



NEWSLETTER

VOLUME 1

JANUARY 2019



TalkNET: TRANSPORT AND LOGISTICS STAKEHOLDERS NETWORK



TalkNET IN A NUTSHELL

TalkNET - Transport and Logistics Stakeholders Network is a project co-funded by Interreg CENTRAL EUROPE programme 2014-2020 with a total budget of EUR 2.5 million. It aims to improve and strengthen coordination among freight transport stakeholders for efficient multimodal and environmentally-friendly transport solutions in Central Europe.

15 partners coming from 8 central European countries (Italy, Slovenia, Croatia, Hungary, Slovakia, Poland, Czech Republic and Germany) work in close cooperation with each other to achieve this aim. Two main challenges are tackled by the project:

- 1) the **optimization** of terminal management and last mile connections to strengthen the efficiency of the logistic nodes, their hinterland connections and related logistics services; and
- 2) the **improvement** of environmental performances of the logistics nodes through the deployment of alternative fuels and energy efficient solutions to reach EU low-carbon targets.

Concrete solutions will be achieved thanks to the development and implementation of common knowledge tools, pilot actions, trainings and action plans to support investments in the key above-mentioned areas of intervention.



1. Off to a great start

6-7 July 2017: First Steering Committee and internal kick-off meeting in Venice.

As to ensure the proper management of the project, during the first official meeting the partners discussed at length matters of transnational cooperation, possible territorial challenges and opportunities and shared valuable insights concerning their lessons learnt. The North Adriatic Sea Port Authority (Lead Partner) management team highlighted the compliance of the project activities and results with the main transport policies of the EU at regional and local level: particularly relevant for the project is its coherence with the Trans-European Transport Network (TEN-T) policy directed towards the implementation and development of a Europe-wide network of roads, railway lines, inland waterways, maritime shipping routes, ports, airports and rail-road terminals. The partners are also united in the common objective of promoting clean, sustainable and intelligent transport systems.

18-19 October 2017: Presentation of TalkNET project to EUSDR - EU Strategy for the Danube Region in Budapest

TalkNET was then introduced by Mr. Alberto Cozzi (Port of Trieste) at the 6th Annual Forum of EUSDR. EUSDR and European funding spend a great deal in the effort to respond to the challenges faced by the Transport Sector in the Danube Region. In the framework of the Thematic Workshop “*Regional Infrastructure Development*”, TalkNET was presented as an important provider of valuable solutions such as the elaboration of common tools and the implementation of concrete pilot actions.

24 October 2017: Presentation of TalkNET project to EUSALP - EU Strategy for the Alpine Region in Bolzano

Given the wide geographical extension of the area covered by the project and its relevance for many EU macroregional strategies, TalkNET was also received with great interest during the 6th meeting of the EUSALP Action Group no.4 on Mobility. Multimodal node optimization and eco-innovation deployment - the core elements of the project - are indeed coherent with the overall aim of the Action Group, that is particularly concerned with the improvement of existing infrastructures and the opportunities offered by smart technologies.



2. TalkNET: Logistics and transport between sustainability and market needs

Environment-friendly and sustainable transport solutions are amongst the main objectives of the EU's TalkNet project, which involves 15 partners from the Adriatic to the Baltic Sea.

In this framework, **Codognatto (Poland)** organized an event open to the public in Kraków on the 7th of November 2017: "TalkNet: logistics and transport between sustainability and the market". On that occasion, relevant subjects were tackled by different experts during two panels on "Innovation in the transport sector" and "Environment".



In particular, it was highlighted the importance of vehicles used to transport goods as determining factors for a fair degree of environment-friendliness. More specifically, **Steve Giguët from Iveco** pointed out to the history of the development of a **natural gas-driven lorry** with 460 hp that can offer users savings of around EUR 9,300 over five years in comparison with a **diesel-powered truck**. Other suppliers, among which **Scania** and **Volvo**, offered similar examples.

Moreover, supply networks and fleets also play a key role for the sustainability of the environment. The manager of **Shell Europe's** LNG activities, **Lajós Veér**, highlighted the great differences existing in the **legal frameworks** of the different European countries: for example, Poland offers little support in this context, whilst six other countries are already creating the requisite structures. Transport routes from the Netherlands can be run all the way to the UK with alternative fuels, mainly because LNG can now be produced regionally - as specified by **David Ledesma of the Oxford Institute for Energy Studies**.

Alice's Dirk't Hoff, a European technology platform, envisages in the cooperation among European countries an important strategy for greater efficiency and a more environmentally-friendly transport. In this sense, **TalkNET project** can favor the creation and dissemination of **valuable opportunities and good practices** to tackle issues of the logistics market in an environment-friendly way.



3. Interview with Thematic Coordinators

Consorzio ZAILOG Quadrante Europa Freight Village and Codognotto Poland were responsible for the correct implementation of the two work packages that have been recently concluded with success. The challenge of the **first thematic work package** (WPT1) was to improve the management and connections of the ports and logistics nodes through the elaboration of common knowledge tools and action plans on the macro topic of multimodal nodes efficiency and connections. On a similar note, the aims of the **second thematic work package** (WPT2) were to better assess and evaluate the investments to be taken towards the adoption of alternative fuels (electric, LNG/CNG, hybrid) and to better define plans for reducing energy consumption and introducing innovations detected and shared among the partners in central Europe.

The topics were deeply analyzed by all the project partners, that produced a SWOT analysis and a stakeholders mapping. In addition, all the partners' analyses focused with different degrees of precision on specific targets, that is, the sub-topics of TalkNET: **Last mile connections of multimodal nodes** (10 studies), **Multimodal terminals efficiency and optimization** (8 studies), **Assessment of market opportunities to reinforce or activate new multimodal services** (15 studies), **Alternative fuels deployment** (5 studies) and **Energy efficiency solutions** (10 studies). As a consequence, the methodology and actual planning of the action plans can now be fully developed.

We discussed some of the most important implications with the Work Package Coordinators.



Analyses on multimodal nodes efficiency and connections

What are main challenges and bottlenecks that emerge from the analysis?

All the project partners focused their analysis in the detection of the needs and challenges for their own specific business. Despite these studies were aimed to find particular problems, they produced common results.

In fact, the majority of partners want to improve their infrastructure to adapt them to the new European standards. This is necessary because **the European Commission wants to shift the 30% of the road transport from the road-side to the railway with the deadline of 2030 and the same goes for the 2050 in which the railway transport must be the 50% of the global freight transport.**

Therefore, the terminals must have longer tracks to handle 750 meters-long trains, new technical handling equipment with an increased efficiency and **the bottlenecks on the railway line** (like old tunnels that have not the proper gabarit) **must be solved**. These physical needs regarding especially the lack of adequate infrastructures can be faced only with huge investments, that are the challenges to overcome.

On the other hand, the “hard” interventions are not effective without the improvement of the way to operate.

*The main deficiencies found in this field, both from the **private bodies** (like ports and freight villages) and from the **private operators** (like forwarders and railway undertakings) concern the **regulations**. New rules are necessary to harmonize the market.*

*For instance, it will be positive the use of an **interoperable system for the railway undertakings** operating in the different European countries. Another problem is the **lack of data exchange** between all the actors operating in logistics. The main challenge resulting from these “soft” needs is to identify an impartial subject able to manage all the multimodal chain. It must be able to draft laws which link all the players of the different sectors. Therefore, these two big categories of needs must be directly connected.*

Which opportunities can be open thanks to the results of the studies?

*The opportunities created thanks to the results of the analysis are mainly linked to the **birth of a new way of thinking**. In fact, there is the awareness that the worldwide transport is changing. The goods are moving more and more quickly and their volume is steadily increasing.*

-- Continued on next page --



This is the reason why the European Commission wants to shift as much freight as possible from road to rail. The advantages are clear: *less traffic jams on the roads and a huge reduction of the environmental impact.*

Therefore, the main change that could produce the studies is *a new cooperative behavior* of all the players involved in the logistics chain. At the beginning of this action, the results could seem lower than before.

However, after the starting phase, the entire chain will produce results never seen before, enhancing the singular profits of the entities involved and producing many benefits for the community.



Analyses on eco-solutions deployment

How is TalkNET facing the problem of ECO-Innovation and what does it mean?

Eco-innovation means the design of new technologies, the result of the best compromise between environmental and technical-scientific parameters, which are based on the assessment of potential impacts. Nowadays, we are aware that specific new technological solutions have to be integrated in a comprehensive scenario able to rethink the culture of the project design, manufacturing and consuming.

The basis of this changing in the approach and methodology can be found within the *Brundtland Report* (1987), better known as "Our Common Future".

The above-mentioned document was released by the *World Commission on Environment and Development* (WCED) published in 1987 by the United Nations through the Oxford University Press. Its most popular statement still drives, *TalkNET* vision:

"Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

In particular, *TalkNET* is focusing its attention on alternative fuel deployment and energy efficiency solutions.

Are the alternative fuels already a reality?

Europe is still heavily dependent on imported oil for its mobility and transport: in 2010, oil counted for **94%** of energy consumed in transport, with **55%** the largest consumer, **84%** of it imported.

In these terms, the European Union with the new strategies of 2020 and the *Energy Efficiency Plan 2016* has already built a framework on the matter. Furthermore, the *Directive 2014/94/EU* on the alternative fuels represent a real milestone in that respect.

Nonetheless, the Central Europe area still lacks a common framework of action to homogenize the functioning of the internal market by diffusing alternative fuels on a large scale. A compliant attitude among central European countries is necessary to succeed in attracting private investments in alternative fuels and in the construction of infrastructures.

Countries such as Italy, France, Spain etc. have already built a network of alternative fuels refueling stations showing that *a change is possible and needs to be pursued*. In particular, for heavy road transport *LNG* (liquefied natural gas) coming from fossil or biomass is already a reliable solution that need to be further exploited in Central Europe.

This technology is more reliable and secure than the others thanks to its very long development and distribution process in the world. In fact, in the last decade, many countries are investing in Europe to make their infrastructural systems suitable for the use of this technology, through new policies aimed at standardizing the whole Europe in the exploitation of liquid natural gas for the traction of *heavy-duty vehicles* (HDV).

TalkNET has already brought some relevant results promoting LNG in the area. Indeed, *the first LNG truck used for a transport in Poland has been performed in the framework of TalkNET project*, involving in the testing phase relevant players such as SCANIA, IVECO and UNILEVER.



4. Recent developments

The partners gathered in **Szczecin (Poland) on 27th-28th September 2018** for their **3rd Project Steering Committee**. The meeting provided an important occasion for the TalkNET



project partners to meet and discuss in depth the project's state of the art and its next steps. Besides project management and financial issues, the attention turned also to the planning of targeted events such as the **Transport Logistic Munich 2019**, which will deal with the organisation of cooperation activities such as B2B meetings in order to foster cooperation among the different freight transport key actors. Most importantly, the partnership reviewed together the first concrete outcomes of the project, that is, the analyses on the nodes' regions that will serve as a fundamental basis to implement the pilot actions later this year. The action plans will improve multimodal nodes efficiency and connections on the one hand,

and deploy eco solutions in freight transports on the other. The main priority for the project partners is now **directly involving the main stakeholders and target groups** in order to initiate a steady flow of information and knowledge and thus validate the pilot actions. Ultimately, such active involvement can **strengthen horizontal and vertical coordination of policy makers, economic actors and logistics players** of the different Central European countries involved. Thus, it will also create the conditions to attract international freight traffic flows and support public actors in the decision-making processes.

5. What's next

6th June 2019:

[Transport Logistic trade fair in Munich](#)

On 6th June 2019, TalkNET will enjoy the invaluable opportunity of being officially introduced to the wider public. ITALCAM, in cooperation with the Port of Venice (LP) and all the other partners, will hold an event titled *"How To Improve Multimodal Environmentally-Friendly Freight Solutions in Central Europe?"*, that will be part of the official conference program of the famous Transport Logistic trade fair. The workshop will consist of two panels: the first focusses on "Multimodal transport solutions", while the second on "Eco-innovative solutions for transportation."

Transport Logistic is the world's leading trade fair for logistics, mobility, IT and supply chain management. As the **hub of the global logistics industry**, it attracts companies and experts that usually come from all over the world to build valuable contacts, exchange views and make concrete business deals.

Do not miss it and come visit us in Hall B2 West! More information will be available soon on our [website!](#)



GET INVOLVED

Information about TalkNET is available in various ways and the partnership is open to your opinions and suggestions. Visit us on Facebook, send us an email, give us a call or follow us on our website. We look forward to your active participation!

Visit us on Facebook, LinkedIN and Twitter -



Communication partner:



Italian-German
Chamber of
Commerce

Martina Agosti: agosti@italcam.de

Giuseppe Currò: curro@italcam.de

Project partners of TalkNET:

 NORTH ADRIATIC SEA PORT AUTHORITY PORT OF VENICE	 PORT NETWORK AUTHORITY OF THE EASTERN ADRIATIC SEA PORT OF TRIESTE
 VENETO STRADE SPA	 CONSORZIO ZAILOG CONSORZIO ZAILOG
 LUKA KOPER Port of Koper	 LUČKA UPRAVA RIJEKA PORT OF RIJEKA AUTHORITY
 Rail Cargo Hungaria RAIL CARGO HUNGARIA	 BUDAPEST DOCK Szabadkikötő Logisztikai és Ipari Park FREEPORT OF BUDAPEST LOGISTICS LTD
 verejně přístavy public ports PUBLIC PORTS	 Pomorze Zachodnie WESTPOMERANIAN REGION
 PORT SZCZECIN-SWINOUJŚCIE SZCZECIN AND SWINUJŚCIE SEAPORTS AUTHORITY	 REGIONAL DEVELOPMENT AGENCY OF ÚSTÍ REGION, CZECH REPUBLIC
 Lokomotion LOKOMOTIV GESELLSCHAFT FÜR SCHIENENEXTRAKTION MBH	 CODOGNOTTO CODOGNOTTO POLAND
 ITALCAM ITALIAN-GERMAN CHAMBER OF COMMERCE IN MUNICH	