

Headline	BCT builds intermodal rail facility in Poland		
MediaTitle	The Daily Tribune		
Date	10 Dec 2020	Color	Full Color
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Journalist	JUN YAP	AdValue	PHP 62,257
Frequency	Daily	PR Value	PHP 186,770



# BCT builds intermodal rail facility in Poland

Participation in the COMODALCE initiative is the latest in a series of measures implemented by BCT that have combined to lift intermodal rail traffic to account for 30 percent of its annual container throughput

Baltic Container Terminal (BCT) in Gdynia, Poland has joined the EU-backed COMODALCE project, which is designed to take intermodal rail operations to a new, higher level.

The BCT said COMODALCE is an abbreviation of the project's principal objective which is defined "Enhancing COordination in multiMODAL freight transport in Central Europe."

Participation in the COMODALCE initiative is the latest in a series of measures implemented by BCT that have combined to lift intermodal rail traffic to account for 30 percent of its annual container throughput.

BCT currently processes 250 intermodal trains operated by 13 intermodal operators on a monthly basis.

The terminal's market reach via rail includes all major destinations in Poland and

extends along the increasingly important trans-European Baltic – Adriatic Corridor (Corridor VI), which runs from Gdynia via southern Poland (Upper Silesia), Vienna and Bratislava and the Eastern Alpine region right through to Northern Italy, serving diverse industrialized centers along the route.

## Providing digital power

COMODALCE finds its origins from the "Docks of the Future" scheme, funded under the EU's Horizon 2020 Research and Innovation Program, with its main thrust aimed at achieving the digitalization of procedures for rail transport at a transnational level in Central Europe.

This makes BCT as a key participant in the pilot project work that aims to achieve an electronic data interchange platform for rail wagons and the allied handling activity.

This involves two key challenges: the integration of BCT's Terminal Operating System (TOS) with the INCOS element of the Gdynia Port Community System and transitioning traditional methods of communication – paper documents, phones, faxes, *etc.* – into a modern electronic format.

INCOS, which is now under construction, will connect with the operating systems of all stakeholders – terminals, intermodal operators, railway carriers, freight forwarders, shipping lines, *etc.* – and offers an easy, flexible and low-cost method of connection that enables all parties to feed the platform with data using electronic messages. This, in turn, facilitates the prompt generation of highly accurate operational plans for each of the system users as required.

JUN YAP

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PHOTOGRAPH COURTESY OF ICTSI

THE digitalization of the procedures for rail transport under the COMODALCE initiative will boost efficiency in all key areas of BCT's intermodal rail operations.



12 DEC, 2020

## INTERMODAL RAIL FACILITY.

Manila Standard Today, Philippines

### INTERMODAL RAIL FACILITY.

Baltic Container Terminal in Gdynia, Poland joins the EU-backed COMODALCE project, designed to take intermodal rail operations to a new, higher level. Participation in the COMODALCE initiative is the latest in a series of measures implemented by BCT that have combined to lift intermodal rail traffic to account for 30 per cent of BCT's annual container throughput. BCT, a wholly-owned subsidiary of International Container Terminal Services Inc., processes 250 intermodal trains operated by 13 intermodal operators on a monthly basis.





12 DEC, 2020

## INTERMODAL RAIL FACILITY.

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### SUMMARIES

Baltic Container Terminal in Gdynia, Poland joins the EU-backed COMODALCE, project designed to take intermodal rail operations to a ...

Headline	ICTSI's Poland terminal builds intermodal rail facility		
MediaTitle	Malaya		
Date	10 Dec 2020	Color	Black/white
Section	Shipping Trade	Circulation	83,821
Page No	A5	Readership	83,821
Language	English	ArticleSize	99 cm <sup>2</sup>
Journalist	n/a	AdValue	PHP 9,504
Frequency	Daily	PR Value	PHP 28,512



## ICTSI's Poland terminal builds intermodal rail facility

BALTIC Container Terminal (BCT) in Gdynia, Poland has joined the EU-backed COMODALCE project, designed to take intermodal rail operations to a new, higher level.

The title "COMODALCE" is an abbreviation of the project's principal objective defined as: "Enhancing COordination in multiMODAL freight transport in Central Europe."

Participation in the COMODALCE initiative is the latest in a series of measures implemented by BCT that have combined to lift

intermodal rail traffic to account for 30 per cent of BCT's annual container throughput.

BCT currently processes 250 intermodal trains operated by 13 intermodal operators on a monthly basis.

"For BCT and other system users COMODALCE, represents a major area of opportunity to drive cost and qualitative efficiencies across the board," underlines Wojciech Szymulewicz, BCT Chief Executive Officer.

"It presents a new dimension through which we can further

streamline intermodal train reception and despatch. Its introduction alongside continuing innovation in the areas of infrastructure and equipment promises to deliver big dividends with significant benefits passing on to importers and exporters."

BCT's intermodal rail facilities have benefitted from a major investment program, implemented jointly by the Port of Gdynia Authority and International Container Terminal Services Inc. (ICTSI), BCT's parent company. – *Reuters*

# PORT STRATEGY

INSIGHT FOR PORT EXECUTIVES

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**MAKING A CONNECTION**

**BUILDING ROBUST BOX TERMINAL REVENUE**

**'HYDROGENISATION' POWERS ON**

# POSTSCRIPT

## BCT TAPS COMODALECE FOR ENHANCED INTERMODAL RAIL

**The Baltic Container Terminal (BCT), Gdynia is harnessing the powers of the EU's COMODALECE project to deliver a major uplift in the efficiency of intermodal rail operations.**

The Baltic Container Terminal (BCT), Gdynia, Poland, is presently heavily engaged, along with nine partners from other key European countries – Italy, Germany, Slovenia and Hungary - in researching and implementing the EU project COMODALCE.

The COMODALCE project, co-financed by the Interreg Central Europe Fund, takes its abbreviated name from its stated goal, namely, "Enhancing COordination in multiMODAL freight transport in Central Europe." Specifically, it has a strong focus on the digitalisation of the procedures for rail transport at a transnational level in Central Europe with the scheme sitting under the larger umbrella of the so-called "Docks of the Future" project.

BCT is conducting pilot project work in conjunction with COMODALCE which aims at achieving an electronic data interchange platform for rail wagons and the associated unit load handling. At its core, this entails achieving integration with BCT's Terminal Operating System (TOS), the systems of other involved players – rail carriers and intermodal operators – and the INCOS element of the Gdynia Port Community system, now under construction, that covers container rail operations.

BCT states: "A key challenge is the transfer of old-fashioned and complex processes presently conducted by using traditional paper documents, phones, faxes and mail communications into a modern electronic format able to process at speed, large volumes of data between multiple partners."

Allied to this is the challenge of system integration and BCT points out in this regard that: "The INCOS platform offers easy, flexible, low cost connection and data interchange with its TOS and the operating systems of other stakeholders."

Generally, the goal is said to be feeding the platform with data using electronic messages circulating from system to system. Where partners are not ready for digital data exchange then the platform will offer a web user interface able to achieve the high-volume upload and download of excel spread sheets.

COMODALCE is intended to meet and service the needs of all participants in the intermodal supply chain with diverse parties including intermodal operators, railway carriers, terminals, freight forwarders and shipping lines having access and providing their operational data. Speed, accuracy and common understanding are among the major benefits. Data can be uploaded and downloaded without long waiting times or the requirement to re-write data. The platform will, in effect, deliver a clear and efficient operational plan with online participants having a highly accurate picture of the current situation in real time.



■ Freightliner PL's Dragon locomotive with its flexible diesel electric design and onboard I.T./GPS also represents a step forward for intermodal rail – seen here at BCT in October

These operational benefits will, in turn, drive cost and qualitative efficiencies across the board.

### STRONG FOUNDATIONS

BCT's current project with COMODALCE builds on earlier work designed to accommodate and promote growing intermodal rail volumes which currently account for up to 30% of its annual volume. The terminal has seen significant investment in its on-terminal intermodal rail facility with this now featuring three rail tracks served by two rail mounted gantries which service on average 200 intermodal rail services on a monthly basis. As well as the physical development of intermodal rail infrastructure and superstructure it has also implemented comprehensive performance related remuneration schemes with its intermodal workforce as another rewarding path to consistently pushing up efficiency levels.

Following on the heels of these positive developments, COMODALCE is expected to facilitate the next major uplift in the efficiency of intermodal rail operations.

Equally, BCT cites the actions of other partners in the intermodal chain as also holding significant promise in this regard. As an example, it points to a new service operated by Freightliner PL between Brzesko (60km east of Krakow) and the ports of Gdynia and Gdansk. The service, which called at Gdynia for the first time in early October, is operated by the DRAGON modern, diesel-electric locomotive. Its ability, BCT points out, to switch from electric traction to diesel power negates the need for the locomotive to be swapped for a smaller shunting locomotive at the Gdynia Port Station. As such, it arrives directly to BCT omitting the need for a time-consuming and costly shunting operation.

Equally, benefits are expected to accrue from Freightliner PL's policy of equipping all locomotives in its fleet with laptops enabling the origination and printing of all necessary documentation directly in the locomotive. GPS is also onboard which enables remote access for continuous monitoring of train journeys and much enhanced coordination with all involved parties.

**“COMODALCE is expected to facilitate the next major uplift in the efficiency of intermodal rail operations”**