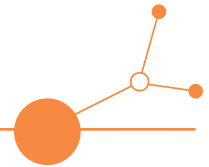
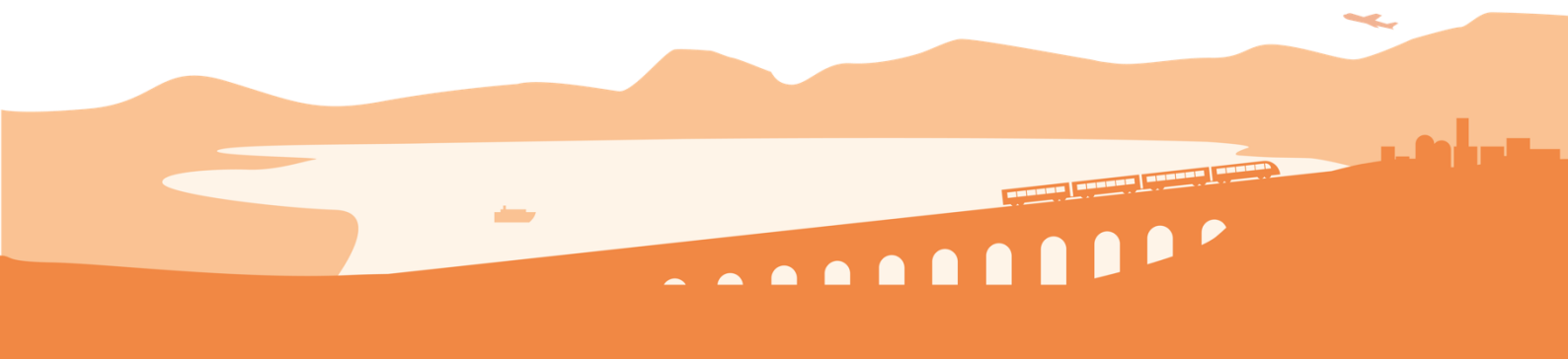


# Action plan for improving the last mile accessibility of CE rural/peripheral areas to TEN-Ts by adopting cargo bundling and tracking IT tools

Deliverable no. D.1.4.3 - output 1.5



Version 1  
12 2023





## Table of contents

Introduction .....	2
1. Executive summary .....	3
2. Identification of the actions .....	4
2.1. Mapping the actions .....	4
2.2. Setting the actions.....	4
3. Contribution to environmental sustainability and accessibility of peripheral regions in the hinterland, topic 3 - Cargo bundling .....	12
4. Conclusions .....	14



## Introduction

WP1 is devoted to jointly planning the improvement of accessibility of rural and peripheral areas to TEN-T nodes through IT tools, covering the three domains of:

1. Vehicle Booking Systems/pre-arrival or pre-exit notification, port/terminal gates;
2. Port/terminal gates and interoperability among public/private IT systems;
3. Cargo bundling

This action plan, jointly drafted by PP6-LCAS (Austria), PP10-GRUBER (Poland) and PP11-ROSTOCK (Germany), breaks down the goals of the transnational Strategy for improving the last mile accessibility of rural/peripheral areas to TEN-Ts through ICT (deliverable D.1.1.2) in an action plan for optimising last mile accessibility of CE rural and peripheral areas by adopting cargo bundling and tracking IT tools, with specific tasks for each PP, KPIs, time line, financial resources needed.



## 1. Executive summary

In the ever-evolving realm of logistics and transportation, the pursuit of efficiency, sustainability, and seamless connectivity has become paramount. This overview delves into the strategic endeavours of three key players - Gruber Logistics, LCA (Logistik Center Austria Sud), and Rostock Port - as they navigate the complexities of the modern logistics landscape. Each entity is actively engaged in pioneering initiatives that not only optimize internal operations but also contribute to the broader goals of sustainability, regional inclusivity, and streamlined cargo management.

Gruber Logistics stands out as an industry leader, leveraging innovative solutions like the MyDesk platform to redefine the logistics paradigm. With a focus on optimizing transportation processes and environmental sustainability, Gruber Logistics is setting new standards for efficiency and connectivity, particularly in rural and peripheral regions.

On the other side of the spectrum, LCA, or Logistik Center Austria Sud, is embarking on a transformative journey to develop an IT platform that mirrors and enhances the existing railway system in Carinthia. By fostering intermodal transport effectiveness and inclusivity, LCA aims to create a robust framework that not only meets the demands of today but also anticipates the needs of the future.

Meanwhile, ROSTOCK PORT is driving change by developing an ICT tool in connection with their existing website [www.intermodal-rostock.de](http://www.intermodal-rostock.de). The tool aims at the identification and consolidation of last-mile freight volumes, particularly from rural areas in order to merge them with existing intermodal transport connections into the hinterland of the port or even to create new ones. The platform/ICT tool will be a testament to ROSTOCK PORT's commitment to strengthening combined transport via the port of Rostock. Engaging key stakeholders, this initiative seeks to optimize cargo flows, enhance efficiency, and contribute to the sustainable growth of the region's logistics ecosystem.

In this overview, we will delve deeper into the initiatives, approaches, and potential impacts of Gruber Logistics, LCA, and ROSTOCK PORT, exploring how these entities are shaping the future of logistics through innovation and strategic collaboration.



## 2. Identification of the actions

### 2.1. Mapping the actions

#### GRUBER LOGISTICS

ACTION/MEASURE	ESTIMATED COST	TIME HORIZON
<i>Change in the accounting information system</i>	<i>50.000 euros</i>	<i>2025</i>
<i>MyDesk in Poland</i>	<i>200.000 euros</i>	<i>2026</i>

#### LCA

ACTION/MEASURE	ESTIMATED COST	TIME HORIZON
<i>Development of a SW for bundling cargo, allowing clients to share the same truck and possibly the same railway</i>	<i>70.000 euros</i>	<i>2025</i>

#### Port of Rostock

ACTION/MEASURE	ESTIMATED COST	TIME HORIZON
<i>Development of an ICT tool with the focus of cargo bundling and tracking</i>	<i>45.000 euros</i>	<i>2024-2025</i>

### 2.2. Setting the actions

#### GRUBER LOGISTICS

Action no. 1: Change in accounting information system	
<b>Description of action/measure</b> <i>Describe the action foreseen and the expected results from its implementation</i>	The action is conceived as an initiative aimed at increasing the use of industrial accounting techniques in road transport, striving to closely link cost parameters to the individual components of transportation. The objective is to establish a system that can provide visibility for each cost component,



	enabling effective control of costs and margins in the management of both road and intermodal transport.
<b>Description of the main steps for its implementation</b> <i>List and describe in detail the main steps for the implementation of the action (i.e. planning phase, tender procedures, etc...)</i>	The initial step will involve equipping the Gruber Poland branch with a comprehensive general and industrial accounting system, as it currently lacks one. Tender procedures will be implemented among various suppliers, with the aim of identifying a solution that best balances the quality of the service provided and associated costs
<b>Stakeholders involved</b> <i>List the stakeholders involved. What is their role in the action? Will they be the direct beneficiaries?</i>	Firstly, all employees of the Gruber Poland branch are involved, as any activity undertaken will be analyzed by the system in question. Secondly, both suppliers and customers are implicated, as the data on costs and revenues will be derived from both incoming and outgoing invoices with them.
<b>Timeline</b> <i>Indicate the time horizon for the implementation of the action</i>	The full implementation of the platform is expected within one year (by 2025).
<b>Investment cost</b> <i>How much will cost the construction/realization of the future initiative/action/technology?</i>	The estimated cost is approximately €50.000.
<b>Sources of financing</b> <i>What are the sources of financing? Private capital, public capital, CEF, etc... How much is the share covered by each of them?</i>	The source of the investment is entirely private, as the funds utilized are solely sourced from Gruber Logistics.
<b>Impact of the initiative - environment</b> <i>How does this action contribute to environmental sustainability requirements and the related reduction of road transport related emissions?</i>	The environmental impact of this solution is twofold. On one hand, there is the optimization of transportation routes, particularly in road transport but not limited to it (including intermodal transport). The system allows for a more accurate estimation of "empty" trips and consequently aims to reduce them. Optimizing transportation routes is one of the primary reasons for developing this system. On the other hand, the system enables a more efficient use of resources required for transportation, including tires, fuel, driving hours, etc..
<b>Impact of the initiative - accessibility of peripheral regions</b> <i>How does this action contribute to improving the accessibility of peripheral regions in the hinterland?</i>	This system will have a significant impact on connecting rural and peripheral areas of Poland to the TEN-T networks. Among the numerous suppliers used for transportation, who will eventually populate the system through their invoicing activities, there are many operators from non-central areas. This inclusion allows them to be actively involved in the supply chain process of transportation, on an equal footing with others.
<b>KPIs</b> <i>Please identify the KPI to be used for measuring the action's impact</i>	Number of present suppliers - number of suppliers from rural and peripheral areas



	<p>Number of present customers - number of customers from rural and peripheral areas</p> <p>Increase in the productivity of individual transport routes, whether road or intermodal, due to better cost control</p> <p>Increase in the percentage of "loaded" trips, eliminating inefficiencies of empty journeys, with a significant positive impact on major traffic routes.</p>
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

## GRUBER LOGISTICS

Action no. 2: MyDesk in Poland	
<p><b>Description of action/measure</b> <i>Describe the action foreseen and the expected results from its implementation</i></p>	<p>The initiative named "MyDesk" is a system implemented across Gruber Logistics and all its branches. Its purpose is to connect suppliers, Gruber Logistics, and customers through a unified platform for the digitized exchange of all transportation-related data (from loading documents to transport documents, invoices, and merchandise documents, etc.). This system facilitates direct connectivity among transport operators at every stage of the supply chain, including those in the most remote and peripheral areas of Poland, thanks to the use of the platform.</p> <p>It is evident that this system also has positive impacts on cargo bundling. By providing a comprehensive view of all customer-suppliers in a particular area at once, it enables the optimization of transport flows to and from specific regions.</p>
<p><b>Description of the main steps for its implementation</b> <i>List and describe in detail the main steps for the implementation of the action (i.e. planning phase, tender procedures, etc...)</i></p>	<p>MyDesk follows a phased implementation process. Initially, a contract is established between the supplier (which can be Gruber Logistics itself) and the customer (in this case, it can also be GL). Subsequently, suppliers and customers are provided with access credentials to this system, where they will need to upload all the information and documentation necessary for transportation. This includes loading orders, waybills, insurance documents, transport contracts, transport documents, CMR, proof of delivery, etc.</p> <p>All document exchanges must take place through the MyDesk platform, thereby simplifying the processes involved.</p>
<p><b>Stakeholders involved</b> <i>List the stakeholders involved. What is their role in the action? Will they be the direct beneficiaries?</i></p>	<p>Customers, suppliers, road transport operators, intermodal transport operators (primarily road-rail), and railway transport operators.</p>
<p><b>Timeline</b> <i>Indicate the time horizon for the implementation of the action</i></p>	<p>2026</p>
<p><b>Investment cost</b></p>	<p>Euro 200.000</p>



<p><i>How much will cost the construction/realization of the future initiative/action/technology?</i></p>	
<p><b>Sources of financing</b> <i>What are the sources of financing? Private capital, public capital, CEF, etc... How much is the share covered by each of them?</i></p>	<p>The funds are entirely private and belong to Gruber Logistics.</p>
<p><b>Impact of the initiative - environment</b> <i>How does this action contribute to environmental sustainability requirements and the related reduction of road transport related emissions?</i></p>	<p>The MyDesk initiative brings undeniable environmental advantages. Firstly, by dematerializing the exchanged documents, it moves towards a "paperless transport" perspective, reducing paper usage. More importantly, the complete management of transportation through a single solution connecting suppliers and customers allows for easier identification of these entities. This creates the opportunity to activate "groups" of suppliers and customers from a specific geographical area, thus enabling the possibility of better and optimized cargo bundling.</p>
<p><b>Impact of the initiative - accessibility of peripheral regions</b> <i>How does this action contribute to improving the accessibility of peripheral regions in the hinterland?</i></p>	<p>The impact on rural and peripheral regions of Poland is highly significant. Since it is possible to integrate any supplier into the platform, this approach allows for the involvement of those located in remote and not yet interconnected areas to the TEN-T networks. It is clear how this type of tool facilitates the interconnection between the more disadvantaged areas and the better-served regions of Poland, fostering a system that supports the former.</p>
<p><b>KPIs</b> <i>Please identify the KPI to be used for measuring the action's impact</i></p>	<p>Number of registered customers Number of registered suppliers Number of daily transactions with customers Number of daily transactions with suppliers Number of dematerialized documents Percentage of suppliers from rural and peripheral areas of Poland involved.</p>

**LCA**

<p><b>Action no. 1: Development of SW</b></p>	
<p><b>Description of action/measure</b> <i>Describe the action foreseen and the expected results from its implementation</i></p>	<p>LCA is going to develop an IT platform that mirrors the existing railway system in Carinthia: which relations, its timetables, which railway undertakings are offering their services, which private or public loading stations are available - especially in the rural areas. The platform shall be connected to an already existing and in Carinthia used booking platform in order to make the intermodal transport more effective. Through the</p>





	<p>planned platform LCA also intend to offer a green last mile truck service.</p>
<p><b>Description of the main steps for its implementation</b> <i>List and describe in detail the main steps for the implementation of the action (i.e. planning phase, tender procedures, etc...)</i></p>	<p>First of all LCA needs to define the detailed content of the planned platform. The idea of the IT system is discussed already with different companies of the Carinthian shippers in order to understand what they would prefer to get out of the platform, as there is no such platform existing already in Carinthia. These talks are currently organized and held and shall offer insights regarding existing volumes in Carinthia and necessary, not yet existing railway connections. The aim of these talks is to analyse whether there are possibilities to bundle volumes and create new railway connections. Further LCA would like to understand what are the barriers today that prevent shippers to use intermodal transport solutions.</p> <p>Then LCA will talk in depth with an IT-system provider specialized in logistics services in order to understand the process of development and get information such as time and costs. After having defined in detail the planned IT system LCA will start the tender procedure by asking different IT solutions providers to send us a quotation for the development and implementation of the IT platform. Following the tender rules for public institutions, an IT development company will be chosen and the order will be placed and a contract concluded. The realization process can be started.</p>
<p><b>Stakeholders involved</b> <i>List the stakeholders involved. What is their role in the action? Will they be the direct beneficiaries?</i></p>	<p>LCA will involve all for the development process of the IT platform necessary stakeholders such as the railway undertakings, cargo hub management companies, owners of private loading stations to offer a realistic picture of the actual situation in Carinthia, of course LCA will inform Carinthian shippers, especially located in the rural areas, that should become future users of the platform.</p>
<p><b>Timeline</b> <i>Indicate the time horizon for the implementation of the action</i></p>	<p>Jan-June 2025</p>
<p><b>Investment cost</b> <i>How much will cost the construction/realization of the future initiative/action/technology?</i></p>	<p>Approx. EUR 70.000</p>
<p><b>Sources of financing</b> <i>What are the sources of financing? Private capital, public capital, CEF, etc... How much is the share covered by each of them?</i></p>	<p>25% Private capital, 75% ERDF</p>
<p><b>Impact of the initiative - environment</b></p>	<p>On average, railroads are three to four times more fuel efficient than trucks. The huge volumes of goods transported</p>



**ACCESSMILE**

<p><i>How does this action contribute to environmental sustainability requirements and the related reduction of road transport related emissions?</i></p>	<p>on our railways are an important factor in reducing carbon emissions in Carinthia, and in the whole world. Therefore, the needs of shift from road to rail and bundling, by rail and by road, where rail is not possible, is necessary. With the help of the above mentioned and today missing initiative (IT platform) it should be made easier for shippers to identify opportunities of rail use.</p>
<p><b>Impact of the initiative - accessibility of peripheral regions</b> <i>How does this action contribute to improving the accessibility of peripheral regions in the hinterland?</i></p>	<p>With the help of the above mentioned and today missing initiative (IT platform) it will be made easier for shippers to identify railway opportunities including loading stations, connections and times.</p>
<p><b>KPIs</b> <i>Please identify the KPI to be used for measuring the action's impact</i></p>	<p>How many users of IT platform, increasing of number of shipments from/to the infrastructure in percentage, number of localities of the rural/peripheral areas involved.</p>

**PORT OF ROSTOCK**

<p><b>Action no. 1: Development of an ICT tool</b></p>	
<p><b>Description of action/measure</b> <i>Describe the action foreseen and the expected results from its implementation</i></p>	<p>In a first step the current flow of goods in the hinterland of Rostock on the various corridors to western, central, and south-eastern Europe has been analysed. Furthermore, stakeholders have been identified. Based on this information and more specifically, ROSTOCK PORT will develop an internet platform to bundle last mile freight volumes from the rural peripheral regions as to support combined/intermodal transport. The specific IT solution will be chosen based on the most suitable IT solution at the moment of the pilot action implementation. With the website <a href="https://intermodal-rostock.de/">https://intermodal-rostock.de/</a>, ROSTOCK PORT has already made an important contribution to strengthening combined transport via the port of Rostock</p>
<p><b>Description of the main steps for its implementation</b> <i>List and describe in detail the main steps for the implementation of the action (i.e. planning phase, tender procedures, etc...)</i></p>	<ol style="list-style-type: none"> <li>1. internal elaboration of the specification based on results of the stakeholder survey/dialog</li> <li>2. tendering procedure for the development of the ICT-tool</li> <li>3. implementation by an external service provider and integration into the website <a href="https://intermodal-rostock.de/">https://intermodal-rostock.de/</a></li> </ol>
<p><b>Stakeholders involved</b> <i>List the stakeholders involved. What is their role in the action? Will they be the direct beneficiaries?</i></p>	<p>Following main stakeholders have been identified so far:</p> <ul style="list-style-type: none"> <li>• Schenker Deutschland AG</li> <li>• Zippel Group Spedition</li> <li>• Malteurop Group S.A.</li> <li>• LKW Walter Internationale Transportorganisation AG</li> <li>• Spedition HOMTRANS Service GmbH &amp; Co. KG</li> <li>• Nordlicht Kurier &amp; Spedition GmbH &amp; Co. KG</li> <li>• BAT Logistic GmbH</li> </ul>



	<ul style="list-style-type: none"> <li>• TT-Line GmbH &amp; Co. KG</li> <li>• Bremer Lloyd Holding GmbH &amp; CO. KG</li> <li>• TX Logistik AG</li> <li>• Spedition Heinrich Gustke GmbH</li> <li>• And other</li> </ul> <p>In a first step, the stakeholders have been interviewed regarding the current and future cargo flows in particular. This includes in detail:</p> <ul style="list-style-type: none"> <li>• Volumes</li> <li>• Types of goods/type &amp; scope of cargo</li> <li>• Dangerous goods</li> <li>• Differentiation between combi-capable trailers and containers as well as sea and land transport</li> <li>• Source/sink relationships</li> <li>• Distinction between freight forwarders and sub-loaders</li> <li>• Distinction between haulage companies and logistics companies for freight forwarders</li> <li>• Frequencies/required frequencies</li> <li>• Combined traffic-capable cargo (current situation/future)</li> <li>• Identification of volume potentials for train concepts</li> <li>• Etc. (Further criteria will be defined as part of the project)</li> </ul> <p>It is envisaged that many of the stakeholders with whom interviews were conducted will become users of the ICT-tool.</p>
<p><b>Timeline</b> <i>Indicate the time horizon for the implementation of the action</i></p>	<p>The ICT tool shall be developed within 2024.</p>
<p><b>Investment cost</b> <i>How much will cost the construction/realization of the future initiative/action/technology?</i></p>	<p>approx. 45.000 EUR</p>
<p><b>Sources of financing</b> <i>What are the sources of financing? Private capital, public capital, CEF, etc... How much is the share covered by each of them?</i></p>	<p>80% co-financing by the ERDF (Interreg Central Europe) 20% own contribution</p>
<p><b>Impact of the initiative - environment</b> <i>How does this action contribute to environmental sustainability requirements and the related reduction of road transport related emissions?</i></p>	<p>Shifting additional volumes of goods from road to rail is essential for the success of the energy and transport transition in Germany. ROSTOCK PORT is pushing the expansion of combined traffic connections. Although it does not itself act as a railway undertaking or operator, ROSTOCK PORT initiates traffic, carries out preparatory market research studies and brings the aforementioned players “together at the table” by identifying and bundling potential quantities. Increasing the share of rail</p>



	<p>in the hinterland traffic of the Rostock port reduces the greenhouse gas emissions of the transport chains running through the location and consolidates Rostock's role as a railway port.</p> <p>Combined transport by rail has been growing steadily for years. In 2022, the throughput of combined transport by rail in the port of Rostock was 130.000 units, accounting for a share of almost 20% of ferry and Ro-Ro freight traffic.</p> <p>With the action "Development of an ICT tool: freight exchange platform" this path will be pursued further and road transport and thus related emissions will be reduced.</p>
<p><b>Impact of the initiative - accessibility of peripheral regions</b> <i>How does this action contribute to improving the accessibility of peripheral regions in the hinterland?</i></p>	<p>The aim of the action is also to improve the accessibility of peripheral regions in the hinterland. By strengthening combined traffic with the action "Development of an ICT tool: freight exchange platform" and creating new connections in combined transport, shippers should have better access to an environmentally friendly mode of transport, particularly on the more rural transport corridor between Rostock and Berlin.</p>
<p><b>KPIs</b> <i>Please identify the KPI to be used for measuring the action's impact</i></p>	<p>number of users of the platform, number of search requests in the ICT tool, number of "matches" between requests and intermodal transport offers</p>



### 3. Contribution to environmental sustainability and accessibility of peripheral regions in the hinterland, topic 3 - Cargo bundling

This chapter explores how the identified actions support the project's main objectives. i.e. the improvement of the accessibility of rural and peripheral regions to the TEN-T nodes and networks while at the same time enhancing the environmental sustainability of last mile road transport

#### GRUBER LOGISTICS

Gruber Logistics' commitment to environmental sustainability extends beyond route optimization and resource efficiency. In Action 2, the MyDesk initiative plays a crucial role by promoting a "paperless transport" approach, reducing paper consumption and contributing to an eco-friendlier operation.

Moreover, both actions emphasize the importance of connectivity in transportation. Action 1 not only optimizes routes but also actively involves suppliers from non-central areas in the supply chain process, ensuring their equal participation. This integration enhances the accessibility of peripheral regions to major transportation networks.

Similarly, Action 2's MyDesk initiative goes a step further by creating a centralized platform that connects suppliers and customers, allowing for the identification and activation of groups from specific geographical areas. This approach facilitates better cargo bundling and, more importantly, improves connectivity for suppliers in remote and unconnected regions of Poland.

In summary, Gruber Logistics' multifaceted approach addresses environmental concerns, promotes efficiency, and significantly contributes to the accessibility and integration of peripheral regions into the broader transportation network.

#### LCA Logistik Center Austria Süd

The future of logistics needs to be CO<sub>2</sub>-reduced. This is the only way to reconcile the growing volume of goods with the goals of climate protection. As the location and company settlement agency for the Fürnitz logistics hub, it is of course our wish that there will be significant savings in climate-damaging emissions. In this sense, the LCA, which is not a freight forwarding company or a railway company, can only help show the economy ways to greener and climate-neutral logistics. Unfortunately, the state agency cannot have a direct influence on the decision-makers. The LCA Logistics Center Austria South is an essential partner, above all, for political decision-makers and shows them where there are still approaches towards green logistics, especially in the hinterland. Carinthia's claim is CO<sub>2</sub>-neutral logistics through a clever combination of different solutions.

There are efforts to get more and more companies, especially those in the hinterland, excited about rail transport and to show what offers are available in this area: which loading stations are there in Carinthia, which connections are currently on offer and which railway company carries them out, which types of wagons are used for which routes, at what times are rail transports offered, which subsidies are currently offered for which transports, etc. A digital overview map with this information is to be created as part of the project.



Market research studies also examine which companies have which quantities for which target regions. It will be examined whether there are bundling options at the Fürnitz junction and whether this could lead to possible new connections in combined transport. Where possible, investigations are being carried out into whether branch lines that have been shut down in the regions can possibly be reactivated. In addition, an offer for the use of climate-neutral transport vehicles for the last mile will be examined.

By increasing the proportion of rail in hinterland transport, the state of Carinthia would like to reduce the greenhouse gas emissions of the transport chains running through the Fürnitz location and thus also strengthen Fürnitz's role as a bimodal cargo terminal. The pilot campaign "Development and implementation of a digital logistics overview map" is intended to take this strategy into account and thereby reduce freight road traffic and the associated emissions or make them climate neutral. The aim of the pilot project is also to optimize the accessibility of peripheral regions in the hinterland. By strengthening combined transport and the possible creation of new connections in this area, shippers should be given better access to environmentally friendly modes of transport.

## PORT OF ROSTOCK

ROSTOCK PORTS' possibilities for influencing the reduction of greenhouse gases in its own sphere of influence are rather low, but nevertheless ROSTOCK PORT still reduces its greenhouse gas emissions as much as possible. The aim of ROSTOCK PORT is to act climate-neutrally. Concerning the expansion of rail transport in the hinterland of the seaport, ROSTOCK PORT is also pushing the expansion of CT connections from the Rostock location. Although not as himself Railway transport company (EVU) or operator the port initiates transports, conducts market research studies and brings together the aforementioned players through identification and bundling potential quantities "to one table". By increasing the share of rail in hinterland transport Rostock Port reduces the greenhouse gas emissions of the transport chains running through the location and consolidates Rostock's role as a railway port.

Combined transport by rail has been growing steadily for years. In 2022, the throughput of combined transport by rail in the port of Rostock was 130.000 units, accounting for a share of almost 20% of ferry and Ro-Ro freight traffic.

With the action "Development of an ICT tool: freight exchange platform" this path will be pursued further and road transport and thus related emissions will be reduced.

The aim of the action is also to improve the accessibility of peripheral regions in the hinterland. By strengthening combined traffic with the action "Development of an ICT tool: freight exchange platform" and creating new connections in combined transport, shippers should have better access to an environmentally friendly mode of transport, particularly on the more rural transport corridor between Rostock and Berlin.



## 4. Conclusions

### ACTIONS 1: GRUBER LOGISTICS

In conclusion, the MyDesk initiative, coupled with the implemented accounting system, represents a holistic and forward-looking strategy by Gruber Logistics. The integration of both systems not only facilitates efficient and transparent management of transportation data but also places a strong emphasis on environmental responsibility and regional inclusivity.

The accounting system, focusing on industrial accounting techniques, enables precise cost control, contributing to the optimization of transportation routes, especially in road and intermodal sectors. This not only enhances operational efficiency but also establishes a robust framework for monitoring costs and margins.

In conjunction with MyDesk, the emphasis on connecting rural and peripheral areas of Poland to transportation networks is particularly noteworthy. The platform's capability to involve suppliers from these regions not only promotes regional inclusivity but also aligns with broader sustainability goals. The active participation of suppliers from remote areas not yet interconnected to the TEN-T networks demonstrates a commitment to bridging geographical disparities.

Furthermore, the cargo bundling feature within MyDesk provides a powerful tool for optimizing transportation flows. By visualizing all customer-suppliers in a specific area, Gruber Logistics can strategically consolidate shipments, reducing inefficiencies and positively impacting major traffic routes.

In essence, the integrated approach of MyDesk and the advanced accounting system reflects Gruber Logistics' commitment to operational excellence, environmental stewardship, and fostering connectivity with rural and peripheral regions. The emphasis on cargo bundling not only streamlines logistics but also contributes to a more sustainable and interconnected transportation ecosystem.

### ACTION 2: LCA

The basic idea behind the digitization of "regional freight transport" is that small and medium-sized customers in the area (shippers themselves or their service providers) should have the lowest possible and, above all, provider-neutral access to the transport system for the last mile operation. The aim must be to organize the delivery and collection of wagons from/to the junction as efficiently and thus inexpensively as possible. This can only be done by bundling the foreseeable smaller quantities across all providers, simple and digital organizational structures, and a neutral offer.

The advantage lies both with the regional customers, who have more opportunities to organize their logistics chain cost-effectively and flexibly by rail. On the other hand, the advantages also lie with the various railway undertakings, who do not have to reserve their own resources for the region and can generate more volume on their main routes overall. However, it is also important that this new concept does not interrupt and/or change the existing structures and partnerships on the market, since resistance is then to be expected automatically.

In order to additionally support the regional effect, the planned IT-system should be able to offer regional customers information and support for the planning, implementation and control of their logistics processes. This can be, for example, simple booking options and/or tracking and tracing information via existing booking systems that will be linked to the planned IT system, or the transparent provision of market





information. The overall goal will be to mirror the existing last mile system in Carinthia, show which opportunities there are for the shippers especially in the rural areas, e.g. which loading stations, which railway undertakings, which connections are offered, etc.

In this area, there are also partnerships with other regions that are pursuing similar approaches and/or could be potential source/destination regions.

### **ACTION 3: PORT OF ROSTOCK**

Shifting additional volumes of goods from road to rail is essential for the success of the energy and transport transition in Germany. ROSTOCK PORT is pushing the expansion of combined traffic connections. With the action "Development of an ICT tool: freight exchange platform" this path will be pursued further and road transport and thus related emissions will be reduced.

The aim of the action is also to improve the accessibility of peripheral regions in the hinterland. By strengthening combined traffic and creating new connections in combined transport, shippers should have better access to an environmentally friendly mode of transport, particularly on the more rural transport corridor between Rostock and Berlin.

### **DEFINITIVE CONCLUSIONS: SINERGIES BETWEEN THE THREE PARTNERS**

The possible synergies between Gruber Logistics, the digitization of regional freight transport for LCA and the Port of Rostock's initiative include:

- **Integrated Logistics Network:** By combining Gruber Logistics' MyDesk platform with the digitization efforts in regional freight transport, there's an opportunity to create a seamless and integrated logistics network. This collaboration could enhance visibility, efficiency, and coordination throughout the transportation chain.
- **Cargo Bundling and Combined Traffic:** Gruber Logistics' emphasis on cargo bundling, when aligned with the digitized regional freight transport system, can contribute to optimizing transportation flows and promoting combined traffic solutions. This could lead to more effective use of rail transport, aligning with the Port of Rostock's goal to shift goods from road to rail.
- **Environmental Stewardship:** All three actions share a common goal of reducing the environmental impact of transportation. Gruber Logistics' focus on environmental responsibility, LCA's emphasis on efficient last-mile operations, and the Port of Rostock's efforts to reduce road transport emissions collectively contribute to a more sustainable and eco-friendly transportation ecosystem.
- **Regional Connectivity:**\* The integration of Gruber Logistics' MyDesk with the digitized regional freight transport system can enhance connectivity, especially in rural and peripheral areas. This aligns with the Port of Rostock's aim to improve accessibility to peripheral regions in the hinterland, fostering a more connected and inclusive transportation network.
- **Information Exchange:** Collaboration in IT-system development can enable information exchange among these initiatives. For example, the digitized regional freight transport system's IT platform could share relevant data with Gruber Logistics, supporting planning and optimization efforts.





In summary, the synergies lie in creating an interconnected, environmentally responsible, and efficient transportation network that spans regional and international borders. Territorial cooperation among these actions can amplify the added value, fostering a holistic approach to logistics and transportation.