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ACCESSMILE

NEWSLETTER #6 - May 2025

Dear reader, we are proud to invite you reading the last newsletter fo 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

ACCESSMILE Final Conference - Trieste, 25th March 2026

Outcomes of the project after the final PSC

What about the future? Moving from Pilot to Policy: how

ACCESSMILE is scaling the future of logistics

Enhancing Connectivity: The ACCESSMILE Pilot Action at the Port of Trieste

The ACCESSMILE project concluded with its Final Conference, held in Trieste on 25 March 2026. The event was hosted by the Port Network Authority of the Eastern Adriatic Sea, in cooperation with the Friuli Venezia Giulia Autonomous Region and the Interporto di Trieste, and under the auspices of the EUSAIR Strategy.

Freight Terminals. Data sharing and interoperability for efficient freight flows”, focused on one of the most pressing challenges in freight transport: the management of road access and last-mile flows to and from key logistics nodes. Across Europe, ports and multimodal freight terminals are facing increasing pressure at their road interfaces. Growing traffic volumes, congestion at access points, fragmented data flows and limited interoperability between systems often lead to inefficiencies, delays and reduced reliability of freight operations. These challenges are particularly relevant in nodes that connect TEN-T core and comprehensive networks with surrounding urban, rural and peripheral areas.

Over the past years, ACCESSMILE has worked to address these issues by promoting digital solutions for last-mile logistics, improving data exchange, fostering interoperability and strengthening coordination among stakeholders.

The Final Conference presented the project’s key results, pilot actions and lessons learned, highlighting how digital road access management can contribute to more efficient, reliable and sustainable freight flows. The event also served as an opportunity for cross-fertilisation with complementary initiatives addressing similar challenges in freight digitalisation. In particular, it brought together experiences from:

- **MERIDIAN (CEF)**, focusing on digital road access management in port environments;
- **MILEPORT and PRESORT (Interreg Italy-Croatia)**, supporting digital and sustainable freight solutions in cross-border contexts;
- **ELODIE (Italian Recovery and Resilience Plan)**, contributing to the digital transformation of logistics infrastructure.

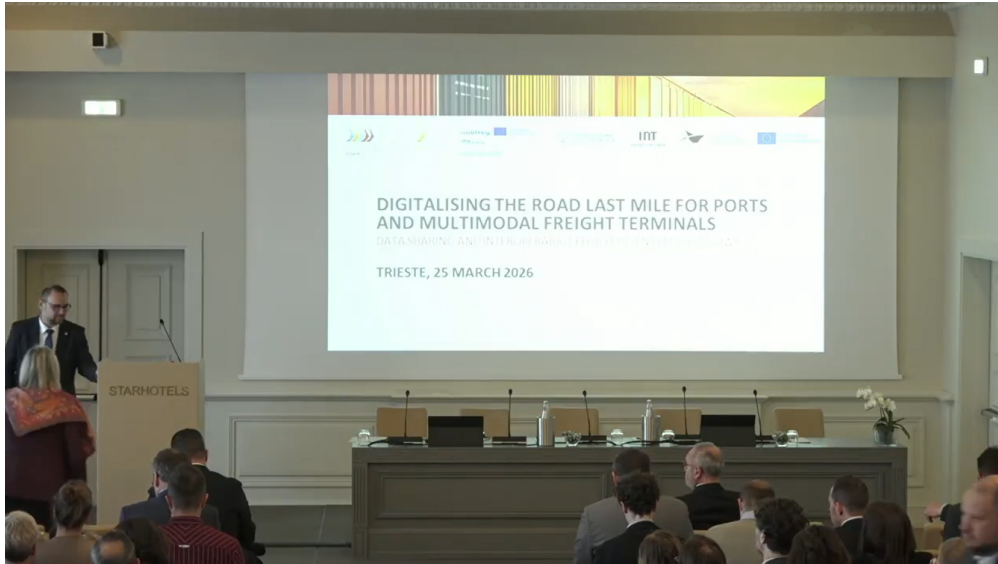
By presenting these initiatives together, the conference showcased the synergy and complementarity of different funding instruments - European programmes and national recovery funds - in advancing digitalisation across ports and multimodal freight terminals. The discussion underlined how coordinated investments and aligned governance approaches can enhance scalability, transferability and long-term impact. The event was organised in a hybrid format, allowing participation both in person and online. The working languages were Italian and English, with simultaneous interpretation provided.

For more details, you can find all the registration of the conference on the

ACCESSMILE YouTube channel:

<https://www.youtube.com/watch?v=xsb5dtUjJIs>

<https://www.youtube.com/watch?v=Pr1c5sNk7pQ&t=3335s>



Outcomes of the project after the final PSC

The final Project Steering Committee, held after the final conference, was the occasion for the partners to meet and illustrate to Mr. Ritt the main outcomes of the project. The three thematic working groups illustrated the main outputs:

Transport flow management and VBS - output 3.1

This output provides the long-term sustainability guidelines for Solution No. 1 - Transport Flow Management and Vehicle Booking Systems (VBS), jointly developed within the ACCESSMILE project by the Port Network Authority of the Eastern Adriatic Sea (Trieste), the Port of Rijeka Authority, and MAHART Container Center (Budapest). The solution integrates the results and experiences of three complementary pilot actions aimed at improving last-mile accessibility between the port/terminal and the delivery points in rural and peripheral areas

The pilots addressed key bottlenecks affecting port and terminal gates: fluctuating truck arrivals, congestion, and manual entry/exit procedures. The implemented systems - the Pre-Exit Notification in Trieste, smart gate access with virtual ID cards in Rijeka, and Vehicle Booking and Call-in systems in Budapest - collectively form a transnational framework for efficient transport flow management.

This output provides the long-term sustainability guidelines for Solution No. 2 - Gates and Entry/Exit Tools and Procedures, jointly developed within the ACCESSMILE project. Topic 2 focuses on digitalisation and automation of gate processes, aiming to reduce congestion, improve safety, and streamline vehicle access at ports, terminals, freight villages, and rural/peripheral logistics nodes.

The solution brings together the results of five complementary pilot actions implemented by:

- PP2 - ZAILOG (Verona Freight Village) - Italy
- PP3 - Port of La Spezia / ADSPMLOR - Italy
- PP4 - Luka Koper - Slovenia
- PP8 - RSOE - Hungary
- PP9 - BCT Gdynia - Poland

Each pilot introduces ICT tools to modernise gate operations through automated identification, optical recognition, interlinked PCS/TOS data exchange, pre-registration systems, and automated weight controls. Together, these pilots form a transnational, scalable, and interoperable framework for enhancing last-mile logistics efficiency and improving the accessibility of rural and peripheral areas to TEN-T nodes.

Cargo bundling and tracking - output 3.3

This report provides an in-depth account of the joint solution consisting of two complementary pilots developed and implemented under the ACCESSMILE project by Gruber Logistics (PP10) and Rostock Port (PP11). The pilot activities focus on Cargo Bundling and Tracking (Topic 3), aiming to enhance the digital connectivity and operational efficiency of logistics chains in rural and peripheral regions of Poland and Northern Germany.

The collaboration between Gruber Logistics and Rostock Port has combined two complementary perspectives:

- the road-based logistics ecosystem led by Gruber Logistics through the MyDesk digital platform, and
 - the port-centric, intermodal ecosystem developed by Rostock Port through its Digital Navigator, integrating tools such as Routescanner and Rail-Flow.
- Together, the partners have demonstrated that digital interoperability and cargo aggregation can effectively reduce fragmentation, increase visibility, and connect smaller regional operators, freight forwarders and shippers to the Trans-European Transport Network (TEN-T).

The pilots were conceived to address specific barriers typical of peripheral logistics environments – limited digitalisation, fragmented cargo flows, and low coordination between road, rail, and maritime operators. By introducing

these constraints and create conditions for long-term sustainability, scalability, and transferability of the developed approaches.



What about the future? Moving from Pilot to Policy: how ACCESSMILE is scaling the future of logistics

And now? Moving from Pilot to Policy: How ACCESSMILE is Scaling the Future of Logistics

A "pilot project" is only as good as its legacy. At ACCESSMILE, we aren't just looking for quick wins at individual sites—we are building a blueprint for the entire European logistics network.

Through our latest work, we are transforming local experiments into shared, operational solutions designed to scale across Central Europe. We've analyzed our pilot actions from every angle—tech, governance, and environment—to identify exactly what works and why.

The result? Three Transnational Solutions targeting the heart of the last mile:

- Advanced cargo bundling and tracking

Why this matters:

These aren't just "off-the-shelf" IT products. They are flexible models that combine digital tools with functional guidelines and policy recommendations. This allows different regions and ports to adapt the framework to their unique needs while staying aligned with a shared European vision.

We are building more than infrastructure; we are building a community of practice. By bridging the gap between local innovation and the TEN-T strategy, we are making European logistics more inclusive, efficient, and sustainable.

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