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**ACCESSMILE**

## NEWSLETTER #4 - April 2025

Dear reader, we are proud to invite you reading the fourth 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: Port of Trieste, Port of La Spezia and RSOE*

*News from the Pilot Actions: Mahart Container Center and Baltic Container Terminal*

*PSC5 in Budapest*

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## Port Network Authority of the Eastern Adriatic Sea

The Port Network Authority of the Eastern Adriatic Sea is a public body having as its primary task to direct, plan, coordinate, promote and control port operations and commercial and industrial activities in the ports of Trieste and Monfalcone, being respectively core and comprehensive nodes in the TEN-T network. The ports of the Port Network Authority of the Eastern Adriatic Sea represent a unique reality in the Mediterranean due to their strong

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The Port of Trieste is an international port located in the heart of Europe on the Adriatic coast. It is one of the main commercial, industrial and logistical hubs of the EU's strategic trade. The central location offers a four-day shipping savings on the Asia-Europe route compared to northern European ports. This makes the Port of Trieste an important crossroads, a point of commercial, economic, cultural, technological and scientific connection of the sea with the land. Thanks to its space, organization, investment and vision for the future, the port is at the forefront of specialized handling, storage and transportation of all types of freight: containers, Ro-Ro, General Cargo, Breakbulk, Project Cargo and liquid bulk. Having a special free port regime, that makes it internationally unique, Trieste complements its remarkable commercial and industrial offerings with an efficient and modern intermodal system. More than two hundred trains each week directly connect the port's docks to the European rail network to the main logistics nodes in the regional system of Friuli Venezia Giulia, northern Italy and Europe.

While the port of Monfalcone is the import/export reference for a large region with high industrial specialization, shipbuilding activity, and highly specialized mainly in the handling of miscellaneous cargo, project cargo/heavy lift, solid bulk, and cars.

Thanks to ACCESSMILE, the Port Network Authority of the Eastern Adriatic Sea will improve its last mile accessibility and connection with peripheral and rural logistic areas, by developing a pre-exit notification for vehicles exiting the port of Trieste, to be combined with the pre-entry notification already developed within the FENIX project and the slot booking management currently developed within the MERIDIAN project, co-financed by the CEF Programme. This feature will optimize transport flows, avoiding congestions and reducing unnecessary time spent at the port gates, allowing a comprehensive data exchange among public authorities and private enterprises. This will benefit mainly logistic operators located in peripheral and rural areas around the Ports of Trieste and Monfalcone, mainly small carriers excluded by the European logistics digitalisation process.

Institutional website <https://adspmao.it/it>

Institutional website - Information about ACCESSMILE <https://adspmao.it/it/pianificazione-e-opere/progetti-europei-1/progetti-in-corso/accesmile>



Source: PNEAS / Photo credits: @fabriziogiraldi

## Port Network Authority of the Eastern Ligurian Sea

Autorità di Sistema Portuale del Mar Ligure Orientale (en. Port Network Authority of the Eastern Ligurian Sea) is an Italian public body which carries out the mission of planning, controlling, coordinating and promoting for all port and commercial activities. The Port Network Authority of the Eastern Ligurian Sea manages the port activities and assures the maintenance of the maritime property area in the harbours of La Spezia and Marina di Carrara.

The Port of La Spezia is one of the most important container ports in the Mediterranean Sea. In Italy it's the second port in importance for the direct call services and it serves the north Italian and Central Europe markets, thanks to its technology, efficiency, quality of services and constant innovation. The port today is involved and operates successfully in different commodities: container traffic, liquid & dry bulk and general cargoes as well. La Spezia is the Italian port with the highest rate of use of the rail modality, which has reached about the 35% of the total number of containers handled in port in 2024. The Port of La Spezia is a Core Port in the TEN-T Core Network and it is included in the Scandinavian-Mediterranean and in the Mediterranean corridors.

The Port Network Authority of the Eastern Ligurian Sea is already implementing in the port of La Spezia a pre-arrival notification system, called Trucking Federative Platform (TFP). This platform has been further expanded in the CEF Ursa Major neo and MERIDIAN projects as a module of the Port

AdSP is implementing several components for the digitalization of port-related road haulage services through innovative ICT systems, specifically addressing the shuttling service between the La Spezia port and the dry port (Santo Stefano Magra).

Website: [www.adspmarligureorientale.it](http://www.adspmarligureorientale.it)



Source: AdSP Mar Ligure Orientale

## RSOE

RSOE was established as a non-profit public association in 1982. RSOE provides the River Information Services (RIS) for Hungary and also responsible to establish Integrated Port Information System. The complex RIS system includes tracking and tracing (inland AIS), radars, web cameras and meteo sensors as well to support the 24/7 work of the RSOE Dispatcher Centre (national RIS centre) like traffic monitoring, registration of dangerous cargo vessels, coordination support in calamities. RIS information is vital for the effective operation of multimodal logistics chain, therefore RSOE provides its expertise to analyse and test the links to the IWT information services.

RSOE contributed 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

More specifically, RSOE enhanced the existing IT platform called “KIR” (National port management system of Hungarian Danube ports) developing new functions to manage the complete entering and exiting process of the trucks and provide guidance for the driver to reach the loading/unloading points.

Website: <https://rsoe.hu/assets/pages/projekt.html#projektek>

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## News from the Pilot Actions: Mahart Container Center and Baltic Container Terminal

**Mahart Container Center has successfully tested the newly developed ICT solutions**

Mahart Container Center (MCC) has successfully tested the newly developed ICT solutions, such as the slot booking and the truck calling systems, as well as the truck examination solutions with OCR based mobile application. The 65’ outdoor displays were also purchased, that will instruct the truck drivers, showing the licence plate number when they can enter the terminal. The previous tenant has already left the dedicated parking area, which is just about to be taken over by MCC. So the full effect of the ACCESSMILE Pilot Action will be reached in a couple of weeks, well within the project deadline. With the new ICT developments and new terminal entering processes, MCC expects reduction of trucks’ waiting, supporting the rural and peripheral areas to be better involved in the intermodal transport.

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Impresszum

Kapcsolat

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Source: Mahart Container Center

## ACCESSMILE Baltic Container Terminal Pilot - scales calibration

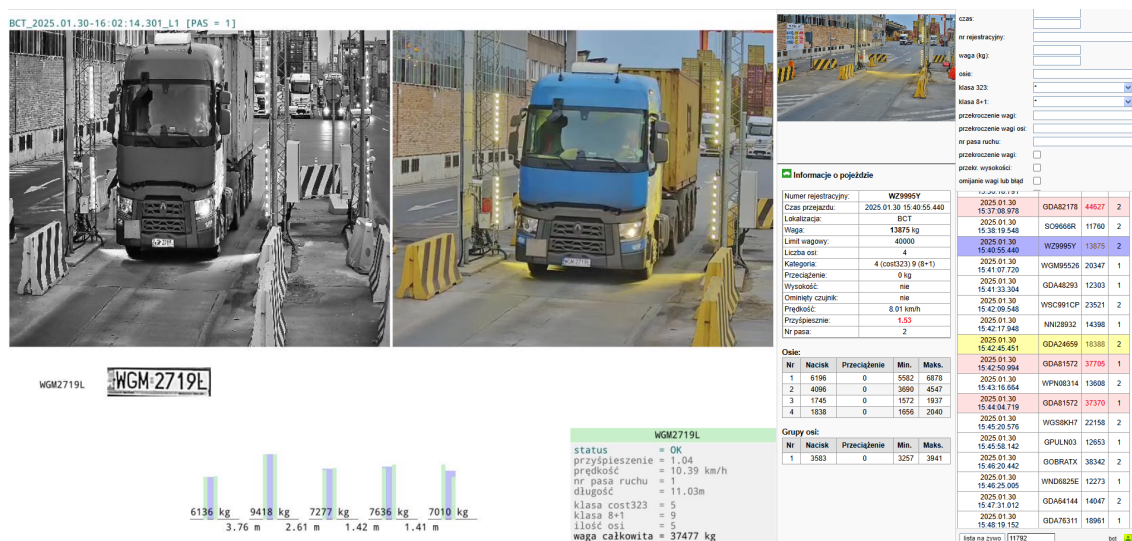
In December the instalment of the Baltic Container Terminal scale system was completed by the supplier - local Polish company DuoRS Gdańsk. The integration works connecting scale software without Terminal Operating System has also just finished and BCT proceed with testing phase.

After loading at terminal truck passes through the OCS exit gate with normal speed (10-30 km/h) where cameras capture the registration plate and merge it with container exit transaction. The scale measures the gross weight of whole track and gives the weight pressure per each axle of the vehicle. System compares with the legal limits. In case all is OK truck continue it way to main gate. But when register of overweight then it directs the truck to trouble area. If the special overweight circulation permits are in place the truck is released from the terminal to public roads. If not, it is turned back to the container yard for discharge.

As this is the first implementation of this technology in the ports, the main challenge is special tuning and calibration of scales in order to consider all

containers yard which is nearby. The special algorithms have to be created taking into consideration all external factors having the influence on the sensors and how to eliminate their negative impact.

After January tests which gave unsatisfactory results, the supplier decided to install some additional weight and temperature sensors helping in definition of all variables having even very little effects. The new round of testing is going is planned for March and the go-live of the whole project was postponed to end of April/ beginning of May 2025



Source: Baltic Container Terminal

## PSC5 in Budapest

On 19th March 2025, the 5th Project Steering Committee meeting was hosted by the Hungarian partners RSOE and Mahart Container Center. During the morning visit to the port, MCC delegates illustrated the facilities of the river port of Csepel. In the afternoon the meeting was hosted in the city center of Budapest.

The project is ending the second year, currently being fully involved in the implementation of the pilot actions and investments.

ACCESSMILE is on the right path, since almost all partners expect to complete the pilot actions as per GANTT. All the pilot actions and investments and reminds will highlight the positive impact on rural and peripheral areas and will be described by a dedicated video, following the [example of RSOE](#)

Regarding the following public events, all the project partners and their stakeholders are invited to attend a transnational dissemination event that will take place at the Transport Fair in Munich on 4th June 2025. This event will showcase the project's first concrete results and will be organised jointly



## SOCIAL MEDIA

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- Project website: <https://www.interreg-central.eu/projects/accessmile/>
- LinkedIn: <https://www.linkedin.com/company/accessmile-project/>
- Facebook: <https://www.facebook.com/ACCESSMILE.InterregCEproject/>
- Youtube: <https://www.youtube.com/@ACCESSMILE>



Autorità di Sistema Portuale  
del Mare Adriatico Orientale  
Porti di Trieste e Monfalcone



Autorità di Sistema Portuale  
del Mar Ligure Orientale  
Porti di La Spezia e  
Marina di Carrara



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