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CENTRAL EUROPE



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ACCESSMILE

## NEWSLETTER #3 - September 2024

Dear reader, we are proud to invite you reading the third newsletter for the ACCESSMILE “Improving ACCESSibility of last MILE connections of rural and peripheral regions to main TEN-T nodes in Central Europe through ICT” project, co-financed by the Interreg Central Europe Programme. Enjoy!

### SUMMARY

*News about the partners: Luka Koper, Rostock Port and Mahart Container Center*

*Joint Event in La Spezia & Last Steering Committee*

*Summary of WP1 outputs*

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## Luka Koper

The Port of Koper, managed by Luka Koper d.d., is the only commercial port of Slovenia and a core node in two EU Core TEN-T Corridors: Mediterranean and Baltic-Adriatic.

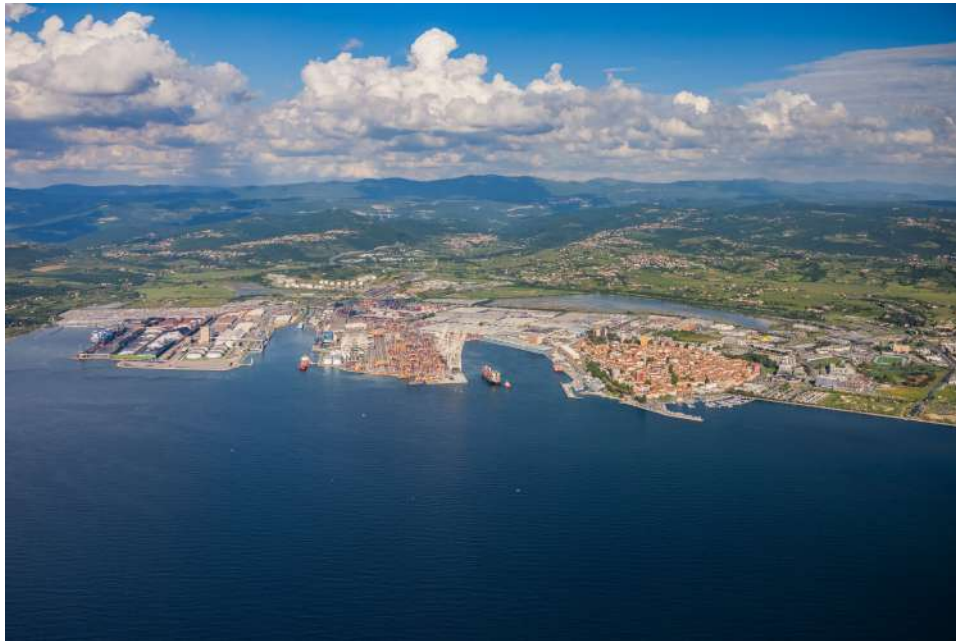
The core business of Luka Koper covers cargo handling and warehousing services for all types of goods, complemented by a range of additional services for cargo with the aim of providing a comprehensive logistics support for customers. The company manages the commercial zone and provides for the development and maintenance of port infrastructure. Luka Koper is the port operator and global logistics solution provider serving the countries of Central and Eastern Europe, with a cargo throughput of more than 23 million tons. The turnover is growing and estimations for 2023 are for about 330 MLN Euros.

The fast development of technology and the contemporaneous spreading of port's capacities, due to the rising volumes of cargo transported through the port of Koper, are bringing new opportunities for the better organization of spaces and technologies adopted for the management of the cargo. It can produce a better linking with stakeholders on the same logistic chain and a further collaboration in the region, including areas over national borders.

Luka Koper will significantly benefit from the participation in ACCESSMILE, since it will be able to improve technical knowledge, further the digitization

process in the port through the pilot development of OCR for trucks, streamlining sustainable transport flows to/from Luka Koper or for the road transport of containers in port's area, with a particular attention to sustainable local development as well as exchange experiences between project partners and key stakeholders in view of the development of the link with peripheral and rural logistic areas.

Website: <https://www.luka-kp.si/en/>



## Rostock Port

The work of ROSTOCK PORT GmbH focuses on the foresighted development of the port infrastructure as well as its maintenance. In addition to that, the general location marketing is in its responsibility. As the owner of the property, the quays and the water areas, it works closely together with the shipping and logistics industry (rail companies; freight forwarder; logistics service provider) and the companies located around or settled in the port to ensure that Port of Rostock provides everything what is required to operate and further develop a seaport today. In the ACCESSMILE project ROSTOCK PORT will provide its experience in intermodal transport opportunities to the partnership. The activities and exchange of experiences with other partners focus on improving freight transport connections of rural and peripheral regions in Central Europe by ICT solutions. ROSTOCK PORT will contribute to the development of the strategy and action plans for improving last mile accessibility of rural/peripheral areas to TEN-Ts by applying ICT innovations jointly with the other PPs, with a specific focus on topic 3 - cargo bundling and tracking. PP's pilot action will be the development of an internet platform to bundle last mile freight volumes from the rural peripheral regions as to support combined/intermodal transport.

Website: <https://www.rostock-port.de>



Source: ROSTOCK PORT/ nordlicht

## Mahart Container Center

Mahart Container Center Ltd. is a trimodal terminal located in Budapest. The terminal connects rail, road and river (barge) transport, able to handle any kind of unaccompanied intermodal means of transport, like containers (ISO containers, tank containers, 45' pallet wide containers), semi-trailers and swap bodies.

The terminal is located near to Budapest center and also near to M0 motorway connecting the terminal to all motorways in Hungary from M1 to M7.

The intermodal volumes are increasing year by year demand is fluctuating and at the peaks it already creates difficulties to the terminal on the rail and road side too. At the peaks it is possible that 100 trucks are waiting at the logistic center to enter MCC, average turn time of a truck (waiting, checking, handling, administration and leaving) can reach 4 hours.

With 4 hours turn time at the terminal plus 2 x 3-4 hours driving time + 2 hours for container unloading a truck cannot serve the rural and peripheral areas, as a driver can work 9 (max 10) hours daily, so there is a need to reduce the truck turn time to (or below) one hour, in order to make it possible that a container can return in the same day from the rural and peripheral area.

In order to reach this goal, MCC has to improve and accelerate the processes, by developing vehicle booking systems with pre-arrival notice, truck calling system, as well as terminal gate-in practice

With optimising processes the truck throughput can grow and also the competitive disadvantage of the rural and peripheral area can be eliminated.

Website: [www.containercenter.hu](http://www.containercenter.hu)



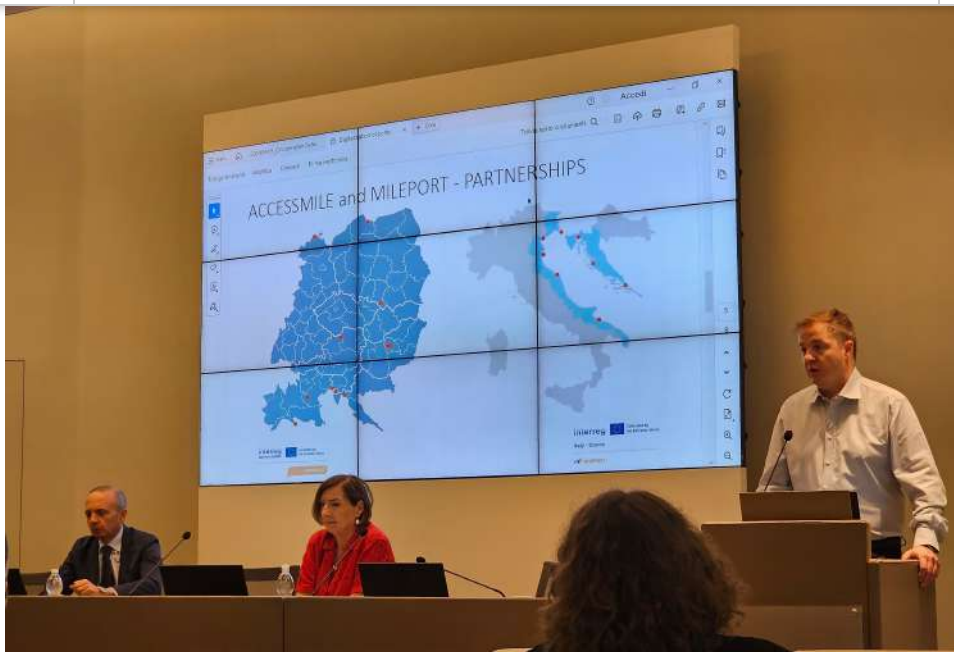
## Outcomes from the joint event in La Spezia

The conference “Digitalization of ports and freight transport. Experiences and practices across EU-funded Programme” was held on 19th June at the headquarters of the Port Authority of the Eastern Ligurian Sea.

The project partners and stakeholders of 4 projects from all over Europe met inside the Auditorium G. Bucchioni in La Spezia. ACCESSMILE (Interreg Central Europe), MILEPORT (Interreg Italy-Croatia), EASY2LOG (Interreg Italy-France Maritime) and MERIDIAN (CEF) projects shared their experiences and how the pilot actions will enhance the digitalization and innovation of the ports, dry ports and logistics companies involved. All the projects will allow the implementation of new services promoting faster road access to the terminals.

This event confirms that European Funds are fundamental for bridging infrastructure missing links, optimising existing port infrastructures, while works and upgrades are implemented, and mitigating climate change through smarter and faster port operations.

As keynote speech, Eng. Federica Montaresi - Secretary General of the Eastern Ligurian Sea Port Authority - and Prof. Francesco Benevolo - underlined the importance of EU funds for the digital development of the ports, as done by Port of La Spezia in the last 15 years. The Keynote speeches by Prof. Vittorio Marzano - University of Naples Federico II - and Ms. Ariane Sievers - die Autobahn GmbH - illustrated the most recent innovations in freight transport and coordination between modes of transports all around the Europe. At the end, the technical round table among the partners of the 4 projects was useful to exchange experiences crossing the different European programmes.



The day before, the ACCESSMILE 4th Steering Committee was organized in La Spezia. This was the occasion for all the partners to meet again and update about the state-of-the-art of their activities. ACCESSMILE is working on the right way, since WP1 is ended as scheduled and Pilot Actions are going on time.



## MAIN OUTPUTS FROM THE WP1

The "WP1 - Planning improved last mile accessibility of rural and peripheral regions to TEN-Ts through ICT" was carried out in the first year of ACCESSMILE project. It produced the following main outcomes:

- Analysis of the different port areas with their peculiarities, main stakeholders and available IT solutions;
- List of needs and gaps specifically related to road transport and data exchange for the improvement of administrative operations at ports;
- Identification of factors which influence the implementation of processes, and a specific SWOT analysis dedicated to the introduction of new ICT tools and equipment;
- Overall strategy definition, setting a vision, mission, strategic goals and priorities aimed at the optimisation of transport flows and reduction of environmental externalities;
- For each of the three topics, working groups have been setup and

collaborated for the stakeholders involvement and the definition of the action plan;

- A mutual learning workshop about the action plans has been performed;
- The strategy and action plans have been approved and adopted by project partners

## SOCIAL MEDIA

ACCESSMILE is on social networks. Follow us!

- Project website: <https://www.interreg-central.eu/projects/accessmile/>
- LinkedIn: <https://www.linkedin.com/company/accessmile-project/>
- Facebook: <https://www.facebook.com/ACCESSMILE.InterregCEproject/>
- Twitter: Accessmile Interreg CE



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