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# Interreg

## CENTRAL EUROPE



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# COMODALCE

## NEWSLETTER #5 October 2021

Dear reader, we are proud to invite you reading the fifth newsletter of the COMODALCE “Enhancing COordination on multiMODAL freight transport in CE” project, co-financed by the Interreg Central Europe Programme. Enjoy!

### Summary

- *Pilot Actions results: news from the port of Trieste, Mahart Container Center - Budapest, Baltic Container Terminal - Gdynia and the port of Koper*
- *Public events: COMODALCE @ Seafuture 2021, La Spezia*

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### Pilot Action results

COMODALCE is going through its last year of life, so it's time to collect the outcomes of the Pilot Actions implementation as scheduled.

In this newsletter, the focus is on the work done by four partners: the port of Trieste, Mahart Container Terminal, Baltic Container Terminal and the port of Koper.

An additional article talks about the first physical event attended by the project partners on 30th September at SeaFuture 2021, in La Spezia.

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The Port of Trieste and the Mahart Container Center are connected with 14 couples of train a week. This high level of traffic needs an increase of data received in the Port Community System from Railway Undertakings and railway stakeholders, as well as the development of data exchange mechanisms with other dry ports connected with railway services. The COMODALCE Pilot Action capitalises the **Clusters2.0** (development of a pre-arrival integrated notice functionality to speed up train related processes) and **SMARTLOGI** projects.

Within the COMODALCE Pilot Action, which aim is to develop a data exchange mechanism as to receive and transmit the same sets of data included in the CH30 with MCC, a **standardised electronic version of the train manifest of trains with origin in the Port of Trieste has been realised (CH30)**.

This new component focused on the evolution of the CH30 document and generation of the electronic waybill has to be integrated with the **other modules of the PCS** in order to use the data already stored in the system.

MMTA CH30 PF - TRENO IN ARRIVO

spedizione: BUD.TRS 20NS104

allibramento Sinfomar 2414238 dal 29/03/2020









agente: T.O. DELTA S.P.A.

treno nr.: 42181

in arrivo da: Budapest

di data: 30/03/2020 ora: 18:00

diretto a: TRIESTE MARINE TERMINAL

Pos.	Vagone	Targa n. container	Merce	Semirinchio/Container			Sigilli	UNDG	Tipo documento	Numero documento doganale	Nr. Sinfomar
				Massa	Tara	M. lorda					
1	335645762501	CNTR : CAIU4799047	sanitary pads	4.934	3.800	8.734	H008761, W729181		EX		2414260
		CNTR : HHSU396758	goods	21.113	2.200	23.313	7152737,		EX		2414254
		CNTR : PCIU5991509	tetra recart	7.356	2.200	9.556	006932,		EX		2414244
2	335645762725	CNTR : HITU3001160	goods	21.113	2.200	23.313	7152739,		EX		2414250
		CNTR : MBDU7159964	parts	4.080	3.800	7.880	KLM237809, SKK21424		TI/MEN		2414253
		CNTR : PTAU1171775	plastics	2.259	2.200	4.459	000041,		EX		2414263
3	378049758444	CNTR : MSCU710335	WOODPULP	26.540	3.800	30.340	036765,		EX		2414251
		CNTR : TEMU6556630	WOODPULP	28.600	3.800	32.400	036751,		EX		2414256

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The Pilot Action has been realised in two phases:

1. realisation and implementation of the module in the PCS (in synergy with SMARTLOGI)
2. roll-out of the module and its first maintenance in order to guarantee the complete working of all the functionalities of the new module.

## Mahart Container Center Pilot Actions

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capacity identification of intermodal terminals around Budapest through the Pilot Actions.

The first Pilot Action is the **upgrade of the MCC IT Platform** as to enable:

- one-to-one data exchange with the Port of Trieste on inbound/outbound trains with electronic data interchange (connected with the Port of Trieste Pilot Action)
- agreement on data specification and format
- process development to upload received data in the terminal system
- standardization of the platform, making the communication available to other parties
- connection of the platform with the invoicing system
- development of an IT interchange platform and application to communicate with mobile equipment

The screenshot displays the MCC IT Platform interface. The main window is titled 'Vonatkezelés' (Train Management) and shows a table of train arrivals and departures. The table includes columns for 'Zárva' (Closed), 'Imp.' (Imp.), 'Dátum' (Date), 'Operátor' (Operator), 'VK' (VK), and 'V' (V). The data rows show various train numbers and dates, with operators like RCA and TR2.

Zárva	Imp.	Dátum	Operátor	VK	V
21NS102		2021.04.10	RCA	20	TR1
21NS103		2021.04.11	RCA	19	TR2
21NS104		2021.04.12	RCA	19	TR1
21NS105		2021.04.14	RCA	20	
21NS106		2021.04.15	RCA	19	
21NS107		2021.04.17	RCA	20	
21NS108		2021.04.18	RCA	19	
21NS109		2021.04.19	RCA	20	TR2
Igen	Igen	2021.01.20	RCA	19	TR2
Igen	Igen	2021.01.21	RCA	19	TR2

Below the main table, there is a summary for train 21NS102, showing arrival and departure times, and a table of container status:

Üres	47	18	Kont	45
Rakott	9	18	27	80

The interface also features a sidebar with navigation options like 'Üres érkezések', 'Rakott érkezések', and 'Keresés'. A background image shows a train yard with many colorful containers.

The second Pilot Action is the **installation of the OCR Gate character identification and the implementation of automated data process in the MCC Terminal**. In this way the system can:

- scan and identify inbound container numbers, wagon numbers and IMDG labels, IMO numbers
- compare data with the data previously registered in the system by EDI
- process the identified data into terminal system
- alert in case of discrepancies
- avoid manual work that is needed only in case of the data in the system does not correspond to the data scanned

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Due to expensive and difficult infrastructure investments, **the capacity will be increased through new solutions**, such as reduce train turn time with process automation, a quicker administration and less manual work in character identification and data processing.

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### **Baltic Container Terminal Pilot Action**

Gdynia Port has no PCS and most of the communication and data exchange among the players is proceed manually with **old fashion procedures exchange of paper documents**. Phones, faxes, radio-communication and e-mails are the means used for communication and traffic coordination.

However, the big players have its own operational systems, but they are not open to the environment. The SMEs usually has no access to highly developed technology due to high cost and limited access. Digital community is very small and fragmented.

There is a **need to create electronic common platform for Intermodal business** with easy and user-firnedly manual interface for the ones who do not have operational system and very flexible integration module enabling partners to develop system to system integration at low costs and will relatively small effort.



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The INCOS Platform developed in COMODALCE has implemented several integration modules, on the external as well on the internal side:

**a) External integration. BCT has developed 10 integration communicates:**

- Verify container data (TOS data)
- Verify vessel voy. data (TOS data)
- Rail order
- Add/edit/cancel train
- Rail cargo list
- Verify train movement data
- Verify train loading confirmation
- Add/update wagon base
- Verify wagon base
- Verify wagon number
- Wagon Gate in/out

**b) Internal integration with TOS** is implemented as batch integration, sending very 5 min specially prepared information about all containers. INCOS pick up the data and proceed to calculate action status, readiness and moves, passing to users in form of screen information, system to system communication and e-mail notification

BCT is working now on removing bugs and errors (system maintenance), improving ergonomics and plan new functionalities and communicates suggested by the users (statistics and anaclitic module).

## PORT OF KOPER PILOT ACTION

Within the framework of COMODALCE project, Luka Koper, which is the company that is in charge to provide port and logistics services in the port of Koper, analysed the challenges to be met by the Pilot Action. The challenges could be summarized as follows:

- Need for digitization of registration processes at the gate;
- Better face the issues related to damages of containers;
- Constant check of containers and wagons passing through the gate;
- Reduction of accidents involving employees;
- Speed up operative processes;
- Registered documentation;
- Face the increase of volumes of containers and trains

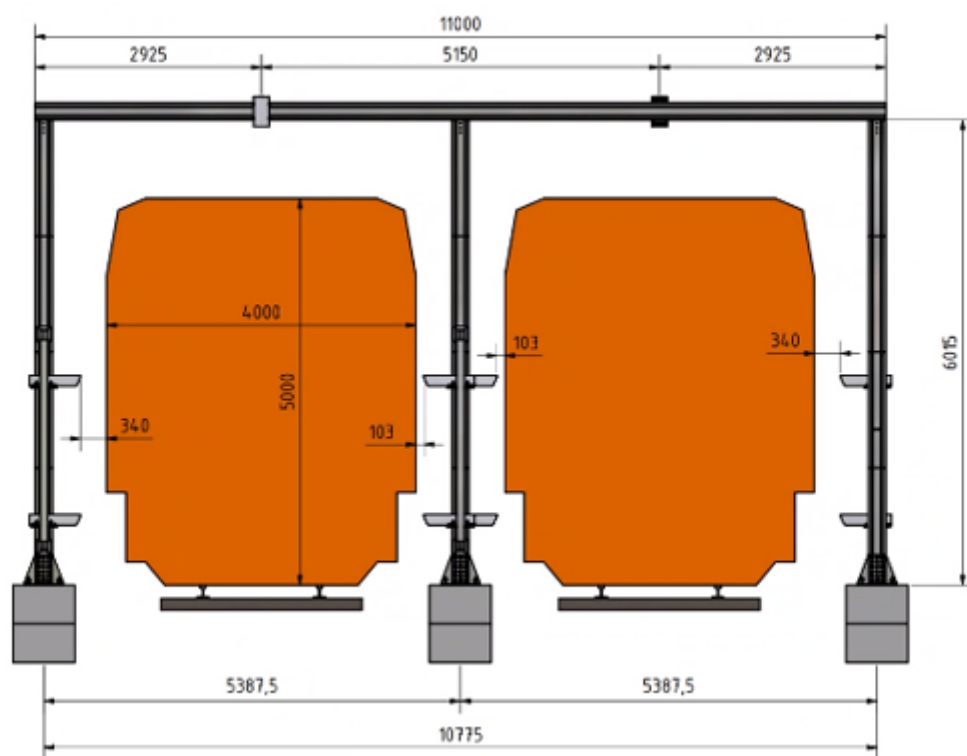


For that reasons, the port of Koper has provided a **tool to streamline and speed-up data exchange**. The equipment to be provided by Luka Koper is intended for reading of containers and wagons during the railway transport from and to the port.

The technology adopted is a Rail OCR portal for the automatic inventory and registration of all containers and rail wagons entering or leaving the Port of Koper. The rail portal is equipped with AI embedded cameras, capable of registering container, trailer and rail wagon ID, ISO code, weight info and door direction. Dedicated engines based on convolutional neural networks and OCR technology

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terminal operating system (TOS), increasing overall terminal efficiency.



With the investments the port of Koper will increase capacity and provide efficient, reliable and high-quality services to the partners and operators.

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## Public events: COMODALCE @ SeaFuture in La Spezia

On the behalf of all the Consortium, the Port of La Spezia, partner of COMODALCE, presented the project at a round table discussion session named **“LINKING PORTS AND INLAND TERMINALS”** during the SeaFuture 2021 event held in La Spezia on 30th September 2021.

Eng. Federica Montaresi from the Port Authority of the Eastern Ligurian Sea talked about the importance of the COMODALCE project within the framework of European cooperation projects on transport that are enhancing coordination along the supply chain through innovative ICT solutions.



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The discussion was shared with other two important Interreg Central Europe projects, namely **REIF** and **InterGreen Nodes**, respectively represented by Ms. Anna Giarandoni from ITL and Mr. James Orlandi by the port of Venice. The activities of the COMODALCE project were illustrated in the amazing scenario inside the “Luigi Rizzo” warship. The high-level platform of attendants included also some of the COMODALCE partners who attended the 6th Project Steering Committee at the Port Authority headquarters the day before.

Eng. Montaresi underlined that COMODALCE outcomes are also fully aligned with the aim of the initiative “**2021 European Year of Rail**”, an initiative proposed by the European Commission as part of the EU’s efforts under the European Green Deal to achieve climate neutrality by 2050. The COMODALCE project is an opportunity to highlight the **benefits of rail as a sustainable, smart and safe means of transport.**

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