



COMODALCE

NEWSLETTER #7 May 2022

Dear reader, we are proud to invite you reading the seventh and last newsletter of the COMODALCE “Enhancing COordination on multiMODAL freight transport in CE” project, co-financed by the Interreg Central Europe Programme. Enjoy!

Summary

- *Pilot Actions results: last news from the port of Gdynia and Adria Kombi*
- *Transnational toolbox*
- *COMODALCE Final Conference*

Final outcomes

After three years full of work, the COMODALCE project concluded its activities collecting the results and explaining the main outcomes to the local and international stakeholders.

In this newsletter, the last outputs of the work done by the Port Authority of Gdynia and Adria Kombi are illustrated. Then, a focus is also given to the action plans and the common transnational toolbox adopted.

The last article talks about the Final Conference attended on the 28th March 2022, in which keynote speakers from important ports and maritime associations were hosted.

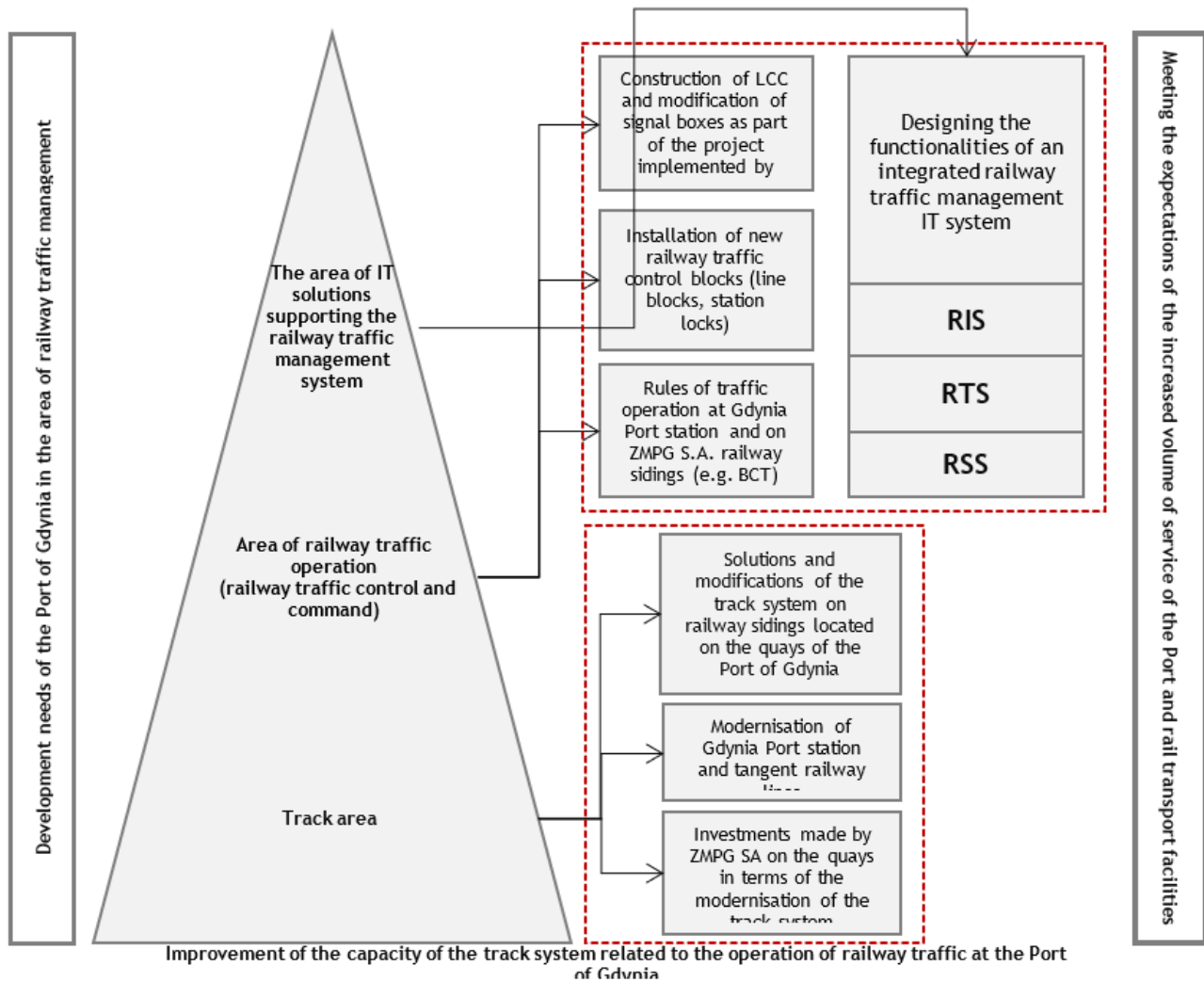
Port of Gdynia Pilot Action

The purpose of the Pilot action was to elaborate the concept with the elements of the preliminary feasibility study of the railway traffic management system to increase the capacity of track systems and the integration of the port with the hinterland as part of the technical and organisational

improvement of rail access to the Port of Gdynia.

The study conducted as a multidimensional analysis provided many answers regarding: rail infrastructure investment plan (mostly on Port of Gdynia sidings), technical, technological and organisational improvements of the terminal capacity and an increment in transshipment.

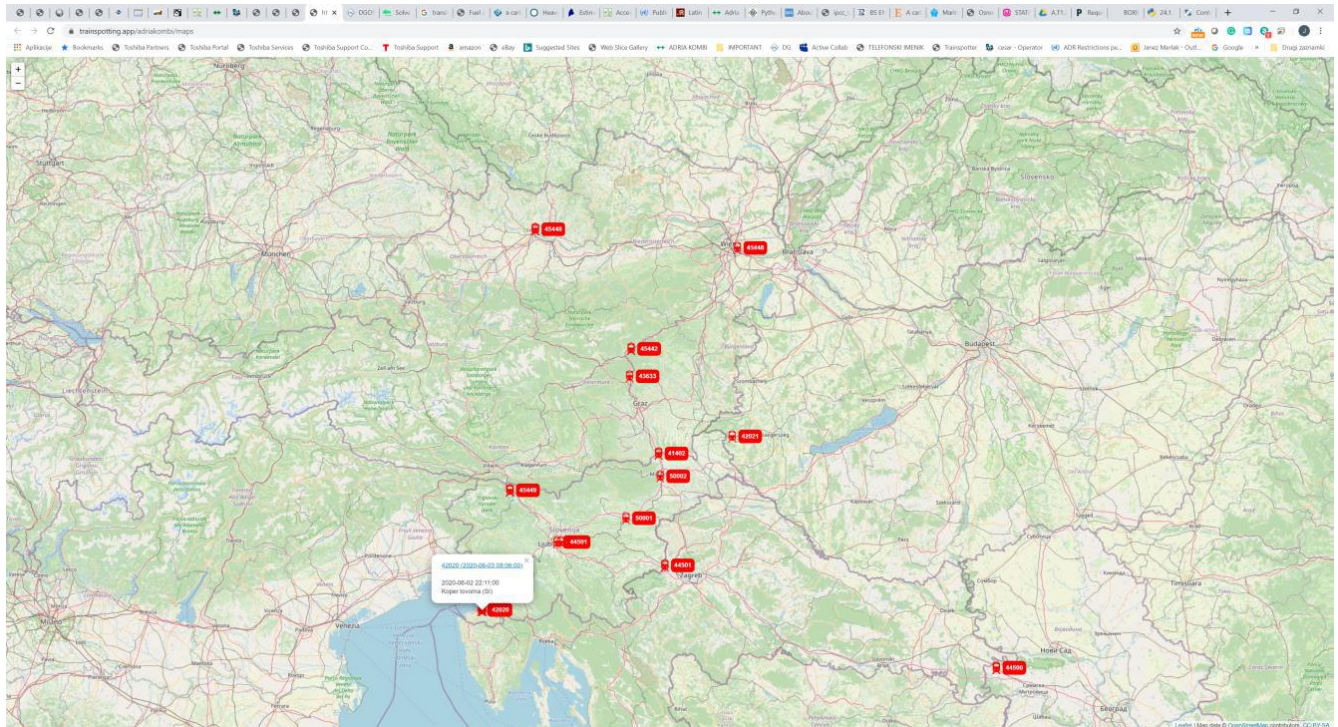
Proposed model of railway traffic management system at the Port of Gdynia.



All the solutions which affect the management of the railway traffic were directly and indirectly described, including the INCOS software, the SZIPS programme for train notifications and ship calls and the handling of intermodal processes. An IT solution concept was developed, which should be integrated into the interfaces of SEPE 2 and SWDR programmes operated by PKP PLK. The concept of an integrated IT system was designed, which underlies one of the pillars of the railway traffic management system in the Port of Gdynia. The digital platform was built on three IT solutions, where the main advantage of this solution is to simplify the process of information exchange between rail transport stakeholders, and where communication takes place electronically in real time and its results are visible to all the participants. A model of the integration of the proposed IT systems was developed, identifying the different functions, information, interfaces and staff involved in the operation of the digital platform. The project identified the individual information to be circulated and communicated to the individual users, operating staff and communication within the digital platform supporting the railway traffic management system in the Port of Gdynia.

The pilot action of Adria Kombi is linked with the one in Luka Koper, focused on the installation of an OCR scanning system at the container terminal to scan rail wagons and containers transported through the Port of Koper.

Through a data comparison between a dataset the port gets from intermodal operators, and data gained from the scanning facility, a check of data accuracy is ensured as well as the status of the unit. Afterwards, Adria Kombi as pilot action partner sends the information about trains in advance to Luka Koper's System.



The ICT solution adopted by Adria kombi for the multimodal transport from / to the port of Koper allows to have a complete view about actual positions of trains wherever they are. In the specific, the above picture shows for example the location of trains in approach to the Port Koper. Each train will get unloaded and loaded for departure at the same time-window inside the Container Terminal. Plan of loadings and actual loading will not always match, but having the data in the system, can help in near future.

Transnational toolbox

The Transnational Toolbox was focused on the optimization of ICT and operative processes for multimodal railway transport of freights that are mainly involving the project partners' logistics. The experiences obtained through the development of pilot actions in COMODALCE and analysis of the situation at the container terminals and railway stations in ports, has brought the basic concepts for the Transnational Toolbox to be additionally upgraded in the near future. The lessons learnt in other COMODALCE pilots have produced some concrete results allowing to prepare a feasible Transnational Toolbox and to take proper measures in terms of ICT tools solutions at multimodal level for railway transport and for a concrete improved connection between ports and the hinterland.

The focus on the digitization at port's terminals can help to streamline the processes and to optimize the operational procedures in order to reduce losses of time and to upgrade the existing systems and digital equipment at terminals. As said, the main focus for COMODALCE purposes was on the upgrade of existing tools in the ports and terminals as well as on the optimization of the railway transport of goods from/to the ports (priority given to the railway transport but includes the whole multimodal system).

Live sharing of information, unification of platforms and working systems, digital planning are only few of the measures planned to be adopted in the near future, in order to improve port's services and to face the growth of freight's volumes, keeping in mind that without having a larger view of the local logistics (for example at CE level), all these interventions will not represent optimal solutions. Last but not the least, until the national infrastructure is not improved and modernized, solutions will have limited impact on the improvement of multimodality. At this regard, the main efforts have to be spent for the construction of modern railway tracks, which have a crucial role for better links between ports and the hinterland on the TEN-T network.

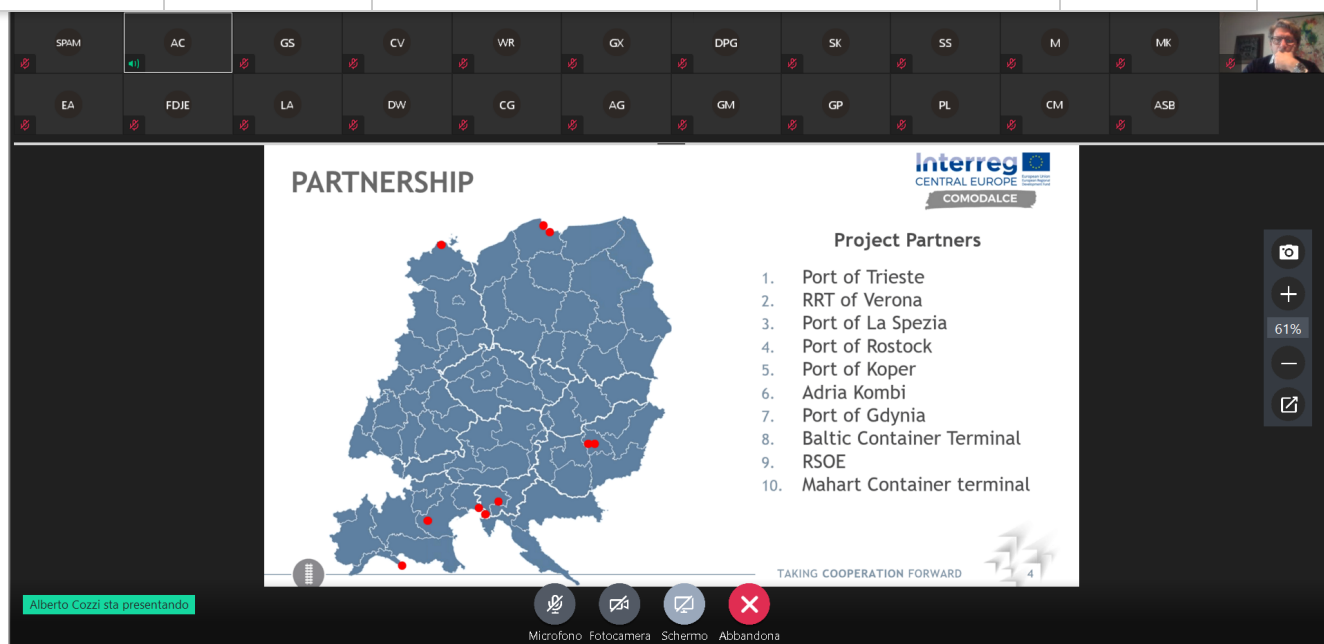
Based on this experience, the Toolbox groups the Pilot Actions in three main categories:

- Development of PCS through modular solutions allowing to integrate the system with new ICT tools from different software providers;
- Digitization of processes through the purchase of scanning equipment which is able to provide and share instantly the data about wagons and containers;
- Unification of interfaces of the systems of different stakeholders under common standards all over CE, for a unique model to be used for the same processes and types of data to be shared through the same logistic chain.

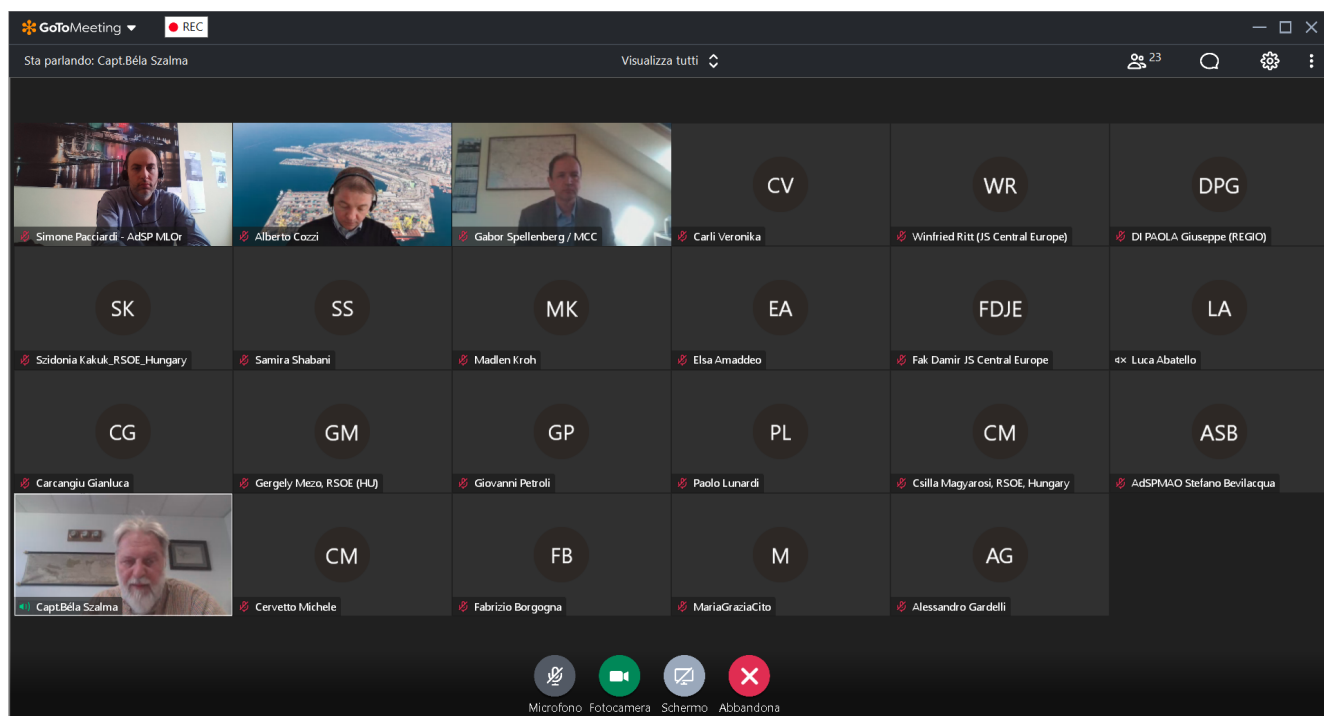
So, what is expected by the end of 2030? For sure, there is need in Europe about standardization of processes related to the multimodal transport, between different countries. The new ICT tools that are going to be provided for the railway transport in (inter)ports areas, are going to be accompanied by modular solutions which will allow the users to find the expected solution, still through different providers, but focusing on a system like the connect-and-go, where just small integrations will be requested. At the same time, the scanning systems will help to increase the digitization processes, by speeding up operational procedures, as well as by storing the acquired data on clouds or storage devices with high graphic resolutions, for later analysis or for the detection of damages and dangerous cargoes.

COMODALCE final conference

The COMODALCE Consortium presented the project results at the **COMODALCE Final Conference** named: **"The role of in supporting multimodal transport: the contribution of European territorial cooperation"** on 28th March 2022.



After the welcome speeches from the Lead Partner, the Interreg Central Europe JS and the EUSALP AG4 co-leader, the main topics of the project were presented. In the second part, three keynote speakers from International Port Community System Association (IPCSA), the Digital Transport and Logistics Forum (DTLF) and DG Regio introduced the most recent IT developments in the domain of port, maritime and freight transport as well as the contribution of European territorial cooperation from the old and the new programming period. In the last part, a round table discussion about the challenges, lessons learned, possible solutions and replicability potential for multimodal transport were discussed.



All the participants underlined that the COMODALCE results are an added value for the development of the multimodal transport in the Central European area. The benefits for the stakeholders of the ten project partners will last beyond the end of the project as best practises to be repliyed in other contexts.



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