

OUTPUT FACT SHEET

Pilot actions (including investment, if applicable)

Project index number and acronym	CE1455 COMODALCE
Output number and title	O.T2.1 - Pilot actions fostering coordination among multimodal freight transport stakeholders through ICT systems
Investment number and title (if applicable)	N/A
Responsible partner (PP name and number)	Rostock Port PP04-ROS
Project website	interreg-central.eu/comodalce
Delivery date	03/2022

Summary description of the pilot action (including investment, if applicable) explaining its experimental nature, demonstration character and transnational added value

The pilot action of Rostock Port tackles issues of inefficiency in handling of intermodal units at the port and a lack of information exchange between all stakeholders within the transport chain. Checking of incoming and outgoing trains at Rostock Port is still a time-consuming manual process which hinders the fast and efficient handling of trains. First steps were already done in the past with the development of a comprehensive port management system called SKSS but it has to be extended with additional functionalities to speed up handling processes. Needs for a rail based scanning facility which enables a data exchange about intermodal units were identified within COMODALCE. Consequently, the installation of a train scanning facility as pilot action of Rostock Port was planned. In close cooperation with the terminal operating company, a location for the scanning facility was decided. Contrary to previous agreements in the project meetings the location who jointly discussed and examined as feasible was not accepted by DB Netz (German net operator). As the result of this new situation Rostock Port carried out a final pre-investment study to find a solution which is in the end even formally acceptable for DB Netz. The study comprises 3 parts: a basic elaboration of suitable

locations, a detailed analysis of technical requirements for installation and operation as well as a detailed planning procedure to erect the rail gate. Finally, only one of five variants was considered as feasible option.

NUTS region(s) concerned by the pilot action (relevant NUTS level)

DE803, Rostock

Investment costs (EUR), if applicable

N/A

Expected impact and benefits of the pilot action for the concerned territory and target groups and leverage of additional funds (if applicable)

Instead of the physical implementation of the train scanning facility/train gate in the project duration the preconditions for an investment could be analyzed in detail. The output of the elaborated pre-investment study delivers very valuable input for the construction of a train scanning facility/gate with a special focus on the Port of Rostock. With the installation of a train scanning facility after the end of the project the handling of intermodal units at the Port of Rostock will be more efficiently and less time-consuming. Data and photos of every single unit can be recorded automatically and cross-checked with already available data in the existing terminal management system. While passing the scanning facility and by using tracking and tracing technologies, a status update for stakeholders like transport operators, agents and of course the owner of the unit can be generated and sent automatically. Concerning leverage of additional funds, thanks to the pre-investment study and identification of the location for the new railway scanning facility, the Port of Rostock will be able to leverage funds for its construction, whose amount is approximately 120.000 euros, in the framework of the 2022 CEF call.

Sustainability of the pilot action results and transferability to other territories and stakeholders

After the end of the COMODALCE project Rostock Port will use the outcomes of the pre-investment study of a train scanning facility at the Port of Rostock for further implementing steps of this

investment. Due to the fact that only one potential location in the rail marshalling yard could be identified, further alternative technical solutions for train scanning are still under consideration. With regard to the construction of similar systems at other locations and corresponding challenges, the pre-investment study can provide other port or terminal operators with information on location requirements, technical requirements and technical implementation options. Experiences from the implementation process at the Port of Rostock have shown that it is beneficial for the installation of a rail scanning facility if the port or terminal operator owns the land on which the facility shall be built. In addition, it is very important that all stakeholders involved commit themselves to the project from the beginning and that institutions/authorities relevant for approval are involved at a very early planning stage.

If applicable, contribution to/ compliance with:

- relevant regulatory requirements
- sustainable development - environmental effects. In case of risk of negative effects, mitigation measures introduced
- horizontal principles such as equal opportunities and non-discrimination

In respect to the installation of the train scanning facility/gate the national rail network operator DB Netz has to give the final approval according to the applicable national law. From all considered optional locations for the train scanning gate at the Port of Rostock only one solution was finally identified and recommended by an external expert on the premises of DB-Netz. The construction and operation of the facility on DB Netz AG's owned land would still to be contractual agreed and permitted by DB Netz AG.

The installation of the scanning facility will reduce manually processes for registering incoming and outgoing intermodal units by train. The cargo handling efficiency will increase and therefore the cargo handling capacity of the combined transport terminal at the Port of Rostock will rise. This will support the modal shift from road to rail and the reduction of CO₂-emissions.

References to relevant deliverables (e.g. pilot action report, studies), investment factsheet and web-links

If applicable, additional documentation, pictures or images to be provided as annex

The output is based on the following deliverables:

- D.T2.2.5 "Pilot action final report"
- D.T2.2.15 "Pilot action evaluation report"

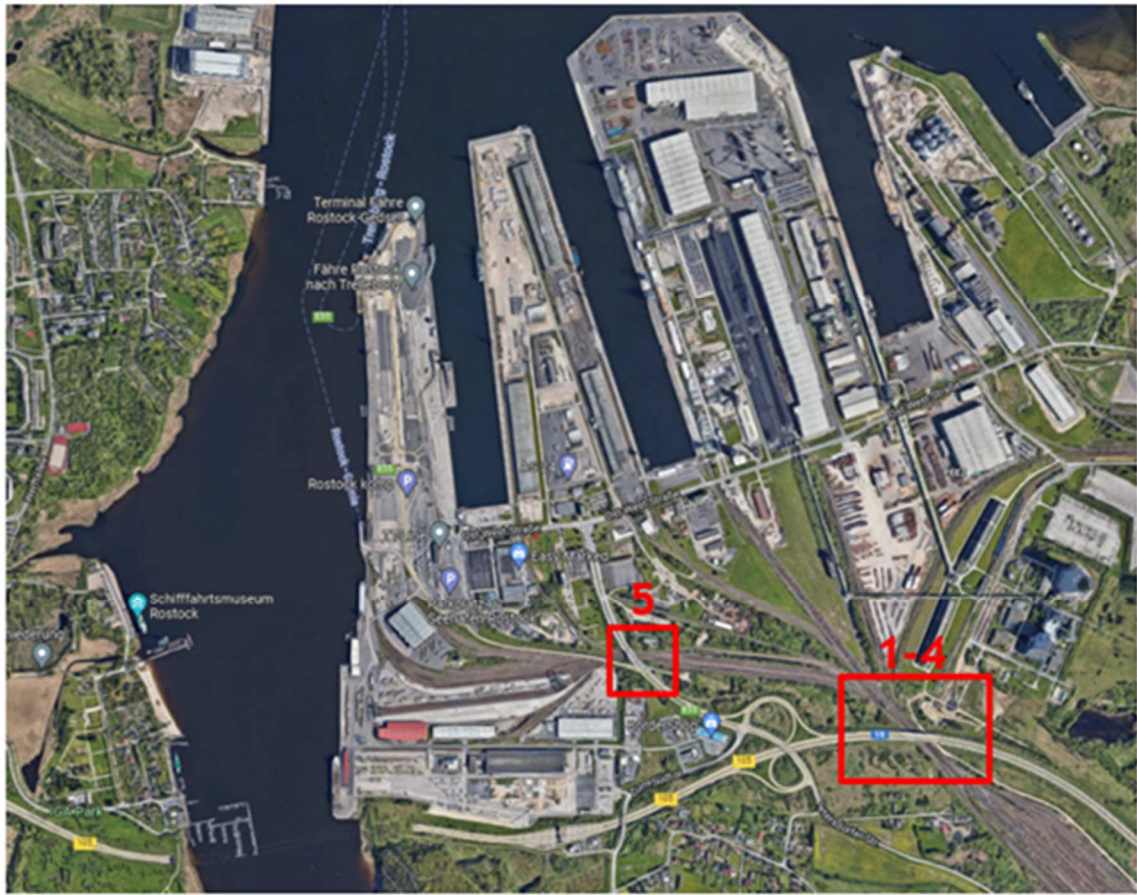


Fig. 1 - Identified variants of potential locations for the scanning gate



Fig. 2 - Design-Layout of the scanning gate in Variant 5