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NEWSLETTER #6 March 2022

Dear reader, we are proud to invite you reading the sixth 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: news from the port of La Spezia, Zailog - Rail-Road Terminal of Verona, RSOE Hungary and the port of Rostock studies*
- *Public events: COMODALCE @ Interreg Italy-Croatia INTESA project in Verona*

Pilot Action results

COMODALCE is going through its last month of life, so it's time to collect the outcomes of the Pilot Actions implementation as scheduled.

In this newsletter, the focus is on the work done by four partners: the port of La Spezia, Zailog, RSOE and the port of Rostock.

An additional article talks about the physical event attended by the Italian project partners on 18th March at the Interreg Italy-Croatia INTESA project event within the LETExpo fair 2022 in Verona.

La Spezia - Verona Pilot Action

The railway connection between the port of La Spezia and the Rail-Road terminal of Verona - Zailog is already characterized by a frequency of 5 trains/week.

The COMODALCE Pilot Action capitalises the **WiderMos Corridor Management Platform**, a digital platform used by the Port Authority for the full digital management of information related to the railway customs corridors.

the players operating on the La Spezia - Verona railway line, in order to ensure a more efficient and effective information exchange, and to ensure greater added value to the intermodal corridor.

Through the systems implemented, the Corridor can be managed in an automated and full digital way, pursuing criteria of interoperability between the actors, digitalization and standardization of flows, security of information and procedures, full visibility and monitoring of processes.

From its monitoring dashboard, the Inland Terminal can monitor in real time the status of its own customs temporary storage warehouse, through the indication of the remaining consignments, and an articulated series of information about the latter.

	PARTITA	MRN	NUMERO A3	CIN A3	DATA A3	SINGOLO	SCADENZA A3	TIPO DOC PRECEDEN	DOCUMENTI PRECEDEN	DATA DOC PRECEDEN	COLLI	PESO LORDO	MEZZO TRASPORTI	ORIGINE	POLIZZA	MERCE	MARCA	TIPOLOGIA TRASPORTI	PEZZI GIACENZA	PESO LORDO GIACENZA	DATA REGISTRAZ	NOTE
1	mm		nn		15/02/2022		14/05/2022				nn	100						terra	nn	100		
2	mm		nn		15/02/2022		14/05/2022				nn	100						terra	nn	100		
3	mm		nn		15/02/2022		14/05/2022				nn	100						terra	nn	100		
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8	mm		nn		15/02/2022		14/05/2022				nn	100						terra	nn	100		

From its interactive dashboard, the Customs Mission Manager (MTO) can monitor in real time the Units entrusted to it for the movement between the Port and Inland Temporary Storage. The Dashboard includes various information regarding the units to ensure full visibility and control, such as customs status, operational status, shipping company, container number, weight, ship Estimated Time of Arrival, Inland terminal, MMA (Inward cargo manifest) number and date, registration date.

RSOE National Association of Radio Distress-Signalling and Infocommunications Pilot Actions

At the beginning of the COMODALCE project there was no harmonised river container loading plan available at the inland ports in Hungary, neither in Europe along the Danube. Each carrier, shipmaster is using their own format to inform the terminal about container loading. In order to harmonise the Container Loading Plans, RSOE in cooperation with Mahart Container Center initiated a pilot to develop a Container loading plan software tool for the Danube.

The main functions of the software tool are:

- electronic web interface input possibility for shipmasters / shipping agents to provide the container loading plan
- harmonised electronic Container Loading Plan output (PDF)
- integration into the national port information system (KIR)

In addition, after the analysis of data format used by the Upper Rhine Ports an amended data format Container Loading List was developed in close cooperation with MCC to be used in daily business.

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RSOE developed the necessary software and implemented it to the platform, named KIR, becoming available to a wide range of users. By using it, the workflow becomes more transparent and simpler. Administrative burdens have been reduced and communication between the parties has become faster.

Port of Rostock Studies

The Port of Rostock carried out a pre-investment study for installing a rail-based scanning facility at the entrance point of the port's intermodal terminal. The study consisted of the following three parts:

Step 1: basic elaboration of a suitable location (analysis of up to 3 possible locations) which are in line with DB Netz internal requirements

Step 2: detailed analysis of technical requirements which needs to be considered during the installation and operation of the rail gate as preparatory step for the next detailed planning phases

Step 3: detailed planning procedure aiming at the approval by DB Netz to erect a rail gate at the defined and agreed location

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The discussion was shared with other two important **Interreg Italy-Croatia** projects, namely **INTESA** and **PROMARES**, involving the main north Adriatic ports: Trieste, Venice, Ravenna and Ancona. The activities of the COMODALCE project were illustrated at the RAM - Rete Autostrade Mediterranee stand. The high-level platform of attendants included also the other Italian COMODALCE partners who organized the local stakeholders' meeting the day before.

Mr. Alberto Cozzi underlined that COMODALCE outcomes are fully aligned with the objectives of the other projects in the field of **IT solutions for multimodal transport and territorial cooperation**.



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