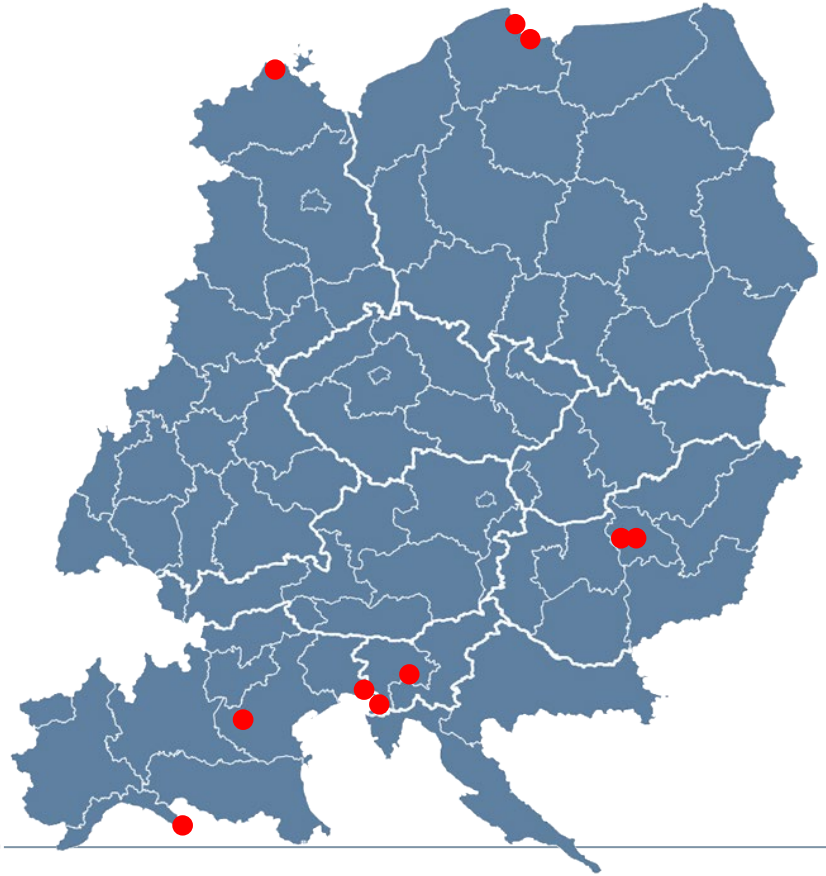
1. Imbalanced level of hard and soft infrastructural development, both in terms of last mile bottlenecks and missing links along the main networks;
2. Fragmentation of institutional framework, at two levels:
    a) within each country, between ports/intermodal logistic nodes and public institutions (e.g. customs);
    b) among the CE countries;
3. Insufficient communication and coordination between freight operators and the logistic nodes, especially in the port-inland interface.

→ Negative consequences on cost, time and reliability of multimodal transport

COMODALCE

- ✓ COMODALCE - *Enhancing COordination on multiMODAL freight transport in CE*
- ✓ Co-funded by the Interreg Central Europe Programme
- ✓ Project duration: 04/2019 - 03/2022
- ✓ Budget: almost 1.959.750 euros (1.621.460 euros of ERDF)

PARTNERSHIP



Project Partners

1. Port of Trieste
2. RRT of Verona
3. Port of La Spezia
4. Port of Rostock
5. Port of Koper
6. Adria Kombi
7. Port of Gdynia
8. Baltic Container Terminal
9. RSOE
10. Mahart Container terminal

PROJECT'S OBJECTIVE AND ACTIVITIES

Main objective: to enhance coordination of multimodal freight transport stakeholders through innovative ICT solutions

Management

Enhancing planning competences of coordinated multimodal freight transport through ICT

Testing enhanced coordination of multimodal freight transport in CE through ICT pilot actions

Providing an operational framework for coordinated multimodal freight transport through ICT in CE

Communication

ENHANCING COMPETENCES

Enhancing planning competences of coordinated multimodal freight transport through ICT, through:

- ✓ 1 Knowledge tool on ICT use for fostering coordinated multimodal transport at project level
- ✓ 8 Strategies for fostering coordinated multimodal freight transport through ICT systems
  - Trieste
  - Verona
  - La Spezia
  - Rostock
  - Koper
  - Gdynia
  - Mahart
  - Hungarian ports

TESTING

Testing enhanced coordination of multimodal freight transport in CE through 10 concrete ICT pilot actions:

1. Trieste: upgrade of the train module of the PCS with the full digitisation of the railway consignment note
2. Verona: upgrade of the IT platform used by the intermodal terminals to align it with the Freight Village System set at national level and interoperability with the Port of La Spezia
3. La Spezia: upgrade of IT systems ensuring interoperability and EDIs with stakeholders involved in the whole transport supply chain
4. Rostock: pre-investment study of a scanner for freight units of unaccompanied combined transport (semi-trailers/swap bodies) on trains and transfer the data to the terminal operation system

TESTING

5. Koper / 1: installation of a scanning system to identify containers on trains and transfer the data to the terminal operation system
6. Koper / 2: Adria Kombi develops IT interface with Luka Koper and logistic operators to exchange data related to the position, composition and content of the train
7. Gdynia / 1: the Port of Gdynia develops pre-investment studies for the improvement of the port railway traffic management system and port's integration with its hinterland
8. Gdynia / 2: Baltic Container Terminal develops EDI for integrating systems of the whole multimodal chain, including Intermodal Operators, RU and rail shunting providers, freight forwarders, Port Authority, Customs, other terminals

TESTING

9. Hungary / 1: RSOE develops a standardized interface for data exchange between port terminal and IWT and other logistics stakeholders

10. Hungary / 2: MCC upgrades its IT platform as to enable one-to-one data exchange with the Port of Trieste on inbound/outbound trains to reduce entry/exit time, through a new automatic terminal railway entry system.

TESTING – A FEW EXAMPLES: TRIESTE/MCC

MMTA CH30 PF - TRENO IN ARRIVO

spedizione: BUD.TRS 20NS106 agente: T.O. DELTA S.P.A. treno nr.: 42181 di data: 30/03/2020 ora: 18:00
in arrivo da: Budapest diretto a: TRIESTE MARINE TERMINAL
allibramento Sinfomar 2414238 del 29/03/2020

Pos.	Vagone	Targa n. container	Merce	Semirimorchio/Container			Sigilli	UNDG	Tipo documento	Numero documento doganale	Nr. Sinfomar
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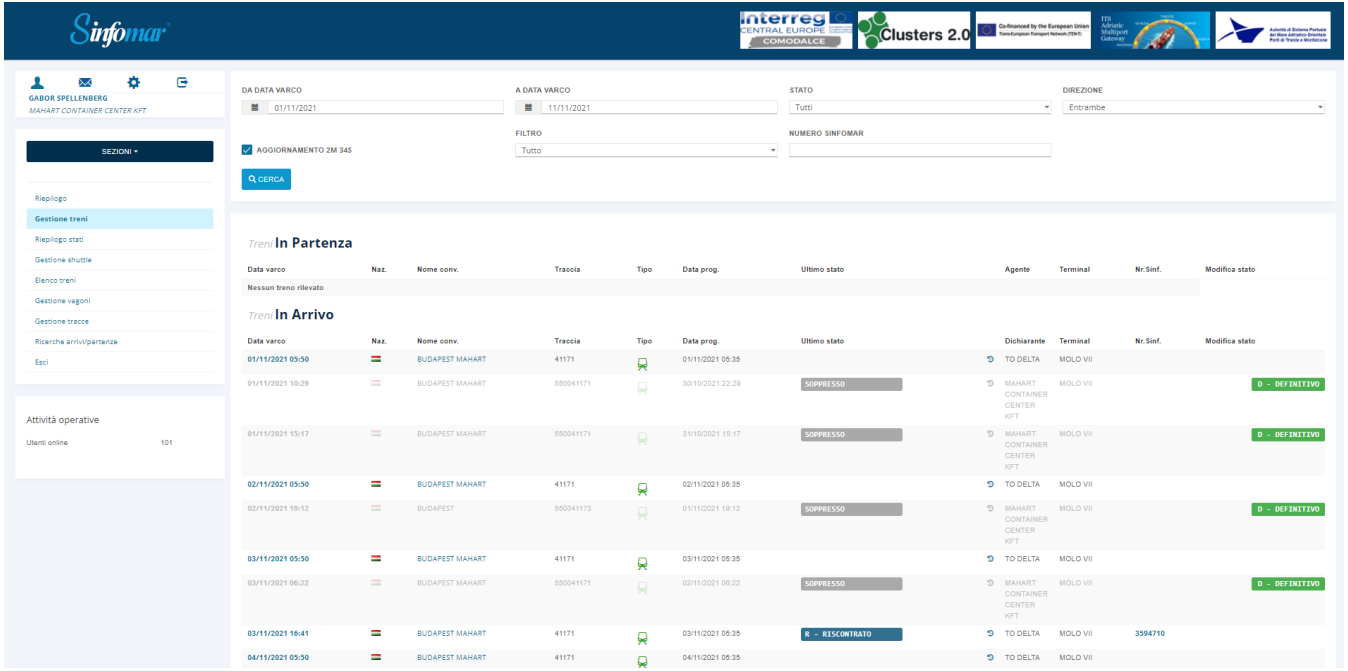
1	335645762501	CNTR : CAIU4799047	sanitary pads	4.934	3.800	8.734	H008761, W729181		EX	EX: 20HU811020270E1511	2414260
		CNTR : HISU3966750	goods	21.113	2.200	23.313	7152737,		EX	EX: 20HU611040270FE2F4	2414254
		CNTR : PCIU5991509	tetra recart	7.356	2.200	9.556	006932,		EX	EX: 20HU101220270EA648	2414244
2	335645762725	CNTR : HITU3001160	goods	21.113	2.200	23.313	7152739,		EX	EX: 20HU611040271707A07	2414250
		CNTR : MSDU7155964	parts	4.080	3.800	7.880	KLW237809, BK821424		T1/MRN	T1/MRN: 20HU317000170RA076	2414253
		CNTR : PTAU1171775	plastics	2.259	2.200	4.459	000041,		EX	EX: 20HU82106027101765	2414263
3	378049758444	CNTR : MSCU7710335	WOODPULP	26.540	3.800	30.340	036765,		EX	EX: 20CZ6100002FL20II0 NON CHIUDERE	2414251
		CNTR : TEMU6556630	WOODPULP	28.600	3.800	32.400	036751,		EX	EX: 20CZ6100002BK6Q806 NON CHIUDERE	2414256

Stampato il 01/04/2020 alle ore 15:31 - pagina 1 di 5

«CH30» contains all info on outbout trains from Trieste, e.g. wagon number, container number, goods, seals, etc.

TESTING – A FEW EXAMPLES: TRIESTE/MCC



The Port of Trieste and MCC exchange info on trains between the two terminals

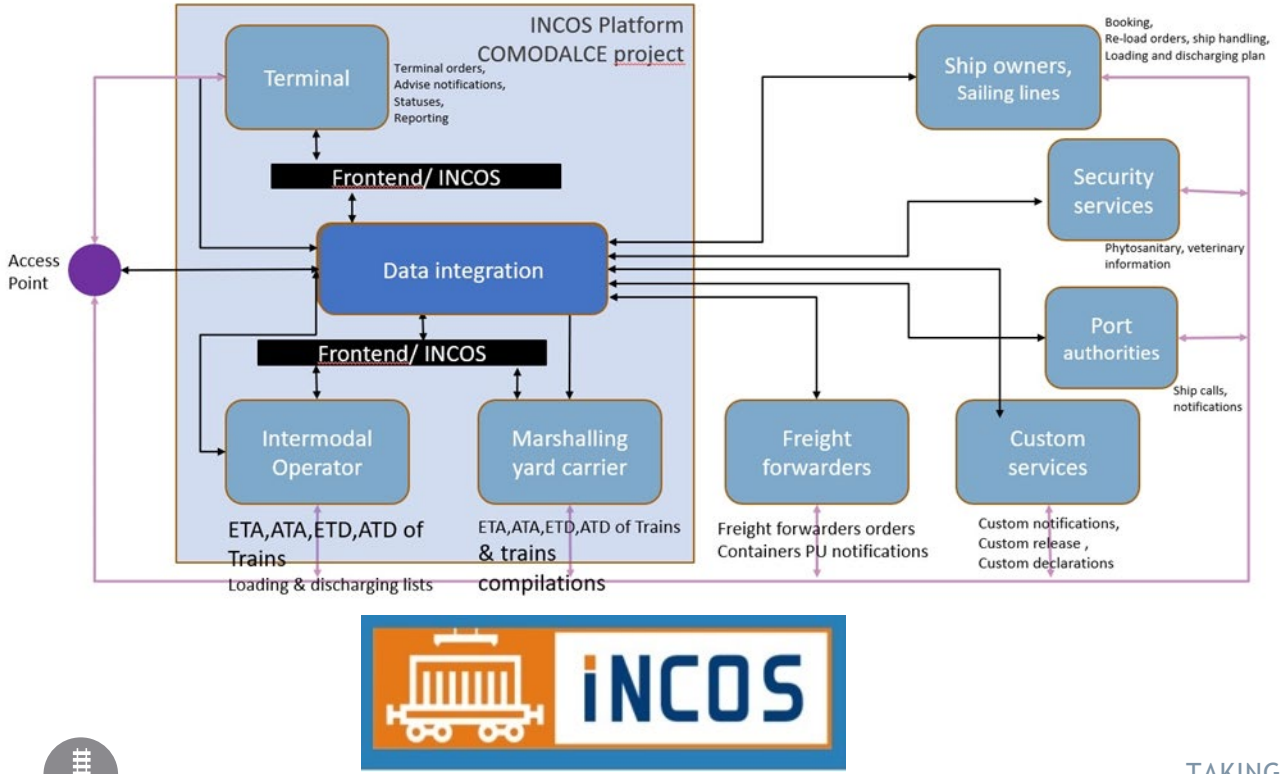
Results achieved:

- manual data entry reduction of 90% thanks to interoperability;
- increased data visibility along the transport chain;
- time required to present the CH30 to Customs in Sinfomar reduced by 30%

TESTING – A FEW EXAMPLES: KOPER

The system allows a reduction of operative estimated times for around five minutes per train, which means that approximately for 24 trains per day it can represent a gain of two hours per day. In terms of percentage, it represents a reduction of more than 8 % of the operative time at the railway gate of the Container Terminal.

TESTING – A FEW EXAMPLES: GDYNIA (BTC)

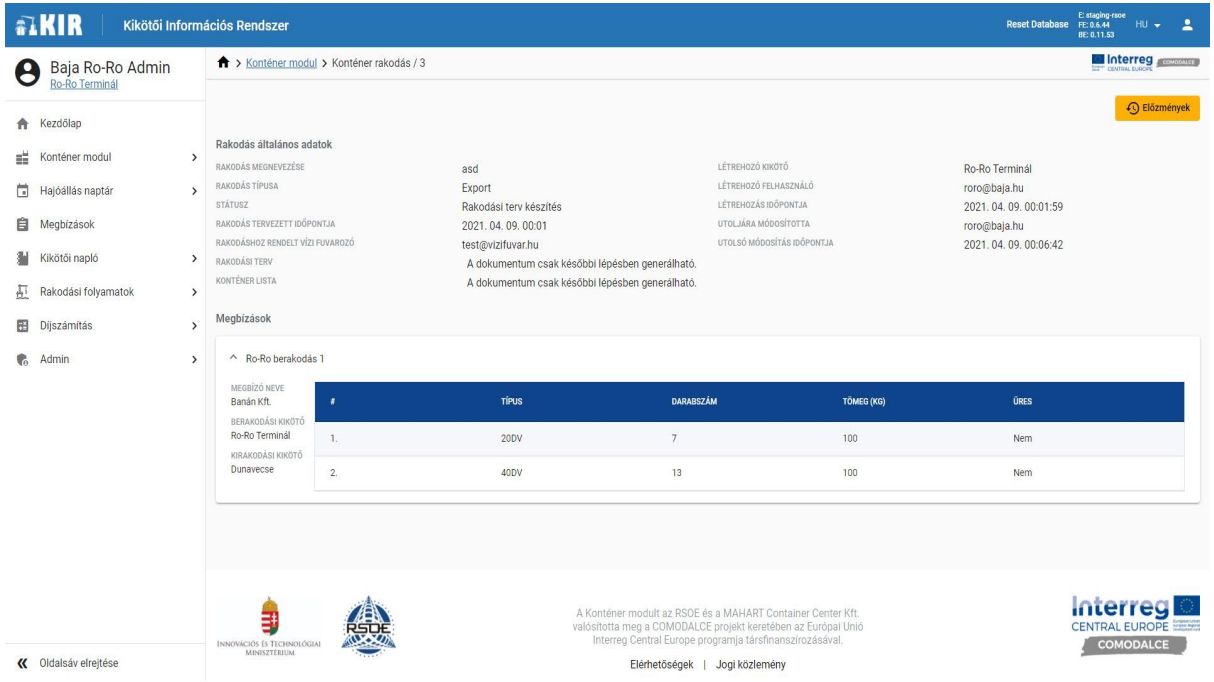


Creation of an electronic data interchange platform for rail wagon deliveries and transshipment integrated with TOS and systems of the other players taking part in this process (intermodal operators and railway carriers).

Results achieved:

- 30 companies registered at the platform with 234 end users
- the costs of communication (phones, faxes, paper, others) was reduced by half
- due to good planning also the average time of serving the intermodal train at BCT was reduced

TESTING – A FEW EXAMPLES: HUNGARY (RSOE)



Creation of a harmonised river container loading plan and container list at the inland ports in Hungary.

Result achieved:

- the workflow becomes more transparent and simpler
- administrative burdens have been reduced and communication between the parties has become faster.

PLANNING

Providing an operational framework for coordinated multimodal freight transport through ICT in CE, through:

- ✓ 1 Transnational toolbox for fostering coordinated multimodal freight transport through ICT in CE
- ✓ 8 Action Plans for fostering coordinated multimodal freight transport through ICT:
  - Trieste
  - Verona
  - La Spezia
  - Rostock
  - Koper
  - Gdynia
  - Mahart
  - Hungarian ports

THANK YOU FOR YOUR KIND ATTENTION!

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