



WEB PRESS RELEASE II

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Web Press Release – Futuremed Mid-Term Conference

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In the context of the FUTUREMED Project, the International Conference “*Opportunities and Challenges for Territorial Integration of Seaports: ICT, Infrastructures and Services*”, was held in Valencia on the 27th of March 2014. FUTUREMED aims to enhancing the competitiveness of port-hinterland systems of the MED Area by addressing the three strategic sectors of freight, passenger and tourist traffics. The Conference has been the opportunity to identify specifically ICT solutions for the port-hinterland integration, their relation with the port and maritime systems, and with those systems dedicated to manage land transport. Additionally, a special session has been dedicated to the cruise market and to the identification of specific info-mobility solutions to make ports and related territories attractive.



On the base of a structured approach established in the first half of the FUTUREMED project, the Conference did its first steps with evaluation of analysis results of the existing challenges for a real territorial integration of Seaports, mainly related to the need for innovation of port systems and the necessity of implementation of ICT in the management of port-hinterland operations.

Interoperable ICT solutions have been identified as key drivers to boost this integration between seaports and their hinterland.

A great opportunity for the MED ports to attract business is, indeed, the reduction of the transit time of goods to destination. In addition, passengers, both travelers and tourists, will benefit from reduced transit time and information based services, both able to make their mobility easier and cheaper. Interoperable ICT solutions allow economic operators both in ports and in the hinterland to improve the management of



their activities and to be integrated on information level. Supply chain visibility, electronic exchange of documents, monitoring of transport means, cargo and operations, info-mobility services for travelers, are example of solutions already working and providing benefit to the economy and the livability of a seaport territory. Moreover, also related business sectors and the environment are enhanced.

Above described key concepts are being elaborated by FUTUREMED partners, together with the awareness of the necessity to increase the efficiency of current infrastructures in order to reduce externalities in Maritime Transport, thus promoting Innovation and Territorial Integration. FUTUREMED is also laying a foundation for a Permanent Observatory aimed to carrying on these project achievements also after its end.

Started in the framework of MED Programme 2007/2013, together with other 14 projects on maritime transport, ports development and integration, for an overall investment of 30, 2 Million Euros, FUTUREMED will extend its results in the new EU's 7 years Programming Period Horizon 2020, based on the Europe 2020 strategy, aimed to enhancing a smart, sustainable and inclusive growth.

“Innovation, low carbon, natural and cultural, shared sea” will be the key concept in the new EU Research and Innovation policies for a seamless transport. Focus will be given on **Integration of actions** and **quality**.

The alignment of the EU policies and programs will be therefore fundamental to achieve a European Transport System that is an efficient resource, climate and environmentally friendly, safe and seamless for the benefit of all citizens, economy and society.

Moreover, a greater cooperation among EU Programs for **innovation** and **cooperation** (Horizon 2020, MED, TEN-T) will be necessary to allow innovative ideas in the waterborne transport to emerge faster to the market.

In this context, European speakers at the International Mid-Term Conference have had the opportunity to debate on current and future technologies in the field of Maritime Transport, focusing on e-Navigation and e-Maritime initiatives.

Monalisa 2.0 project is an example of solution to “take maritime transport into the digital age”. The vision behind the project is to set up and sharpen the whole transport chains by making the real time information available to all interested and authorized parties. It is called Sea Traffic Management (STM) and it can potentially change the maritime world, boosting it into the new digital era.

The key role of Port Community Systems in the field of information and communication technologies for transport and logistics, has been also underlined



within the conference, thus stressing the need for collaboration in order to overcome fragmentation of different systems. In this context, the new opportunity of making the real time information available for citizens and operators should however be balanced with the guarantee of confidentiality for sensitive information.

Another important example of technological platform is *Uirnet*, the Italian National telematics logistics platform. It provides services (smart truck, control tower, booking, freight taxi, fast corridor) to improve integration of business processes within the supply chain, making the logistics nodes “smart” and enabling all the actors to interact more efficiently.

TECHNICAL PARALLEL SESSION I THE PORT-HINTERLAND INTEGRATION



The port-hinterland integration was the core topic of the first technical parallel session of the Conference. The FUTUREMED coordinator, Mr. Andrea Campagna, chaired the expert speakers coming from the project partnership and from relevant enterprises in Europe.

Mr. Halatsis (CERTH/HIT – Greece) illustrated a general outline of the systems in the waterborne transportation sector (maritime transport – ports), underlining the necessity to improve the efficiency of ports, in terms of safety and security (minimize accident and man-made disaster risks, build disaster resilience), of environmental sustainability (improve energy efficiency, reduce environmental impact) and of competitiveness (improve operational efficiency, meet customers service requirements). In the process of port-hinterland integration, indeed, the ports must be efficient transfer points, allowing maritime cargo flows to be smoothed from ships to terrestrial reliable connections (barge, rail, road). This process must be supported by the improvement of ICT infrastructures able to overcome the existing challenges in the port-hinterland information exchange system, enabling, for instance, the visibility.

FUTUREMED is implementing such concepts in the pilot projects, to experiment and validate specific solutions.

Mr. Salvador Furio' (ValenciaPortFoundation– Spain) focused his speech on the importance of ICT infrastructures in the Maritime-Rail Integration, with a special view for the specific role of Port Community Systems (PCS). PCS are technological platforms that integrate different stakeholders in port operations and maritime transport, providing an efficient management of the information flows around the main transport and trade procedures. PCS may play a key role in integrating the maritime-rail operations among their services and simplifying the implementation of the standards proposed. In order to do the dryports, railway operators and railway undertakings should be integrated in the PCS and, therefore, new PCS services should be developed to satisfy their needs. The FUTUREMED pilot case study titled Spanish Port Hinterland Intermodal Information System (SPHIIS) will allow testing of new solutions with this integrated approach in the Valencia-Zaragoza corridor. The proposed solution involves the integration of railway operators, railway undertakings and dryports in the PCS and the adaptation and/or the development of new PCS services providing support to all the involved stakeholders and their relations or information exchanges.

Ms. Bouki (Trainose – Greece) introduced the "Integrated port-rail-dryport visibility" scenario, that Trainose, the Greek rail operator, and the Thessaloniki Port are implementing, through the development of new Interoperability solutions. In this way, they will be able to improve the efficiency and the visibility of the intermodal seaport-hinterland transport chains, focusing on the Maritime-Rail-Inland-Port interface, and minimizing cargo's idle time.

Mr. Bagot (Port Authority of Barcelona – Spain) illustrated the *simplified rail transit procedures*, that should imply a less administrative burdens, a better control and a reduction of the cost of the operations. According to the EU Framework (Council Regulation EEC No 2913/92 - CCIP - Customs Code Implementing Provisions), “**Member States shall have the right, by bi-lateral or multilateral arrangement, to establish between themselves simplified procedures consistent with criteria to be set according to the circumstances and applying to certain types of goods traffic or specific undertakings**” and “**each Member State shall have the right to establish simplified procedures in certain circumstances for goods not required to move on the territory of another Member State**” (Article 97.2 CCC). There are many examples of *simplified rail transit procedures* in EU Countries but the legal framework has to be harmonized at the European level.

Mr. Reynaud (MGI - Marseille Gyptis International, France) illustrated the business solution of MGI consisting of a multimodal cargo community system named AP+, to support the coordination of the port operations. AP+ is based on the a-modality conceptual approach, a hybrid of logistics and process management. Such approach allows integration of the port with its hinterland, moving from PCS to



Corridor Community System. This system, for instance, allows the rails to interfacing with AP+, enabling pre-arrival notifications to sea terminal, and train manifest to Customs. Also the inland terminals are interfaced with AP+. Benefits are evident, but important barriers must be removed before port-hinterland full integration also with systems like AP+-.

Mr. Grunwald (dbh Logistics IT AG - Germany) made a presentation on data hub in the sea ports and between ports and hinterland. Dbh is a leading software company and provides a Port Community System in Bremerhaven and Wilhelmshaven. A specific solution for rail has complemented the PCS to manage rail container traffic to, from and in the ports of Bremerhaven and Wilhelmshaven and also to exchange the data between all the rail transport stakeholders.

Mr. Siedler (Hamburg Port Authority, Germany) presented the rail telematics system within the Port of Hamburg. The impressive rail infrastructure of the port of Hamburg is managed by information and communication system able to coordinate all the outbound and inbound information flows, from train composition to departure or delivery of shunting composition. More than one hundred railway undertakings are coordinated to produce averagely 220 trains per day, consisting of 5.000 cars.

The session concluded with the benchmarking analysis of best in class solutions in Europe for port-hinterland integration. The real understanding of successful practices can help FUTUREMED fine-tune its ICT pilots in order to innovate and produce results useful for all the MED area in the forthcoming year.

TECHNICAL PARALLEL SESSION II

CRUISE MARKET - OPPORTUNITY AND INTEGRATION AT DIFFERENT LEVELS



Key speakers of the MED area have discussed the Cruise Market and the possibilities of ICTs for the development of new solutions and services improving the cruise passenger experience and involving the port, the city and other related stakeholders. Stane Božičnik, Professor at University of Maribor, led this session and asked the speakers to position themselves towards the future perspectives of the cruise industry and the role of ICT in the Mediterranean ports.

Mr. Thanos Pallis (Secretary General of MedCruise, Greece) presented the MedCruise association and the general trends that demonstrate the increase of cruise passengers in the last years, indeed through five-year evolution, average number of passengers per cruise is increasing continuously and from 2009 the numbers have grown to 15,33%. Another issue tackled was accommodation of traffic and integration of processes where the port plays a role of interface. Furthermore, also a redefinition of policies and financial environment was presented to highlight the increased active private participation. Mr. Pallis has stressed the importance of a mutual collaboration and support between the port and the city. Finally, the discussion focused on environment and waste management, where MedCruise identified three sectors of intervention: packaging, bio-waste and paper reuse.

Mr. Miguel Llop (Director of ICT in Valenciaport Foundation, Spain) presented the results relevant to the cruise industries analysed in the MEDNET strategic project of Med Programme (2007-2013). First goal of the cruise industry is to simplify and harmonize the port operations and the customs procedures, in particular the parking management in cruise ports, the improvement (simplification) of cruise ship calls procedures and the simplification of the customs procedures necessary for the loading of equipment and ship supplies.

Mr. Francesco Mazzone (General Director of ACI Infomobility, Italy) presented the LUCEVERDE system and its benefit for the cruise industry. The results of the intervention are the following: information services are crucial for improving the integration of Seaports and their connectivity with the hinterland; provided infomobility solution might be of great potential also for cruise passengers. They are able to plan their trip to the hinterland attractions (using public transport options) and be informed about all unexpected events, which might cause delay of their trip; ACI is going to play a key institutional role as a partner of Lazio Region for mobility solutions conceived as “integrated” and “accessible” to all (transport network as Unicum); next step is to address customers and users on big transport nodes (seaports, airports, railway exchange nodes, etc.) with customized services.

Mr. Tomislav Letnik (University of Maribor, Slovenia) presented the cruise passengers information system which is an ongoing pilot project comprising design information framework concept, which is capable to provide passengers all the information about the port/city, such as: tourist info point, city guide, food and drink, shops, museums, local tourist attractions and tourist providers, taxi, bus, train



connections etc. The pilot is being implemented in the Port of Koper catchment area, with several local stakeholders, in particular the Port, the Municipality of Koper and the local community. The main aim is to enlarge the interest towards other Med ports. Main output is not an application (app) but a platform for supplying/gathering information for cruise passengers and local stakeholders. Investment is needed (financial and human resources) for development, testing and implementation.

In conclusion of the session, speakers were asked about the future perspectives of the cruise industry and the role of ICT in the Mediterranean ports. Special emphasis was placed on the possibilities of implementation for a suggested cruise passenger's information system.