

Solutions topic 1: transport flow

management and VBS

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1. Overview

This deliverable (D.3.1.1) 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 builds upon the lessons learned from three complementary pilot actions and defines a common approach to improving transport flow management and vehicle coordination at ports, terminals and logistics hubs, with particular attention to strengthening the accessibility of rural and peripheral areas to the TEN-T network.

The jointly developed solution addresses common operational bottlenecks affecting freight transport, including fluctuating truck arrivals, congestion at terminal gates, and inefficient entry and exit procedures. Rather than focusing on specific technologies, the solution promotes improved logistics processes based on anticipatory truck clearance, automated access management, coordinated vehicle arrivals, and real-time information exchange between logistics operators and public authorities. These complementary approaches were validated through the pilot actions implemented in Trieste, Rijeka and Budapest.

The experience gained during the pilot actions demonstrated that digitalisation and process optimisation can significantly improve transport flow management by reducing waiting times, increasing the predictability of truck movements, and improving coordination between ports, terminals, customs authorities and transport operators. The resulting solution therefore represents a transferable framework that can be adapted to different operational environments while maintaining its core principles of interoperability, coordination and efficient traffic management.

Beyond operational efficiency, the solution contributes to the environmental sustainability of freight transport by reducing truck idling, unnecessary vehicle movements and related CO₂ emissions. At the same time, more reliable and predictable gate procedures facilitate the integration of rural and peripheral areas into the TEN-T network, making intermodal transport services more accessible and attractive for logistics operators and cargo owners.

The individual pilot actions and their results have already been described in the WP2 deliverables. Building on the lessons learned from those experiences, this document focuses on the jointly developed solution, assessing its long-term sustainability, governance, transferability and potential for replication and upscaling across Central Europe and beyond.



2. SWOT analysis of ACCESSMILE jointly developed solution and adopted technical measures

The SWOT analysis evaluates the ACCESSMILE jointly developed solution for transport flow management and vehicle booking systems, taking into account the lessons learned from the pilot actions implemented in Trieste, Rijeka and Budapest. Rather than assessing the individual pilot actions, the analysis focuses on the strengths, weaknesses, opportunities and threats associated with the improved logistics processes jointly developed within the project.

The solution introduces more efficient transport flow management processes through coordinated vehicle arrivals, anticipatory truck clearance, automated access management and improved information exchange among logistics operators, terminal managers and public authorities. These process improvements contribute to reducing congestion, improving operational efficiency, lowering environmental impacts and strengthening the accessibility of rural and peripheral areas connected to the TEN-T network.

The forthcoming SWOT analysis provides a synthetic overview in terms of Strengths (S), Weaknesses (W), Opportunities (O) and Threats (T).

Strengths	Weaknesses
- Improved coordination of transport flows and vehicle movements through digital logistics processes. - Reducing emissions and improving operational predictability. - Improved interoperability between logistics stakeholders, customs authorities and digital transport management systems. - Positive environmental impact through emission reduction. - Strong collaboration among authorities, ICT providers and logistics operators. - Enhanced accessibility of rural and peripheral areas through more reliable and predictable access to TEN-T logistics nodes.	- Heterogeneous IT maturity levels across pilot sites. - Partial integration between national customs and port systems in some contexts. - Limited digital readiness among SMEs and logistics operators in rural and peripheral areas. - Need for regulatory alignment for wider rollout.
Opportunities	Threats
Technical advancements: - Alignment with EU smart mobility and digitalisation agendas (DTLF, Green Deal). - Replication potential in other TEN-T ports and inland terminals. - Opportunity to integrate with Port Community Systems and regional logistics platforms. - Supports EU decarbonisation targets through reduced congestion and improved logistics efficiency.	Technical advancements: - Variability in institutional cooperation across different countries. - Dependence on external IT vendors for system maintenance. - Risk of fragmentation without common governance and shared data protocols. - Financial constraints for long-term maintenance in smaller terminals.



- Improved attractiveness of intermodal transport for operators located in rural and peripheral areas.

Table 1 - SWOT analysis of pilot action No 1 Transport Flow Management and Vehicle Booking Systems (VBS)

The SWOT analysis confirms that the lessons learned from the three pilot actions converge towards a common conclusion: improving logistics processes through coordinated vehicle management and interoperable digital solutions provides measurable operational, environmental and territorial benefits. These can be easily transferred to other logistics nodes across Central Europe facing the same challenges.

Weaknesses and threats identified by the SWOT analysis need to be overcome in order to further develop the jointly developed solution. For this purpose, potential measures were identified in the table below.

Key issues from the SWOT analysis		Potential measures to overcome weaknesses and threats	Expected effects
1.1.	Heterogeneous IT maturity levels across pilot sites. Partial integration between national customs and port systems in some contexts. Limited awareness among SMEs in rural/peripheral areas of digital access solutions. Need for regulatory alignment for wider rollout.	Promote interoperability through shared technical standards (API, XML, eFTI). Establish a joint governance board among partner ports to coordinate upgrades. Provide targeted training and awareness campaigns for SMEs. Seek EU and national funding for maintenance, replication, and upscaling activities.	• more efficient transport flow management and coordinated vehicle movements • less CO2 emission, greener operation • smooth goods and data flow • improved accessibility of rural and peripheral areas to TEN-T logistics corridors
1.2.	Variability in institutional cooperation across different countries. Dependence on external IT vendors for system maintenance. Risk of fragmentation without common governance and shared data protocols. Financial constraints for long-term maintenance in smaller terminals.	Push for standardization in EU the processes and systems used by the authorities and institutes, especially customs authorities. Standardize interfaces and connection for easier maintenance Establish common governance and shared data protocols. Seek EU and national funding for maintenance, replication, and upscaling activities	• standardized policies and solutions within EU • Improved ICT systems • Attract more terminals using the processes of the pilot actions

Table 2 - Possible measures to overcome identified key weaknesses and threats



3. Long-term sustainability goals and strategies of the ACCESSMILE solution

Three long-term sustainability goals have been identified to ensure the long-term continuation, transferability and progressive uptake of the ACCESSMILE jointly developed solution for transport flow management and vehicle management. Derived from the lessons learned of the pilot actions, these goals focus on consolidating the improved logistics processes, strengthening institutional cooperation, and promoting wider adoption across Central Europe.

Goal G1: Maintain and further develop the improved transport flow management processes jointly developed within ACCESSMILE.

Goal G2: Promote widespread uptake among logistics operators and authorities.

Goal G3: Strengthen cross-border institutional cooperation and policy alignment.

The table below provides possible strategies to apply for achieving the stated goals and the expected impacts if the implemented strategies.

No.	Long-term sustainability goals	Proposed strategies for implementation of goals	Expected long-term impact
G1	Maintain and further develop the improved transport flow management processes jointly developed within ACCESSMILE	Ensure the continuous operation, maintenance and progressive improvement of the jointly developed digital transport flow management processes, while preserving interoperability, scalability and compatibility with existing Port Community Systems, customs platforms and terminal operating systems.	Increased efficiency, standardisation, interoperability across multiple TEN-T nodes, improved environmental performance and better accessibility of rural and peripheral areas
G2	Promote widespread uptake among logistics operators and authorities.	Share operational guidelines, process descriptions, open documentation and replication tools illustrating the improved logistics processes jointly developed within ACCESSMILE	Broader adoption of digital gate management, improved regional accessibility, greater accessibility of peripheral regions to TEN-T logistics nodes
G3	Strengthen cross-border institutional cooperation and policy alignment	Establish a formal cooperation mechanism among customs, port and transport authorities to coordinate interoperability, data exchange and the continuous evolution of the jointly developed logistics processes.	Long-term institutional commitment, enhanced regulatory consistency and resilience of the solution.

Table 3 - Proposed strategies to provide long term continuation of improved transport flow management

The long-term sustainability of the ACCESSMILE solution does not rely only on maintaining the digital tools developed during the project. It depends on continuously improving the logistics processes jointly developed through the pilot actions, ensuring that the lessons learned are translated into common operational practices that can be transferred, adapted and progressively adopted by other ports, terminals and logistics hubs across Central Europe.



3.1. Hints for continuation & extension of the jointly developed solution

The ACCESSMILE jointly developed solution can be further extended by promoting common logistics processes, interoperable data models and open digital architectures for transport flow management and vehicle coordination. Rather than replicating specific technological solutions, future implementations should preserve the core principles validated during the project: anticipatory truck clearance, automated access management, coordinated vehicle arrivals, and real-time information exchange among logistics stakeholders. These process improvements can be progressively integrated into existing Port Community Systems, Terminal Operating Systems and customs platforms according to local operational needs.

The experience gained during the pilot actions demonstrates how the jointly developed solution can be adapted to different operational environments. For example:

- Trieste's Pre-Exit Notification module can be integrated into other Port Community Systems to improve truck clearance procedure;
- Rijeka's virtual identification and smart gate approach can support the automation of access management at additional port gates
- MAHART's Vehicle Booking System can be extended to inland logistics parks and intermodal terminals to optimise vehicle arrivals and reduce congestion.

Together, these complementary experiences provide practical examples of how the common ACCESSMILE solution can be implemented in different logistics contexts.

Although the ownership of the individual pilot outputs remains with the Port Network Authority of the Eastern Adriatic Sea (Trieste), the Port of Rijeka Authority and MAHART Container Center, the jointly developed solution is fundamentally transferable because it is based on common logistics processes rather than site-specific technologies. The operational challenges addressed - limited digitalisation, inefficient last-mile connectivity and restricted access to intermodal transport - are shared by many ports and logistics hubs across Central Europe and beyond. To facilitate transferability, the solution will be promoted through the ACCESSMILE Transfer Conference, involving EU policymakers, transport associations and Macro-Regional Strategies. Infographics, operational guidelines and digital communication materials will be made available through the project website, social media channels and sector events to support wider uptake.

Lessons learned from the ACCESSMILE pilot phase confirmed that the effectiveness and transferability of transport flow management and Vehicle Booking Systems depend not only on the deployment of digital tools, but also on their integration into operational procedures, organisational practices and governance frameworks. The pilot experience demonstrated that interoperability between Port Community Systems, customs platforms and booking tools is a prerequisite for ensuring scalability and long-term adoption across different TEN-T nodes and logistics environments.

In addition, the pilot actions highlighted the importance of involving logistics operators, terminal staff and public authorities from the early implementation stages. User engagement, staff training and gradual deployment approaches proved essential to ensure operational acceptance and effective uptake of the solution. Beyond improving operational efficiency, these collaborative implementation processes contribute to reducing congestion, vehicle emissions and waiting times, while strengthening the accessibility of rural and peripheral areas through more reliable and predictable connections with the TEN-T network.



4. Financial indications related to the long-term sustainability

The long-term financial sustainability of the ACCESSMILE jointly developed solution depends on the capacity of the participating organisations to maintain, progressively improve and integrate the logistics processes and the supporting digital infrastructures developed during the project. Although the individual pilot actions required different technological investments, the common solution is designed to evolve through modular and incremental improvements, allowing implementation and upgrading costs to be adapted to the operational priorities and financial capacity of each organisation.

Long-term financial requirements include not only routine software maintenance, hardware renewal and system upgrades, but also staff training, adaptation of operational procedures, interoperability improvements and coordination among the organisations involved. These costs can generally be incorporated into the ordinary digitalisation and operational budgets of the implementing organisations.

At the same time, the solution can generate economic savings and efficiency gains by reducing truck waiting times and idling, improving the use of terminal and gate capacity, increasing the predictability of freight operations and lowering fuel consumption and related emissions.

Future continuation and upscaling may rely on a combination of funding sources:

- EU programmes, including Interreg, the Connecting Europe Facility and Horizon Europe, supporting interoperability, digitalisation, decarbonisation and TEN-T connectivity;
- national and regional funding schemes for port innovation, sustainable mobility and logistics digitalisation;
- private contributions or service fees for additional functionalities, where compatible with the operational and governance model adopted by the implementing organisation.

Where several organisations benefit from the solution, shared financial arrangements may also be established between port authorities, terminal operators and other logistics stakeholders. Such cost-sharing agreements can support continuous operation, future upgrades and the gradual extension of the improved logistics processes to additional gates, terminals and logistics hubs.

Overall, the modular nature of the ACCESSMILE solution allows its components to be maintained, extended and financed progressively, reducing investment risks and supporting long-term operational, environmental and territorial benefits.

5. Recommended jointly developed solution governance schemes

To ensure the long-term continuation of the ACCESSMILE jointly developed solution, appropriate governance arrangements should accompany the technical implementation of the improved transport flow management processes. The long-term success of the solution depends not only on maintaining digital systems, but also on ensuring continuous cooperation among all organisations involved in freight transport operations, including ports, terminals, customs authorities, ICT providers and transport operators.

A cooperative governance model is therefore recommended to support the continuous evolution of the solution. Such a framework should facilitate coordination among the participating organisations, promote common interoperability standards, encourage the exchange of operational experience and best practices, and ensure the consistent implementation of data protection and cybersecurity requirements.



While each organisation retains ownership of its respective digital systems and operational solutions, the participating partners are encouraged to continue sharing technical documentation, operational guidelines, lessons learned and interface specifications in order to preserve interoperability and facilitate future replication. This collaborative approach strengthens trust, transparency and long-term cross-border cooperation while allowing each organisation to further develop its own systems according to local operational needs.

The ACCESSMILE pilot phase demonstrated that governance and stakeholder coordination are as important as the technological components themselves. Successful implementation requires continuous alignment between operational workflows, institutional responsibilities and digital systems. For this reason, governance mechanisms should include regular coordination among terminal operators, customs authorities, ICT providers and transport stakeholders, ensuring that operational procedures, technological developments and organisational arrangements evolve consistently over time.

Finally, governance arrangements should also support the environmental and territorial objectives of the ACCESSMILE solution by promoting coordinated transport flow management, reducing congestion and unnecessary vehicle movements, and facilitating more efficient and reliable connections between rural and peripheral areas and the TEN-T network.

6. Recommendations and suggestions for the replication of the jointly developed solution beyond the pilot area

The ACCESSMILE jointly developed solution provides a transferable framework for improving transport flow management and vehicle coordination in ports, inland terminals and logistics hubs experiencing congestion, inefficient gate operations and limited last-mile accessibility. Building on the lessons learned from the pilot actions, the solution combines improved logistics processes with interoperable digital tools, making it adaptable to different operational environments across Central Europe and beyond.

Successful replication should focus on the implementation of the core logistics processes rather than on reproducing specific technological solutions. The following steps are recommended:

- assess existing transport flow bottlenecks, operational procedures and last-mile connectivity constraints.
- adapt transport flow management processes and digital notification or vehicle booking tools to local operational requirements.
- ensure interoperability with existing Port Community Systems, Terminal Operating Systems, customs platforms and security systems.
- promote stakeholder cooperation among port authorities, terminal operators, logistics companies and public authorities throughout the implementation process.
- adopt open data standards and interoperable digital architectures to facilitate future scalability and integration with other logistics platforms.

Replication should follow an adaptive rather than purely replicative approach. The ACCESSMILE pilot phase demonstrated that successful implementation depends on aligning the jointly developed solution with local operational conditions, governance arrangements, traffic volumes and levels of digital maturity. While the core principles of interoperability, automation and coordinated transport flow management remain transferable, technical configurations and operational procedures should be adapted to the specific characteristics of each logistics environment.



7. Conclusion. ACCESSMILE jointly developed solution to be taken up / upscaled.

The ACCESSMILE project has demonstrated that improving transport flow management and vehicle coordination requires more than the deployment of individual digital tools. Through the complementary pilot actions implemented in Trieste, Rijeka and Budapest, the project has jointly developed a transferable solution based on improved logistics processes, interoperability, coordinated governance and digital innovation. The lessons learned from the pilot phase have been consolidated into a common framework that can support ports, inland terminals and logistics hubs in addressing congestion, improving operational efficiency, reducing the environmental impact of freight operations and strengthening last-mile accessibility, including the connections between rural and peripheral areas and the main nodes of the TEN-T network.

The following table refers to ACCESSMILE Topic 1 jointly developed solutions from joint pilot actions implemented by supported projects. In order to be counted under the indicator, the developed solution should include indications of the actions needed for it to be taken up or upscaled. This indicator implies the involvement of organisations from at least two participating countries in the drafting and design process of the solution. Solutions considered for this indicator should not have administrative or legal frameworks as their main focus. Innovative solutions can be procedures, instruments or tools, including physical objects, methods, concepts or services. To lead to the desired results, solutions have to be tailored to the needs of final users, while also considering the respective framework conditions. Solutions should ideally be deployed during the project lifetime and taken up by a large number of institutions.

The Transport Flow Management and VBS solution developed under ACCESSMILE provides a proven and transferable digital framework to optimise gate operations and reduce congestion in logistics nodes. The joint implementation across Trieste, Rijeka and Budapest demonstrates the value of cross-border cooperation in achieving interoperability, sustainability and efficiency. By improving the sequencing of vehicle arrivals, reducing waiting times and limiting unnecessary truck movements, the solution can decrease fuel consumption, idling-related emissions, local air pollution and noise in and around ports and terminals. At the same time, by making access to ports and intermodal terminals more predictable and reliable, it improves the integration of operators and production areas located in rural and peripheral territories into wider European logistics chains.

This jointly developed solution is ready for upscaling to other Central European ports and terminals, contributing to a greener, more resilient and better-connected regional logistics system. Its replication can be particularly relevant for logistics nodes serving peripheral regions, where inefficient gate procedures, limited transport alternatives and unreliable last-mile connections may create additional barriers to access to the TEN-T network. More efficient gate and traffic management can also improve the environmental performance of these connections by reducing delays, empty or avoidable movements and excessive concentration of vehicles at peak times. The solution therefore supports more efficient use of existing transport infrastructure and can strengthen the attractiveness and reliability of intermodal freight transport. It aligns with EU goals on digital transport, decarbonisation and multimodality, setting the foundation for future expansion and policy integration.

The pilot phase further demonstrated that transport flow management solutions should not be considered as stand-alone tools, but as enabling components within a broader digital logistics ecosystem. Their effectiveness increases significantly when integrated with automated gate systems, interoperable data platforms and digital cargo coordination services developed under the other ACCESSMILE thematic areas. Such integration can reduce territorial disadvantages by improving the continuity, predictability and efficiency of freight connections between peripheral areas, inland logistics nodes and major European transport corridors. It can also generate cumulative environmental benefits by supporting smoother vehicle



flows, reducing congestion-related emissions and enabling better coordination between road transport, terminals and other transport modes.

ACCESSMILE Solution Topic.1: Transport flow management and vehicle booking system	
Final users/target groups	• shipping lines, forwarders • authorities, customs • Trucking companies, railway undertakings • other terminals, ports • cargo owners, shippers, especially from rural and peripheral areas
Final user needs addressed	• better, quicker and smoother processes • faster truck turn time • visibility and reliability • less congestion, less queue, less CO2 emission • better involvement of rural and peripheral areas
Co-design process (involved partners and country involved)	The pilot action was jointly developed by PP1, Port of Trieste, PP5, Port of Rijeka, and PP7, MAHART Container Center, within the common framework set during the ACCESSMILE transnational strategy and action plan. Partners collaborated closely in designing ICT based measures on transport flow management and vehicle booking, exchanging insights on gate congestion, rural accessibility and digital needs. While implementation occurred in different contexts, continuous coordination ensured methodological alignment, complementarity of tools and shared evaluation criteria. Mutual learning, through the exchange of lessons, experiences and expertise, will be consolidated in a dedicated workshop (D.2.4.2) Solutions were co-designed during the regular meetings, including Project Steering Meetings, on site and on line. The topic 1. had specific meetings related to the co-designing of the pilot actions and peer review meetings with cross-border experts
Taken up strategy	Pilot testing of the solutions represents a model for implementation of the better integration of the rural and peripheral areas with better transport flow management. The solutions deliver clear benefits for all actors involved: terminals and operators achieve faster truck turnaround times and improved predictability of operations; customs authorities benefit from validated advance information, enabling streamlined monitoring and improved compliance; transporters and shippers experience tangible cost savings through reduced waiting times and fuel consumption.



	By reducing reliance on paperwork, limiting human error, and ensuring smoother cargo flows, the solution provides a compelling value proposition. This combination of efficiency, accessibility, and cost-effectiveness makes it particularly attractive for stakeholders who might otherwise be hesitant to embrace digitalisation, thus fostering broad uptake across diverse operational environments The Pilot Action will encourage the stakeholders located in the rural and peripheral areas, to take use of intermodal transport for their transport needs. Until now the intermodal solution had competitive disadvantage, as the delivery of the full container and returning the empty container back to the depot took one extra day due to the waiting time at the terminal in Budapest. After implementation of the Pilot Action and the relevant three IT developments, the trucks' turn time has been improved, making it possible to reach the rural and peripheral areas and bring the empty container back at the same day.
Up-scaling Strategy	The experience and knowledge gained during implementation of transport flow management and vehicle booking system can also be applied for planning and implementation of similar service in another cross-border area (provided the train unit has already obtained relevant homologation and safety certificates for the entire route). Reaching technical standards is of great importance for “up-scale” strategy to extend outputs of cross-border service. The technical scalability is ensured by the modular design of the solutions. The systems are designed to accommodate both high-volume environments and lower-traffic contexts typical of rural and peripheral areas, making it a versatile solution adaptable to diverse operational needs. The successful pilot implementations provide a robust foundation for scaling the ACCESSMILE solutions across the expanding terminal network. The approach to scalability has been designed to address the specific opportunities and challenges. The solutions also show potential for functional upscaling into complementary domains. Extending the digitalisation process would further optimise port and terminal logistics, enabling end-to-end visibility of goods from arrival to departure. This evolution would create an integrated suite of digital notification tools that streamline the full lifecycle of cargo movement, enhancing operational efficiency, compliance, and security. A further determinant of successful upscaling lies in its alignment with TEN-T infrastructure, ensuring that efficiency gains at core hubs extend into last-mile rural and peripheral connections. In this way, the system contributes to a more



	cohesive and resilient European logistics network, enhancing competitiveness across regions. Finally, the pilot has confirmed that upscaling cannot be approached solely from a technical perspective. The cooperation of customs, border police, and terminal authorities is a prerequisite for deployment in new locations. Structured discussions and formal agreements are essential to harmonise operational workflows, define data-sharing protocols, and clarify governance responsibilities. Such institutional cooperation provides the framework necessary to ensure that the technical system functions consistently and securely, guaranteeing that the benefits observed in Trieste can be replicated and sustained elsewhere.
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Table 4 - ACCESSMILE Topic 1. up-scaling strategy

The uptake and upscaling of the solution to other territories would yield significant improvements to the connection rural and peripheral areas to the main TEN-T nodes:

From the Technological Improvement and Digitalization point of view: the technological improvement and digitalization are increasingly becoming essential part of business in terms of controlling the operation in a port/terminal, with special attention to the entrance-exit systems. The use of new technologies can help improve efficiency, increase security, and enhance the overall customer experience. The solution supports innovation, digitalization, automation, smart port technology and IT infrastructure security.

From Safety and Security point of view: safety and security are essential considerations for the overall port authority and terminal business. These facilities are be high-risk areas for accidents and theft, so it is critical to take steps to ensure the safety and security of staff and customers. The application of the solution will mean improved safety, development of emergency response plan and risk management, improved security measures, and training plus education for employees

From Port and Terminal Operations and Management point of view: effective port/terminal operations and management are essential for the successful integration of entry-exit terminals. This solution contributes to better Port/Terminal management, efficiencies, capabilities and operation costs.

From Customer Service and Satisfaction aspects: a high level of customer service can lead to repeat business and positive reviews, while poor service can lead to a negative reputation and loss of business. The application of the solution will contribute to customer satisfaction and feedback, customer experience and service reliability. As the trucks can enter or exit the port/terminal faster, with less idling time, customers will be more satisfied as they can get their products quicker and more reliable.

From Environment and Sustainability aspects: environment and sustainability are crucial considerations for port and terminal operations. They can have a significant impact on the local environment and the communities that depend on them. The application of the solution will foster green solutions, sustainable development, environmental protection and CO₂ reduction. Instead of the trucks queuing in front of the terminal with switched on engine and slowly moving, they can park at a dedicated parking place in switched of position, the CO₂ release significantly reduces. Furthermore, with quicker entry and exit processes the CO₂ emission is further reduced.