

# TEMPLATE

## Output factsheet: Strategies and action plans

Version 1

<b>Project index number and acronym</b>	CE1455 COMODALCE
<b>Lead partner</b>	Port Network Authority of the Eastern Adriatic Sea
<b>Output number and title</b>	O.T1.2 Strategy for fostering coordinated multimodal freight transport through ICT systems - Trieste
<b>Responsible partner (PP name and number)</b>	Port Network Authority of the Eastern Adriatic Sea (LP)
<b>Project website</b>	<a href="https://www.interreg-central.eu/COMODALCE.html">https://www.interreg-central.eu/COMODALCE.html</a>
<b>Delivery date</b>	02/2020

### Summary description of the strategy/action plan (developed and/or implemented)

PNAEAS has identified the following goals to be achieved in the next five and ten years in the frame of ICT tools for fostering multimodal transport:

1. Medium term (5 years) goals:
  - a. Full integration of the ICT systems of the port of Trieste and the systems of the port of Monfalcone (part of PNAEAS since January 2020).
  - b. Data exchange interoperability with the ICT systems of the dry ports of Ferneti and Cervignano (located in the hinterland of the ports of Trieste and Monfalcone).
  - c. Application of blockchain technology to all relevant data exchanges in the framework of an improved cybersecurity for all critical ICT systems.
  - d. Data exchange interoperability with the ICT systems of all dry-ports connected with the ports of Trieste and Monfalcone by direct rail transport.
2. Long term (10 years) goals:
  - a. "plug and play" interoperability with the ICT systems of future external ICT systems wishing to connect with the ports of Trieste and Monfalcone.
  - b. Introduce all relevant new ICT technologies which might emerge that can improve the cybersecurity of all ICT systems in the Port, particularly the critical ones.

The above mentioned strategic goals are closely linked to the wish list of ICT measures, also included in the local strategy, to be tested in the pilot actions foreseen in WPT2:

- a. Upgrade of interoperability of the Port Community System towards external systems.
- b. Interoperability of OCR systems installed at the rail gates to port.
- c. Evolution of CH30 model and generation of waybill.

### NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

Country (NUTS 0): IT // Region (NUTS 2): ITH4, Friuli-Venezia Giulia // Sub-region (NUTS 3): ITH44, Trieste

### Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

One of the main objectives of the strategy developed by PNAEAS is to reach a strong coordination and information exchange in the port-hinterland interface, overcoming all problems in coordination, connectivity and interoperability. In this way, a better coordination between all stakeholders and public authorities will be allowed in order to reach a further increased modal shift.

Also, the automatization of data exchange will lead to enhanced data security, avoiding potential human error, and reduced administrative and procedure-related times

Furthermore, stakeholders and other involved parties will benefit from faster and safer data exchange.

### Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The strategy developed by PNAEAS will be the basis for the pilot actions to be carried out within WPT2. Also, the results gained from the strategy itself and from the further pilot actions are durable and transferable to other projects and contexts. Indeed, innovations in the ICT field go far beyond the Programme Area.

### Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

The main lessons learned are related to the development of a strategic and innovative framework which will be the basis for the pilot actions foreseen within the WPT2.

The coordination between the Port of Trieste and Mahart Container Center, as well as the exchange of experiences and expertise within the partnership strengthened the LP's planning competences of ICT tools for intermodality.

Moreover, the strategy itself is based on the Knowledge Tool which was implemented at transnational level synergistically by all partners.

### References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

The above described Output O.T1.2 is related to the Deliverable D.T1.3.2 "Strategy for fostering coordinated multimodal freight transport through ICT system - Trieste".