

PILOT ACTIVITY CONCEPT & LAUNCH REPORT

D.T2.2.1 – PILOT #3 PNAEAS

Work paper

Version 1.0

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1) Introduction

Located at the intersection between shipping routes and the Baltic-Adriatic and Mediterranean TEN-T core network corridors, the Port of Trieste currently pursues the objective to fully integrate its maritime industry into the local, regional, EU and global multimodal logistics service network. In the light of this, PNAEAS is focussing on its multimodal related infrastructures and management procedures to adapt their functions and incorporate inland node terminals, utilising existing inland facilities and designing innovative further solutions able to ensure additional advantage in terms of port connectivity.

Indeed, the railway services represent one of the fastest growing freight transport segment and the most important development policy priority of the Port of Trieste maritime industry, with a significant competitive asset to further enhance the port's perspectives to expand its catchment area.

REIF project is tackling relevant challenges related to lacking connectivity at regional level. To this end, the PPs involved in WPT2 are elaborating tools to analyse regional potentials for rail freight transport, identifying infrastructural bottlenecks and effective measures for either preserving vulnerable connections or even redeveloping closed tracks.

Within this context, PNAEAS is developing innovative approaches for the implementation and the coordination of concepts in order to eliminate bottlenecks and foster further intermodal services. In particular, it is currently identifying measures for removing both infrastructural and operational bottlenecks hindering the development of the railway network within the port area in Trieste as well as defining a new railway operational system model.

In the following section the Pilot Action #3 will be described paying particular attention on its start and implementation.

2) Pilot action description

In this section, please describe your pilot action filling in the following chart:

PP involved	Port Network Authority of the Eastern Adriatic Sea (PP05)
Timescale (start/end date)	Start: April 2020 End: April 2021



Main actors/stakeholders involved	<ul style="list-style-type: none"> - Railway Infrastructure Department, PNAEAS; - RFI S.p.A. - National Railway Infrastructure Manager; - Railway Undertakings; - Logistic operators.
Pilot action launch <i>Please describe when and how the pilot action was launched</i>	<p>The Pilot Action #3 started in July 2019, as the related tendering procedure was launched. The latter was finalized in November 2019 and awarded to a company in charge of the realization of both pilot actions foreseen in the frame of WPT2.</p>
Description of the activities to be done within the pilot action	<p>The Pilot Action under consideration (#3) consists of the identification and analysis of infrastructural and operational bottlenecks currently hindering the railway transport within the Port of Trieste. To this end, the following documents will be produced:</p> <ul style="list-style-type: none"> • The first one containing a descriptive as well as a graphic part (flow charts) highlighting the operational and functional structure of the railway operations (referred both to trains and shunting locomotives) carried out in the Port of Trieste and in the Trieste Campo Marzio Smistamento station focussing in particular on the activities, the main actors involved and the procedures. In particular, the development of a simulation model for the animation of the train arrival process in the Port of Trieste has started. In the next work phase the progress achieved in the simulation of the considered process will be applied to the integrated arrival and departure process. • The second one defining the functions, features and how to use the software to validate the “as is” status (related to the timing of the maneuvers) with the KPIs used and the results obtained from this simulation. With regard to the latter, an appropriate document will be prepared describing them exhaustively and underlying the methodologies used, the bottlenecks and the eventual differences between the theoretical analysis and the real situation. • The third one identifying at least one operational solution aiming to improve the analysed status and from which the benefits for the port railway system can clearly emerge in terms of execution times of maneuvers, document management system and overall the operational capacity of the port and its related areas (i.e. stations and terminals).
Expected results	<p>The Pilot Action #3 aims to obtain a</p>

	<p>comprehensive structured representation and simulation of solutions aimed at enhancing railway process efficiency.</p> <p>Another goal is to have at disposal a software as a support during the works for the new layout of Trieste Campo Marzio station.</p> <p>This way, the railway operations within the Port of Trieste will be optimized and improved.</p>
Potential risks of the successful outcome of the pilot action and the adopted strategies to overcome them	<p>The “COVID-19” emergency could have a negative impact on the implementation of the planned activities in terms of delays or postponement. In order to avoid them, PNAEAS kept constantly in contact with the executors and stakeholders involving them actively during the progress of the work.</p>

3) Conclusion

See the annexes.