

## REPORT OF THE WORKSHOP “INTERMODAL FREIGHT TRANSPORT”

**Location:** Verona and ‘Quadrante Europa’ Interport

**Date:** May the 7th and the 8th 2019

**European Project:** URSA MAJOR neo

The workshop has been organized in Verona at the headquarters of Confindustria Verona (P.zza Cittadella 12) on Tuesday 7 May and at the Interporto Quadrante Europa on 8 May and it was divided into 4 thematic sessions:

- ITS tools for Intermodal Transport
- ITS for efficiency of ports
- ITS for better road and rail transport
- UMneo implementation projects at Italian ports

### DAY 1 – VERONA

#### WELCOME SPEECHES

**Matteo Gasparato**, President of Interporto Quadrante Europa

The President of Interporto Quadrante Europa opened the welcome speeches saying thanks to the Verona Confindustria, the association of entrepreneurs and industrialists of Verona, for letting the speakers and the audience to use their premises.

He later focused on the importance of the European URSA MAJOR neo project, and talking about the evolution from URSA MAJOR 1 and 2 **he focused on the importance that URSA MAJOR neo added the intermodal joints of the logistic chain in the partnership.**

He was also very glad about the technical visit to be held the day after in the Interporto Quadrante Europa.

**Gzim Ocakoglu**, DG Move

The Deputy Head of Unit of the Directorate General for Energy and Transport of DG MOVE had a very important speech about the transformation about what we are experiencing related to the implementation of ITS. **He talked about it as a 4th industrial revolution.**

This evolution/revolution presents opportunity of new business model, **huge themes such as Big Data, Blockchain, 5G, 3D Printing will optimize the flow of freight in the future;** but they present also great challenges:

- **Digital divide:** how to link the less connected area?

- **Tera amount of data:** how to make sure the data is shared in the most intelligence way?
- **Privacy:** data protection
- **Human Element:** Formation and Ethic issues related to the new technologies.

He firmly believed that a correct implementation of ITS Technologies comes with great investment, not only in software but also in infrastructure and in people.

He presented also the new **proposal for a Regulation on E-Freight Transport (EFTI)** creating a condition in which the Public Administrations have to accept the document presented in an electronic way and the **proposal on European Maritime Single Window (EMSW)**.

## SESSION 1: ITS tools for Intermodal Transport

### Aldo Puglisi, Hupac

Puglisi presented its company Hupac as one of the leading network operator in intermodal transport in Europe. Speaking of numbers: the network of the Hupac Group comprises 130 trains per day with connections between the major European economic areas as well as to Russia and the Far East. The companies of the Hupac Group have 6,900 rail platforms at command and operate efficient terminals at important hubs, also, The Hupac Group counts more than 500 employees.

The presentation of Puglisi was immediately related to the one of the DG Move representative; he also believed the importance of creating efficient algorithms as much as physical infrastructure, **he presented the WOLF and the SPEAK software used by its company to optimized the train loading**, but also the **OCR Gates that his company has implemented also for the train sector**.

### Klaus-Uwe Sondermann, Kombikonsult

Sondermann had a presentation related to the **ITS solutions in intermodal transport**, speaking of the digitalisation at Kombiverkehr, a logistics service provider that develops, organises and markets a Europe-wide network for rail-road combined transport.

He provided the **successful demonstration of the online time table tool of the company** as much as the **electronic booking interface**, the Estimated Time of Arrival, **the train planner and web interface for port terminal**.

### Emanuele Mastrodonato, ScanMed Rail Freight Corridor

Mastrodonato is a Managing Director for the ScanMed Rail Freight Corridor. **RFCs support the increase of international rail freight both in volumes and in modal share**.

He particularly spoke about the ScanMed RFC **saying that their approached is related to four main pillars: the market analysis, an internationally coordinated capacity, quality and reliability and transparency with the customers**.

He also presented the **Customer Information Document (CID)**, which is a document that gathers all the information relevant for a customer to run a train on the Corridor.

## SESSION 2

**Evelyn Eggers**, Dakosy

Eggers, Director Business Development of Dakosy, presented her company founded in 1982 with 170 employees and a service time of 24/7.

**She presented the importance of having a slot booking mechanism** which give benefits to the truckers (**avoiding congestion and waiting at peak hours**) and to quay operators (more transparency and adapted resource planning).

She also presented the next steps to ensure more freight with less traffic jams, proposing the equal distribution of truck movements over the day (**equipartition 24/7**), but of course that comes with challenges: neither hubs or warehouse in the hinterland work 24/7 and for that truck drivers are not able to deliver container during the night. For that **it is important to transfer the Truckgate process (which means pre-announcement, slot-booking and identification) to the hubs in the hinterland.**

**Henk Jansma**, on behalf of the Port of Rotterdam

In order to strengthen its position as Europe's largest logistical and industrial hub (**40km wide, 500 mln. consumer within 24h**) the port of Rotterdam works continuously to improve accessibility. In this context, sustainable solutions such as ITS solution used to optimise the logistics of the freight were mandatory.

The featured route planning of the Port of Rotterdam website (**NAVIGATE**) is **an integrated tool that allows customer to complete the route from the starting point to the arrival**, it checks and compares connections, it does the matchmaking with companies and also choose the most sustainable route.

Another important tool of the port is the port community system (**PORTBASE**) which is the **largest port community in Europe** having a wide coverage throughout the logistic chain.

**Andrzej Baron**, Port of Szczecin-Swinoujscie

Baron presented the ports of Szczecin and Świnoujście in Poland which are situated close to each other on the same waterway so that it made it possible to create **one big port complex under one management**. They have access to a well-developed hinterland transport system and represents the shortest route from Scandinavia to Central and Southern Europe.

Their goal is the development of the port, and he showed some project of expansion such as **the new ferry berth** completed in 2015, **the adjusting of the ferry terminal** to handle intermodal transport (to be completed in 2020) and, **speaking of ITS tools the development, testing and pilot implementation of the PND (Port Navigational Docking System)** in the port of Świnoujście

## DAY 2 – QUADRANTE EUROPA INTERPORT

### SESSION 3

**Ad Toet**, Koninklijk Nederlands Vervoer

Ad Toet presented the importance of the ELETA project co-financed by the European Union through the Connecting Europe Facility. **The ELETA project is related to the sharing of train tracking and Estimated Time of Arrival (ETA) information.**

In order to improve the operation efficiency of the logistic chain, the sector representatives commit to implementing the TAF TSI functions but after a two-year experience some issues arose:

- The willingness to exchange information is strong (Instant Messages and Remote Units);
- **There is need for harmonisation of definitions, terms and messages;**
- TIS/RNE contractual framework is effective, but laborious;
- TIS is a viable data source for RU customers wishing to compute the ETA's for their trains;
- **Absence of unique (international) train numbers causes a lot of extra work;**

**Howard Knott**, Irish Exporters' Association

The Irish Exporters Association (IEA) acts as a sub-contractor to Transport Infrastructure Ireland (TII) for work on the development and promotion of the Intermodal Route Planner. The project aims to development of a free flow of goods along the European East-West Corridor.

**He focused on the importance of having an efficient route planner**, that it is not about the delivery of new physical infrastructure on the corridor, but **is about enabling Transporters to deliver goods on behalf of their clients from origin to destination in a cost-effective and timely manner.**

He explained the **key requirements for an effective Freight Route Planner**: an effective designer and compiler for the planner, an active buy-in by all service and infrastructure providers to the Planner and the provision by them of accurate and timely information, effective marketing and support for the route planner. But also further requirements: **a continuous maintenance so as ensure that developments in the Freight Transport industry are captured and included.**

**Michiel Jak**, Rijkswaterstaat

He presented the results of a truck platooning experience held in Netherland October 1-5, 2018. **The main results were that priority convoys improves throughput with 10-17%, fuel savings by 6-14% and less stress for drivers.** The benefits are important and well received but during the presentation some concerns were raised about the safety issues of platooning. Jak replied that maybe **giving priority to the truck platooning** can be a solution.

## SESSION 4

The last session of the URSA MAJOR neo Workshop was related to the UMneo implementation project at Italian Ports.

**Simone Pacciardi**, AdSP Mar Ligure Orientale (Port of La Spezia)

He presented the ITS tools at the port of La Spezia and the project for buffer area management such as the **Intelligent Parking System** (whose goal is to reduce waiting time and congestion at the port gate entrance) and the **digitalization of the rail shunting operations** in the "Last Mile" connection through the interoperability between PCS and the IT National Logistics Platform.

Thanks to the IPS system trucking drivers will have the possibility to know the on-time congestion and the forecast for the next hours to plan as better they can the port operations.

**Andrea Minardi**, AdSP Mar Adriatico Centro Settentrionale (Port of Ravenna)

The Port of Ravenna is projecting **automated gates at the Ferry Terminal**. In 2018 eight cameras have been installed in the terminal and the deployments foreseen in 2019 or 2020 are to integrate the entry/exit gate systems and parking area management systems with automatic reader of dangerous goods classes (2019) and integration of terminal management systems with the city ITS and with the National Logistic Platform (2020).

**Christian D'Antiga**, AdSP Mar Adriatico Settentrionale (Port of Venice)

North Adriatic Sea Port Authority is proceeding with the **implementation of new ICT and ITS solutions for the access control system at the two main gates of Porto Marghera**, the commercial port area of Venice.

The activities in progress at the gates are the **installation of a vehicle detection sensors, and the development of new features of AGS**.

**Paolo Pagano**, AdSP Mare Tirreno Settentrionale, (Port of Livorno)

The Port Authority (supported by CNIT) has enabled a digital infrastructure capable of delivering innovative services. It focuses on standardization and interoperability in collaboration with major European ports and industrial partners and it wants the full involvement of the port communities in the development, prototyping and production of services. The port is implementing new services for (inter-modal) transport, including access management and transit authorizations.

## ON-SITE VISIT AT INTERPORTO QUADRANTE EUROPA

The last activity of the workshop was the on-site technical visit at the Interporto Quadrante Europa, which allows the participants to see the infrastructures (OCR Gates, cranes) and the technical operation of the main Italian logistic junction.