

TEMPLATE

Output factsheet: Tools

Version 1

Project index number and acronym	CE1044 TalkNET
Lead partner	North Adriatic Sea Port Authority
Output number and title	O.T1.4.1 - KNOWLEDGE TOOL IN THE FIELD OF MANAGEMENT PERFORMANCE OF NODES/TERMINALS
Responsible partner (PP name and number)	PP4 ZAILOG
Project website	https://www.interreg-central.eu/Content.Node/TalkNET.html
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Summary description of the key features of the tool (developed and/or implemented)

This project output is one of five knowledge tools that have been developed in order to make available a review of best practices and relevant knowledge in the two macro fields of action of the project, that is to say Multimodality and Eco-innovation. The second knowledge tool output is focused on the sub-topic of node management optimization, that includes both the significant experiences of the project partners and those gathered outside the partnership from other actors and operators.

The selection of the best practices has been strictly influenced by the needs of partners' stakeholders that have been detected from the project activities and the various contacts that the partners had cooperating with them.

A review of the current/up-to-date knowledge in field of node management optimization will be available as benchmark to support the preparation of the project action plans that in turn will support investment plans in the project territories in order to improve the management of nodes/terminals and the related project pilot actions.

In particular the following best practices are presented:

1) **Wagon sharing - Interterminal Verona Freight Village**

In the smaller terminal of the Verona freight village, a particular handling technique was implemented some years ago in order to reduce the delay of the departing trains. This way to operate is necessary since the frequent disruptions on the Brenner axis. The adoption of a better handling technique like the wagon sharing used in Interterminal (the abovementioned smaller terminal of the Verona freight village) is essential. This operative procedure gives the priority to the first train arriving inside the terminal, despite the daily scheduling foreseen.

2) **Shunting service - MÁV Zrt. Hungary**

Railway undertakings in most of the Central and Eastern European countries have to face with the problem that the number of rail professionals is decreasing. The lack of skilled personnel is based on economic and social factors which can be solved only on mid or long term. They have an important effect on ensuring smooth operation of railway companies and the current system and conditions of their training and remuneration must be changed in order to ensure enough skilled employees for these professions. The lack of rail professionals can also reduce the competitiveness of rail freight transport. There is a practice that is allowed by the EU, however - according to current knowledge - only the MÁV uses it: in a number of priority hubs, the infrastructure manager provides shunting service with its own shunter and staff which every rail freight company can use on equal terms. This means they do not have to put and maintain their own crew and machines in every relevant station.

3) Access control and traffic management system - Amazon's Logistics Center Martorelles (Barcelona)

Problem: entrance and exit of trucks, the difficult reading and recognition of license plates made it necessary for them to find an Automated Licence Plate Recognition (ALPR) solution that allows to operate in a lane with a width greater than 5 meters and with vehicles whose access point is made from different places, being able to offer an accurate reading of license plates even if they have different inclinations and positions. Amazon has implemented SIRAM, a vehicle access control system from Innova Systems Group based on ALPR. With this technology, all the license plate recognition cameras have been installed at the entrance and exit lanes of trucks, as well as the automated access control of vehicles to control the transit of trucks and other vehicles. To control the access of vehicles and to guarantee maximum security of Amazon's center and surroundings, their system provider have designed a solution that combines their SIRAM Suite technology and SIRAM Totem capture units.

NUTS region(s) where the tool has been developed and/or implemented (relevant NUTS level)

Due to its utilisation, the knowledge tool developed in the field of node management optimization will be applied to all the NUTS covered by the project and adapted to each specific regional context.

Accordingly, NUTS II involved are:

- Veneto Region (IT)
- Friuli Venezia Giulia Region (IT)
- Zahodna Slovenija (SI)
- Jadranska Hrvatska (HU)
- Közép-Magyarország (HU)
- Bratislavský kraj (SK)-
- Severozápad (CZ)
- Zachodniopomorskie (PL)
- Oberbayern (DE)
- Łódzkie (PL)

Expected impact and benefits of the tool for the concerned territories and target groups

This output deals with solutions tested and proposed by TalkNET project partners and other selected from external operators/actors that partners have deemed to be significant for their activities and business in the field of node management optimization.

Best practices collected in the field of multimodal nodes can be different in relation to the different partners/actors involved. This shows the variety of interventions needed to cope with node management optimization issues. In general, less physical interventions are foreseen in this field of activity with respect to the other two fields of multimodality (last mile connections and multimodal services). In fact, the improvements to be deployed regard mainly organizational aspects. The good practices detected show that there is no need of e.g. new rules, but the adoption of a different way to operate. Moreover, they show a different approach to be adopted in the daily activities that partners/actors carry out in their business:

- First best practice: the good outcomes and the high level of efficiency reached drove other terminals to study this method with the aim to implement it. Currently, there are not information about the adoption of this technique in other terminals. However, the results of Verona freight village can led other nodes to adopt this method in order to build a more efficient multimodal chain.
- Second best practice: the railway is an environment-friendly connection between the multimodal nodes and ports. The lack of human capacity in the rail sector can be eased and the competitiveness of the sector can be enhanced by introducing new services (shunting services in relevant stations) by the infrastructure managers.
- Third best practice: In general, digitalization of logistic services can improve efficiency and ultimately increase sustainability and profitability of a port when organised well.

Sustainability of the tool and its transferability to other territories and stakeholders

Sustainability of the this tool is linked to the project action plans and pilot actions improving the node management optimization, as supporting tool for their development. Project results will be included in operative programming plans of project partners, in particular the operative and logistics management systems of the terminals (management), thus supporting actors operating in the nodes and along the EU Corridors.

This thematic knowledge tool will offer knowledge and best practices review that will be available to the operators acting in the fields of multimodality of the central Europe area. Anyway they can be transferred to other territories and stakeholders that dealt with the goal of promoting multimodal freight transport solutions and the integration among ports/inland terminal and transport operators. In particular, they can be addressed to target groups such as enterprises, logistics operators and policy makers (e.g. in port/rail sector).

Lessons learned from the development/implementation process of the tool and added value of transnational cooperation

In terms of lessons learned, best practices collected in the field of node management optimization can be different in relation to the different partners/actors involved. This has shown also the variety of interventions needed to cope with the optimization of the management performance of the nodes and the different stakeholders involved.

Anyway, from the process of clusterization of the project stakeholders to the development of common knowledge tools, project partners have further experienced the added value of transnational cooperation, by sharing which best solutions to promote in order to reach the project goal of improving node management optimization in the central Europe area.

In particular, the identification of specific needs and related feasible best practices (inside/outside Programme Area), for each regional context under review allows to:

- identify needs and critical issues shared together with potential innovative solutions already applied within the partnership or external to it and identified during the monitoring and mapping of best practices;
- verify the adaptability and repeatability of potential solutions previously found to be effective in comparable contexts, or, alternatively, reviewing the aforementioned solutions in light of the previously encountered and resolved criticalities.

Moreover, the development of knowledge tools has allowed to enhance the process of mutual learning.

References to relevant deliverables and web-links
If applicable, pictures or images to be provided as annex

O.T1.4.1 is linked to the following deliverables:

A.T1.2 - Analysis in the nodes' regions

D.T 1.4.2 - Knowledge tool in the field of management performance of nodes/terminals

D.T 1.4.4 /2.4.4 - Summary report of the inputs collected from the stakeholders

D.T1.5.1 - Methodology for action plans development