

# 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
Responsible partner (PP name and number)	ZAILOG Scarl
Project website	<a href="http://interreg-central.eu/comodalce">interreg-central.eu/comodalce</a>
Delivery date	31.03.2022

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

One of the main objectives of the Verona freight village is to foster the collaboration in the field of digitalization with all key ports and logistics players, at both national and European level, with the final goal to improve the interoperability among the IT systems of all public and private players along the supply chain.

Within this context of digital collaboration, great attention was given to the railway connection between the port of La Spezia and the Rail-Road terminal of Verona (Interporto Quadrante Europa, ZAILOG), which already features a service of 5 trains/week.

This existing rail connection between Verona and La Spezia could benefit from the implementation of ICT systems to enhance the efficiency of the service and contribute to create a seamless logistics chain on the SCANMED corridor. Towards this purpose, the main scope of the Pilot Action developed between La Spezia and Verona in the framework of the COMODALCE project is the data-sharing of messages containing more specific and reliable information of the train actual departure and expected arrival.

The Pilot Action developed in the La Spezia Verona corridor aims at fostering the interoperability of the ICT systems among the supply chain players operating along the La Spezia - Verona nodes. This objective is part of the COMODALCE scope that is to increase the cooperation and coordination among multimodal freight transport stakeholders in Central Europe through the use of innovative ICT systems.

The Port of La Spezia together with ZAILOG developed an ICT integrated platform to manage the rail freight connections between the two nodes. In this regard, it should be noted that the platform, namely the CMP - Corridor Management Platform, consists of a terrestrial extension of the ICT system already in place at the Port of La Spezia.

The system implemented, namely the CMP (Corridor Management Platform), provides for a monitoring dashboard, useful to monitor in real-time the status of customs temporary storage warehouses, as well as the status of the consignments. This information is also made available to the Multimodal Transport Operator, which can thus monitor the location of the loading units during the transport between the Port of La Spezia and Verona freight village, as well as their location when temporarily stored in the warehouses.

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

ITH3, Veneto  
ITC3, Liguria

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

The Pilot Action developed by a joint effort of La Spezia Port and Verona Terminal as part of the COMODALCE European Project is aimed at fostering the interoperability of the ICT systems among the supply chain players operating along the La Spezia - Verona nodes, by providing for the implementation of a data exchange system fully digitalized and automated.

Overall, the expected benefit concerns a deeper integration and information sharing among the stakeholders involved, which will in turn ensure: a) a better efficiency and flexibility of the logistics process along the La Spezia - Verona corridor, thanks to the goods traceability, b) offer of standardized and qualified services, which will enhance the security and reliability of the corridor, c) possibility to exploit economies of scale and be more competitive from both an economic and operative perspective, d) reduction of attribution errors, and therefore of administrative costs.

It is clear from the above that the beneficiary of the Pilot Action is not simply limited to the terminal managers of the respective nodes (the Port Terminal Manager, and the Terminal Manager of the Verona Terminal), but include all logistics players involved along the corridor, such as:

- the Railway Undertaking;
- the Multimodal Transport Operator;
- the Railway shunting Operator.

As concerns the possible leverage of additional funds, following the Pilot Action developed within the COMODALCE project the management of Verona Quadrante Europa together with ZAILOG staff has increasingly paid more attention to the issues of data sharing, interoperability, and process integration among the supply chain players, and has thus focused on leveraging funds at national and EU levels. In particular, a great effort towards this purpose was made in the last year by participating to the presentation of EU co-financed projects (both Horizon and Interreg, currently waiting for the results) dealing directly with these specific issues. The pilot action deployment between Verona and La Spezia nodes permitted to reduce the communication mistakes usually occurring in the daily data exchange among the players of the multimodal chain with a significant decrease of train stops after the checks necessary for the departure. These improvements have pushed the implementation of the TOS (Terminal Operating System) in the Verona freight village area (75,000 euros of costs) and they will permit the realization of new automatic terminal gates which cost is estimated in 1,5 mln euros.

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

After the project end the outputs of the Pilot Action will be secured and continued by the management of Interporto Quadrante Europa. In fact, it should be reminded that the present project falls within a wider masterplan defined by the Management Authority of Verona freight village, which is to strengthen the ICT system of the Rail-Road terminal for the benefit of all players based in the Rail-Road terminal area. The ultimate goal is to support with ICT tools and more detailed information the operational activities in the terminal, thus contributing to enhance the overall Verona node efficiency.

Therefore, the Management Authority has already committed itself to promote and finance all on-going and planned digitalization projects, including the Pilot Action along Verona - La Spezia corridor. Not only: given the successful outputs of this initiative, the same system can be expanded and transferred to other corridors from Verona Quadrante Europa, taking advantage of the digitalization expertise developed within COMODALCE project. In this regard, a cooperation on such an ICT subject can be beneficial to all port authorities as well as inland terminals.

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 output is based on the deliverable D.T2.2.3 “Pilot action final report - Verona” and it is related as well to D.T2.2.15 “Pilot action evaluation report”.

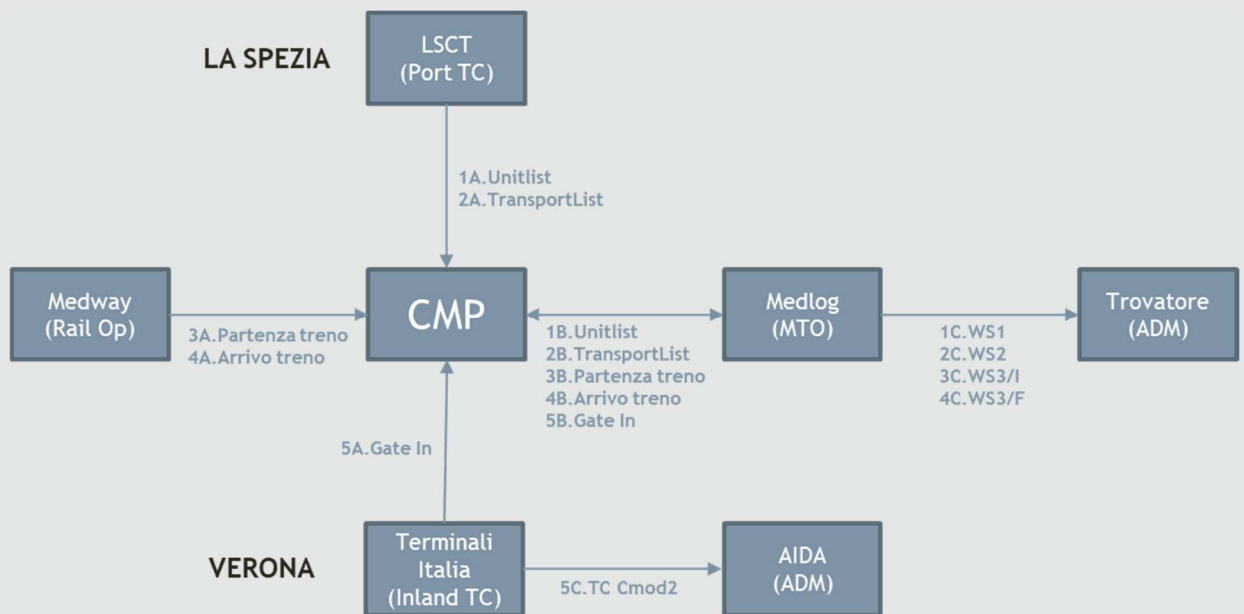



Figure 1 - Information flows managed by the COMODALCE Pilot Action

Registro estero

BENVENUTO Sede selezionata: TERMINALITALIA

FILTRI

Partita: da a Numero A3: Marca: 

Data dal al Num Doc Scarico: Residui:

+ Crea

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




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	nnn		nn		15/02/2022		16/05/2022				nn	100						terra	nn	100		
	nnn		nn		15/02/2022		16/05/2022				nn	100						terra	nn	100		
	nnn		nn		15/02/2022		16/05/2022				nn	100						terra	nn	100		
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	nnn		nn		15/02/2022		16/05/2022				nn	100						terra	nn	100		

Figure 2 - Inland terminal operators Dashboard

Procedure di emergenza Mios eCustoms

BENVENUTO, support

FILTRI

Id Container: Numero A3: Emissione A3: Id Umet: Stato Container:  Stato operativo:

Mese riferimento: Marzo Anno riferimento dal 2022 Warning:

Gestione Garanzia

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















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	2022/2		Dialogo AIDA C				2200	ITSPE			19				068100	
	2022/3		Dialogo AIDA C				2200	ITSPE			19				068100	
	2022/4		Dialogo AIDA C				2200	ITSPE			19				068100	
	2022/5		Dialogo AIDA C				2200	ITSPE			19				068100	
	2022/6		Dialogo AIDA C				2200	ITSPE			19				068100	

Figure 3 - Multimodal Transport Operator Dashboard