

# TEMPLATE

## Output factsheet: Strategies and action plans

Version 1

<b>Project index number and acronym</b>	CE1044 TalkNET
<b>Lead partner</b>	North Adriatic Sea Port Authority
<b>Output number and title</b>	O.T1.8 Action plans - LUKA KOPER (NAPA)
<b>Responsible partner (PP name and number)</b>	PP 5 - Luka Koper
<b>Project website</b>	<a href="https://www.interreg-central.eu/Content.Node/TalkNET.html">https://www.interreg-central.eu/Content.Node/TalkNET.html</a>
<b>Delivery date</b>	4/2019 (first version) - 10/2019 (last version)

### Summary description of the strategy/action plan (developed and/or implemented)

The action plans of Luka Koper are focusing on following project priorities - last mile connections, node management optimisation, assessment of multimodal services and energy efficiency solutions.

The action plans derive from challenges with the statements in needs and the defined good practices acquired from inside and outside partnership and proposed solutions. Several actions have been identified, for example:

- Cluster 1 - Last mile connections: Improvement of the road and railway connection with the hinterland of the container terminal (the most profitable development programme of railway capacities was defined for the development of the internal railway capacities.)
- Cluster 2 - Node management optimization: Improvement of the capacity of the container terminal (concrete activities and investments for the development of the container terminal were defined based on of internal analysis and analysis of the business environment. The optimal solutions for container handling and container storage in Luka Koper were assessed).
- Cluster 3 - New multimodal services: Creation of additional or new railway connection with the hinterland of the port (possibilities to activate new railway services with port hinterland markets were analysed.)
- Cluster 5 - Energy efficiency solutions: Improvement of energy efficiency in the selected cargo warehouse (general cargo). Luka Koper has recognised energy efficiency as one of the key measures to improve company performance and enhance its competitiveness; one of action proposed was improvement of energy efficiency in the selected cargo warehouse.

For all activities several key actors were identified (forwarding agents, shipping agents, shipping companies, rail undertakings, road hauliers, Ministry of infrastructure, 2 municipalities...) and best practices across Europe were analysed in detail as well.

### NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

NUTS1: SI0 Slovenia  
NUTS2: SI04 Western Slovenia

## Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

With action plans developed we tackled several challenges in order to provide optimal use of the storage - working areas of the container terminal, on the piers and better connections with the hinterland of the container terminal. The proposed actions will contribute to the elimination of the everyday truck congestions on all working surfaces as well as elimination of bottlenecks in the internal traffic in the port area, especially for trucks heading to the container terminal. The aim was also to increase of capacity of loading/unloading wagons and trucks and simplified and better planned movements of wagons. All proposed improvements in the container terminal (investments the equipment, adequate workforce) will lead to improvement of the multimodal node -improvement in container terminal efficiency and at consequently the port efficiency with optimization of container terminal operations.

Further development of the railway services in central Europe is possible considering environmentally friendly solutions (transshipment of cargo from trucks on trains, reduction in emissions and energy consumption). There is also a potential to unlock significant energy and environmental benefits which presents a growing challenge for port infrastructure. With investing in more energy-efficient lighting in the warehouses of general cargo terminal (pilot action) the expected result is the reduction of energy consumption and consequently the reduction of environmental impacts.

## Sustainability of the developed or implemented strategy/action plan and its transferability to other territories and stakeholders

The action plan is not focused only on the increase of the capacity and the optimisation of the composition of the equipment and services in the port, but also in the optimisation of the whole process in a sustainable manner. Our main aim is to efficiently tackle new challenges with development of sustainable port's services and to timely adapt our operations to rapid changes and demands. Therefore, our long-term aspirations are to successfully implement the actions specified in action plans. In this process strong cooperation with stakeholders is necessary. The action plans are transferable to other ports and logistic hubs as well, especially in parts relating to container handling solutions, improvement in railway capacities and energy efficient solutions in warehouses.

The solution of improvement of energy efficiency in the selected cargo warehouse (Luka Koper pilot action) has been developed to the point that can be adapted/exchanged in this case in all kinds of warehouses/warehouses on other terminals - nodes by all project partners and other stakeholders in the logistic area throughout the CE region. Certainly, Luka Koper will continue with usage of the lightning system also after the project implementation and will in the future transfer this solution onto other warehouses. Also, following activities are possible best practices that could be transferred to other ports or logistic hubs in CE region: enlargement of terminal capacity and enlargement of rail capacity of the container terminal (which aim is to increase efficient movements of waggons and with the use of the RMG technology the improvement of capacity of the operations) and new entrance in the port direct from the motorway network with the new truck terminal (this together with the new truck terminal aims to eliminate long line of vehicles formed on the roadway and simplify the procedure of entrance and exit of trucks to/from the container terminal/port).

## Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

In the port processes and services there is a need for transnational cooperation in each activity trying to develop, optimize or increase the capacity of port/terminal services. Key logistic actors' involvement is foreseen, mainly as relates to potential of hinterland markets and its players and logistic services providers. Added value of transnational cooperation is guaranteed by the fact project partners are sharing experiences and knowledge regarding improvement of multimodal logistics nodes efficiency throughout the entire project life-time. Furthermore, this process was based on a transnational framework being part of five common knowledge tools assuring the capitalization and follow up after project closure. This output will be made available to policy makers, economic actors and logistics players of different CE countries and will positively benefit the competitiveness of freight transport. Also, it helps to create the conditions to attract international freight traffic flows and support public actors in the decision making processes. Mutual learning and transfer of best practices are key to promote economic, social and environmental growth in European regions. For us it is crucial to get information and recognize best practices from other partners, especially when it comes to new logistics and transport technologies, processes and environmental solutions. Shared experiences within the project consortium will help to develop useful solutions in different EU regions.

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

The deliverables used to produce the action plans are:

- D.T1.2.3 Analysis on multimodal nodes efficiency and connections;
- D.T2.2.3 Analysis on ECO solutions deployment;
- D.T1.5.1/D.T2.5.1 Methodology for action plans development
- D.T1.5.4 - Action plans to improve multimodal nodes efficiency and connections - LUKA KOPER (NAPA)
- D.T2.5.4 - Action plans on eco-solutions deployment - LUKA KOPER (NAPA)