

# 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)	not applicable
Responsible partner (PP name and number)	PP 10 - MAHART Container Center
Project website	<a href="http://interreg-central.eu/comodalce">interreg-central.eu/comodalce</a>
Delivery date	31 <sup>st</sup> May 2021

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

The COMODALCE Pilot Actions developed by MCC tackled the challenge of increasing capacity utilisation of intermodal terminals around Budapest through two Pilot Actions.

The first part of the Pilot Action is the upgrade of the MCC IT Platform as to enable:

- one-to-one data exchange with the Port of Trieste on inbound/outbound trains with electronic data interchange (connected with the Port of Trieste Pilot Action)
- agreement on data specification and format
- process development to upload received data in the terminal system
- standardization of the platform, making the communication available to other parties
- connection of the platform with the invoicing system
- development of an IT interchange platform and application to communicate with mobile equipment

The second part of the Pilot Action is the installation of the OCR Gate character identification and the implementation of automated data process in the MCC Terminal. In this way the system can:

- scan and identify inbound container numbers, wagon numbers and IMDG labels, IMO numbers

- compare data with the data previously registered in the system by EDI
- process the identified data into terminal system
- alert in case of discrepancies
- avoid manual work that is needed only in case of the data in the system does not correspond to the data scanned

Due to expensive and difficult infrastructure investments, the capacity will be increased through new solutions, such as reduce train turn time with process automation, a quicker administration and less manual work in character identification and data processing.

Therefore, the intermodal traffic in the region can be fostered by ICT development.

The railway OCR gate is the first one to be used in Hungary, so it can be considered as an experimental project.

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

The Pilot Action I concerns Central Europe region, with special attention to the connection between Italy (Trieste - ITH44) and Hungary (Budapest - HU110)

Pilot Action II targets terminal capacities in Budapest, Hungary (HU - 110)

#### Investment costs (EUR), if applicable

Not relevant

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

One of the most important objectives of the strategy elaborated by MCC is to work with paperless administration, automated data transfer, involving as low manual work as possible, optimizing capacities with helping hand of digitalization and data transfer, software, adopting manual intervention into the ICT only when there is a mismatch between data compared, in order to avoid potential human error.

Having set a medium and long-term vision investing in ICT for automatic data transfer wherever possible will ensure for the concerned territory and target groups enhanced efficiency and competitiveness.

The whole intermodal industry will benefit from this activities, especially multimodal transport stakeholders, such as railway companies, operators, forwarders and shipping lines. Benefit is partly the increased capacity, partly the quicker service time.

Concerning leverage of additional funds, the activities implemented by the project COMMODALCE by MCC could be a base of a further improvement of the terminal ICT systems, by developing and implementing GPS based location control, as well as further standardisation of the software, making on-line data accessibility to the Stakeholders and Clients about their containers. MCC applied for these ICT developments at other EU projects, such as CEF II and Interrreg, however, so far the applications were either declined, or we are waiting for evaluation. The total budget of the fully automated GPS based ICT system could be around 250,000 euros).

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

The new projects developed by MCC will be the basis for spreading out the best practices to other business areas. Pilot Action no II. already involves all trains that arrive into the terminal via the transit gate, while Pilot Action no.I. was developed in a way, that the standardized data exchange can easily be rolled out to other rail projects.

The communication tool, the CH30 file is standardized, the specification is elaborated, so this standardized format can be used by other operators and destinations.

Mainly the railway companies and the operators can benefit from this project, as they can receive EDI messages automatically, instead of sending files and manually input the data.

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.

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

Not applicable

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 above described Outputs are related to WPT2 - Activity A2.2 - deliverable D.T2.2.11-Pilot action final report and it is related as well to D.T2.2.15 “Pilot action evaluation report”.



Fig. 1 - TOS system



Fig. 2 - OCR rail gate

The screenshot shows the Interreg system interface with a data table and a photo of rail containers. The table below represents the data shown in the interface:

Select	WZ	Account	Reference	Report	Entry	Count	Wage	Weight	Flagship	Amount
<input type="checkbox"/>	20180201 001810	800	ZIN02	IN00	1	1	1	1	1	1
<input type="checkbox"/>	20180201 001820	800	IN0202	IN00	1	1	1	2	2	2
<input checked="" type="checkbox"/>	20180201 133758	870	ZIN02	IN00	1	1	1	2	2	2

Below the table, there is a photo of two rail containers: a green one labeled 'EVERGREEN' and a blue one labeled 'LLOYD TRIESTINO'.

Fig. 3 - Information of the OCR rail gate transferred to the system