UNECE and EUSDR PA1b WORKSHOP Regional Rail Connectivity

International experience and projects for better rail transport Connectivity:
ISTEN, ADRIPASS and CCIS activities

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Association for Transport – Chamber of Commerce and Industry of Serbia (CCIS)

Beogradska Zadruga (Geozavod), Belgrade 03.10.2019.
Regional connectivity – CCIS projects’ experience

Currently active projects in the field of transport

CCIS is a partner at 31 different projects, where 4 are in the field of transport. Association for Transport is responsible unit for implementation of:

- **ADRIPASS** (Port-Hinterland connectivity in Adriatic-Ionian Region)
- **ISTEN** (Capacity building, knowledge sharing, connectivity and bottlenecks in Adriatic-Ionian Region)
- **AEOLIX LL12** (Living-Lab testing electronic consignment note in Road Transport e-CMR)
- **Inter-Connect** (Intermodal passenger transport and Rail and Sea transport promotion)
Regional connectivity – CCIS projects’ experience

ISTEN (Integrated and Sustainable Transport in Efficient Network)

Partners
- UNIMED - Mediterranea University of Reggio Calabria (Italy)
- ITL - Institute for Transport and Logistics Foundation (Italy)
- TPA - Port Network Authority of the Eastern Adriatic Sea (Italy)
- Port of Koper (Slovenia)
- ThPA - Thessaloniki Port Authority S.A (Greece)
- CERTH - Centre for Research and Technology Hellas, (Greece)
- RCD - Regional Council of Durres (Albania)
- Port of Bar Holding Company (Montenegro)
- CCIS - Chamber of Commerce and Industry of Serbia (Serbia)
- Sibenik PA - Port Authority of Šibenik-Knin County (Croatia)
Regional connectivity – CCIS projects’ experience

ISTEN (Integrated and Sustainable Transport in Efficient Network)

Objectives

• Creation of a transnational cooperation network to boost innovation and establish a durable cooperation among ADRION ports and intermodal terminals
• Identification of a common approach and governance model for ADRION integrated hubs
• Enhance the efficiency and environmental sustainability of freight logistics flows across the ADRION area
Regional connectivity – CCIS projects’ experience

ISTEN (Integrated and Sustainable Transport in Efficient Network)

Outputs

- **Improved knowledge** of relations and commercial flows (existing and potential) along the Eastern-Western and Northern-Southern Mediterranean axis,
- **Definition of innovative solutions at local level** strengthening the relations and synergies among ports and relevant inland infrastructures
- **Transnational Cooperation Network**, involving key stakeholders
- **Capacity building** for defining technical operational and technological scenario
- **7 Local Action Plans** at partners sites and **one common Strategic Action Plan** establishing a shared approach on efficient and sustainable intermodal freight transport in the ADRION Region
Regional connectivity – CCIS projects’ experience

ISTEN (Integrated and Sustainable Transport in Efficient Network)

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• **Improved knowledge** of relations and commercial flows (existing and potential) along the Eastern-Western and Northern-Southern Mediterranean axis,

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• **Capacity building** for defining technical operational and technological scenario

• **7 Local Action Plans** at partners sites and **one common Strategic Action Plan** establishing a shared approach on efficient and sustainable intermodal freight transport in the ADRION Region
Regional connectivity – CCIS projects’ experience

ISTEN – bottlenecks analysis

Bottlenecks categorization

- Market bottlenecks
- Infrastructure bottlenecks
- Operational bottlenecks
- Institutional bottlenecks
- Innovation bottlenecks
# Regional connectivity – CCIS projects’ experience

**ISTEN – Selected Sea ports and Railway connectivity**

<table>
<thead>
<tr>
<th>Port</th>
<th>Rail connections and intermodal services</th>
</tr>
</thead>
<tbody>
<tr>
<td>GioiaTauro</td>
<td>No regular rail connections, limited intermodal services</td>
</tr>
<tr>
<td>Vibo Valentia</td>
<td>No regular rail connections and intermodal services</td>
</tr>
<tr>
<td>Crotone</td>
<td>No regular rail connections and intermodal services</td>
</tr>
<tr>
<td>Corigliano</td>
<td>No regular rail connections and intermodal services</td>
</tr>
<tr>
<td>Ravenna</td>
<td>Direct connections and services to Germany, Poland, France</td>
</tr>
<tr>
<td>Trieste</td>
<td>Direct intermodal connections and services to Germany, Austria, Luxemburg, Belgium, Czech Republic, Slovakia, Hungary</td>
</tr>
<tr>
<td>Koper</td>
<td>Direct intermodal connections and services to Germany, Italy, Austria, Hungary, Slovakia, Czech republic, Poland, Romania, Bosnia &amp; Herzegovina, Serbia</td>
</tr>
<tr>
<td>Sibenik</td>
<td>No regular rail connections and intermodal services</td>
</tr>
<tr>
<td>Bar</td>
<td>No regular intermodal services, only occasionally a container train between Bar and Belgrade</td>
</tr>
<tr>
<td>Durres</td>
<td>No regular rail connections and intermodal services</td>
</tr>
<tr>
<td>Thessaloniki</td>
<td>No regular rail connections and intermodal services</td>
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</tbody>
</table>
### Regional connectivity – CCIS projects’ experience

#### ISTEN – Market bottlenecks

<table>
<thead>
<tr>
<th>Limited hinterland market of the port/area.</th>
<th>Gioia Tauro</th>
<th>Vibo Valentia</th>
<th>Crotone</th>
<th>Corigliano</th>
<th>Ravenna</th>
<th>Trieste</th>
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<table>
<thead>
<tr>
<th>Limited demand for intermodal port-hinterland services.</th>
<th>Gioia Tauro</th>
<th>Vibo Valentia</th>
<th>Crotone</th>
<th>Corigliano</th>
<th>Ravenna</th>
<th>Trieste</th>
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</tbody>
</table>
## Regional connectivity – CCIS projects’ experience

### ISTEN – Infrastructure bottlenecks

<table>
<thead>
<tr>
<th>Port infrastructure inadequate, incomplete or in poor condition (e.g. quays length, yard area, quay depth, rail track length, alternative fuels).</th>
<th>Gioia Tauro</th>
<th>Vibo Valentia</th>
<th>Crotone</th>
<th>Corigliano</th>
<th>Ravenna</th>
<th>Trieste</th>
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| Lack of port expansion area | | | | | | | | | | | | | |
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| Deficiency or inadequate capacity of port handling equipment (e.g. ship-to-shore cranes, handling equipment in the port, equipment for transferring loads from/to rail or road). | | | | | | | | | | | | | |
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| Inadequate (capacity of) equipment of the rail operator (e.g. wagons) to support hinterland flows. | | | | | | | | | | | | | |
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| Inadequate capacity of hinterland transport networks (e.g. congested rail & road networks around the port). | | | | | | | | | | | | | |
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| Infrastructure/equipment incompatibilities between port and hinterland transport operators. | | | | | | | | | | | | | |
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| Inadequate soft infrastructure (e.g. Port Terminal Operation System, Port Community System, Rail Operational System, Customs clearance system, interfaces between systems). | | | | | | | | | | | | | |
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# Regional connectivity – CCIS projects’ experience

## ISTEN – Operational bottlenecks

<table>
<thead>
<tr>
<th></th>
<th>Gioia Tauro</th>
<th>Vibo Valentia</th>
<th>Crotone</th>
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<th>Belgrade area</th>
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<tbody>
<tr>
<td>Not aligned operational processes of port-hinterland actors.</td>
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<tr>
<td>Not aligned operational processes between operational &amp; public (e.g. customs) actors.</td>
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<tr>
<td>Limited breadth (or inadequate quality) of services provided by the port and/or the hinterland actors. (e.g. logistics service providers, inland terminals)</td>
<td>✓</td>
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<tr>
<td>Inadequate cross-border coordination of port-hinterland corridor.</td>
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<td>Available workforce (e.g. number of qualified port workers, qualification structure of port workers)</td>
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<td>Inadequate operative planning</td>
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<td>✓</td>
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<tr>
<td>Problem</td>
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<td>Vibo Valentia</td>
<td>Crotone</td>
<td>Corigliano</td>
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<td>Trieste</td>
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<td>Fragmented planning at local/regional/national level.</td>
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<tr>
<td>Problematic national legal/institutional framework.</td>
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<td>✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓ ✓</td>
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<tr>
<td>Low coordination/cooperation between the port and the city in terms of port-hinterland development.</td>
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<tr>
<td>Low coordination/cooperation with other ports or port-hinterland corridors.</td>
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**Regional connectivity – CCIS projects’ experience**

**ISTEN – Innovation bottlenecks**

<table>
<thead>
<tr>
<th>Low innovation content in the services provided.</th>
<th>GioiaTauro</th>
<th>Vibo Valentina</th>
<th>Crotone</th>
<th>Corigliano</th>
<th>Ravenna</th>
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<table>
<thead>
<tr>
<th>Not harmonised (or missing) digital information exchange between port-hinterland actors and between operational &amp; public (e.g. customs) actors.</th>
<th>GioiaTauro</th>
<th>Vibo Valentina</th>
<th>Crotone</th>
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<thead>
<tr>
<th>Inability to provide seamless port-hinterland cargo visibility to operational actors and shippers.</th>
<th>GioiaTauro</th>
<th>Vibo Valentina</th>
<th>Crotone</th>
<th>Corigliano</th>
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<table>
<thead>
<tr>
<th>Differentiated levels of digital skills of staff within the same organisation or between different organisations or absence of adequate digital skills.</th>
<th>GioiaTauro</th>
<th>Vibo Valentina</th>
<th>Crotone</th>
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Regional connectivity – CCIS projects’ experience

ADRIPASS (Integrating multimodal connections in the Adriatic-Ionian region)

ADRIPASS partners

Associated partners

Ministry of Infrastructure and Transport, Italy
Ministry of Transport, Construction and Infrastructure, Serbia
Ministry of Communications and Transport, Bosnia and Herzegovina
Ministry of Infrastructure and Energy, Albania
Ministry of Infrastructure and Transport, Greece
Ministry of Transport and Maritime Affairs, Montenegro
Port Authority Igoumenitsa, Greece
Interporto Bologna, Italy
Region Emilia-Romagna, Italy
Regional Cooperation Council Secretariat, Bosnia and Herzegovina
Ministry of Maritime Affairs, Transport and Infrastructure, Croatia
Regional connectivity – CCIS projects’ experience

Scope of the project

One of the main reasons that hamper the growth and the economic development of transport sector in ADRION region is lack of efficient maritime - hinterland connections, mainly caused by the existence of various bottlenecks at BCPs and other nodes.

ADRIPASS aims to tackle this problem by:

- analyzing physical and non-physical bottlenecks on the Trans European Transport Networks (TEN-T) corridor sections of the ADRION region, with a specific focus on those recently extended to the Western Balkans, where most Border Crossing Points (BCPs) are located, and
- testing specific Information and Communication Technology solutions for streamlining freight transport in ADRION ports, setting standards which may be replicated to Electronic Data Interchange interfaces at BCPs.
Regional connectivity – CCIS projects’ experience

Main outputs of the project

- Analysis of border crossings along main transport corridors and elaboration of a transnational Action Plan for transport facilitation in the ADRION region (WPT1)
- Analysis of international best practices concerning ICT tools and elaboration of an ICT Action Plan for improving multimodal transport (WPT2)
- Implementation of pilot actions in the Ports of Koper, Ploce, Bar and Igoumenitsa and elaboration of pre-investment study for Durres Port (WPT2)
- Elaboration of Transnational Strategy for enhancement of multimodal transport efficiency and competitiveness of the transport sector in the region (WPT3) + MoUs
- Improvement of the planning capacities of transport stakeholders and national and European policymakers.
Regional connectivity – CCIS projects’ experience

Data collection per type of infrastructure/node

- 30 Road BCPs
- 21 Rail BCPs
- 15 Sea-Ports
- 28 Logistic Facilities
- 10 countries
- 5 Core TEN-T Corridors

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Regional connectivity – CCIS projects’ experience

Progress of data collection per type of infrastructure/node

- **Road BCPs**: 83%
- **Rail BCPs**: 76%
- **Sea-Ports**: 87%
- **Logistic Facilities**: 71%

Progress in data collection
Regional connectivity – CCIS projects’ experience

Ports and rail BCPs covered by ADRIPASS surveys along the Orient East-Med Corridor
Regional connectivity – CCIS projects’ experience

Main findings – Rail BCPs

- 36%: facilities in bad level
- 43%: computer equipment in bad or medium/ satisfactory level
- 36%: internet connection in bad or medium/ satisfactory level
- 57%: not equipped with tracing means
- 43%: not connected directly with the Central Custom Offices
- 43%: not implementing on board controls
- 43%: not implementing simultaneous controls
- 50%: not implementing controls in separate areas
Regional connectivity – CCIS projects’ experience

Main findings – Maritime ports in relation to railways

- 18%: not serving railways
- 45%: problems regarding hinterland infrastructure’s connection
- 18%: problems with internal railway infrastructure
Regional connectivity – CCIS projects’ experience

AEOLIX Living Lab 12: e-CMR testing - in brief

• **Location**: Germany, Czech Republic, Serbia, Romania and Greece. Countries non-signatories of e-CMR protocol.

• **Living lab type**: Supply chain digitalization through digital CMR note
Regional connectivity – CCIS projects’ experience

AEOLIX Living Lab 12: e-CMR testing - benefits

- Enhanced supply chain visibility
- More efficiency and better resilience
- Fewer costs less administrative burden
- New business opportunities
- Automation of data flow

- Optimised choice of transport services
- Better transport and event management
- Increased load factors
- Fewer CO₂ emissions
- Interoperability in line with EU standards
Regional connectivity – CCIS projects’ experience

What are the main organisational issues and project outputs’ obstacles

• Different level of economic development through countries
• Low level of legislative harmonization
• Different interests and non-synchronized planning at local/national/regional level
• Language issues

• Through examples of three projects:
  • ADRIPASS – clear and direct analysis of BCPs and bottlenecks
  • ISTEN – Theoretical analysis for optimization in huge quantities environment, which is over the possibilities of developing countries
  • AEOLIX LL12 – Simple, clear and useful system for transport documents digitalization, but demanding for overall transport and customs systems – key actors are not ready
Regional connectivity – CCIS projects’ experience

Background, instruments & interests

WB 6
National governments

Local authorities

European Commission

Private and public sectors

Neighboring countries

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Beogradskaja Zadruga (Geozavod), Belgrade 03.10.2019.
Thank you for your attention!

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