ADRIPASS

2nd Transport Facilitation Technical Committe meeting

Pristina, 17 October 2019

Integrating multimodal connections in the Adriatic-Ionian region

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Integrating multimodal connections in ADRION

Introduction

BCPs and Port Facilitation project within Adriatic – Ionian programme - ADRIPASS

1. GENERAL DESCRIPTION OF ADRIPASS PROJECT
2. PROGRESS OF PROJECT ACTIVITIES
3. PRELIMINARY RESULTS
4. CONCLUSIONS

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General Description of the project

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General Description of the project – Partnership

Interreg ADRION ADRIATIC-IONIAN
European Regional Development Fund - Instrument for Pre-Accession II Fund
ADRIPASS

ADRIPASS Project Partners

CEI CENTRAL EUROPEAN INITIATIVE

Autoriteti Portual Durrës DURRES PORT AUTHORITY

FOREIGN TRADE CHAMBER OF BOSNIA AND HERZEGOVINA

LUKA KOPER Port of Koper

LUČKA UPRAVA PLOČE PORT OF PLOCE AUTHORITY

PORT OF BAR

Region of Epirus
Regional Unit of Thesprotia

PRIVREDNA KOMORA SRBIJE 1857

GECT EVTZ Euregio Senza Confini Euregio Ohne Grenzen

ITL ISTITUTO sui TRASPORTI e la LOGISTICA

ADRIPASS 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

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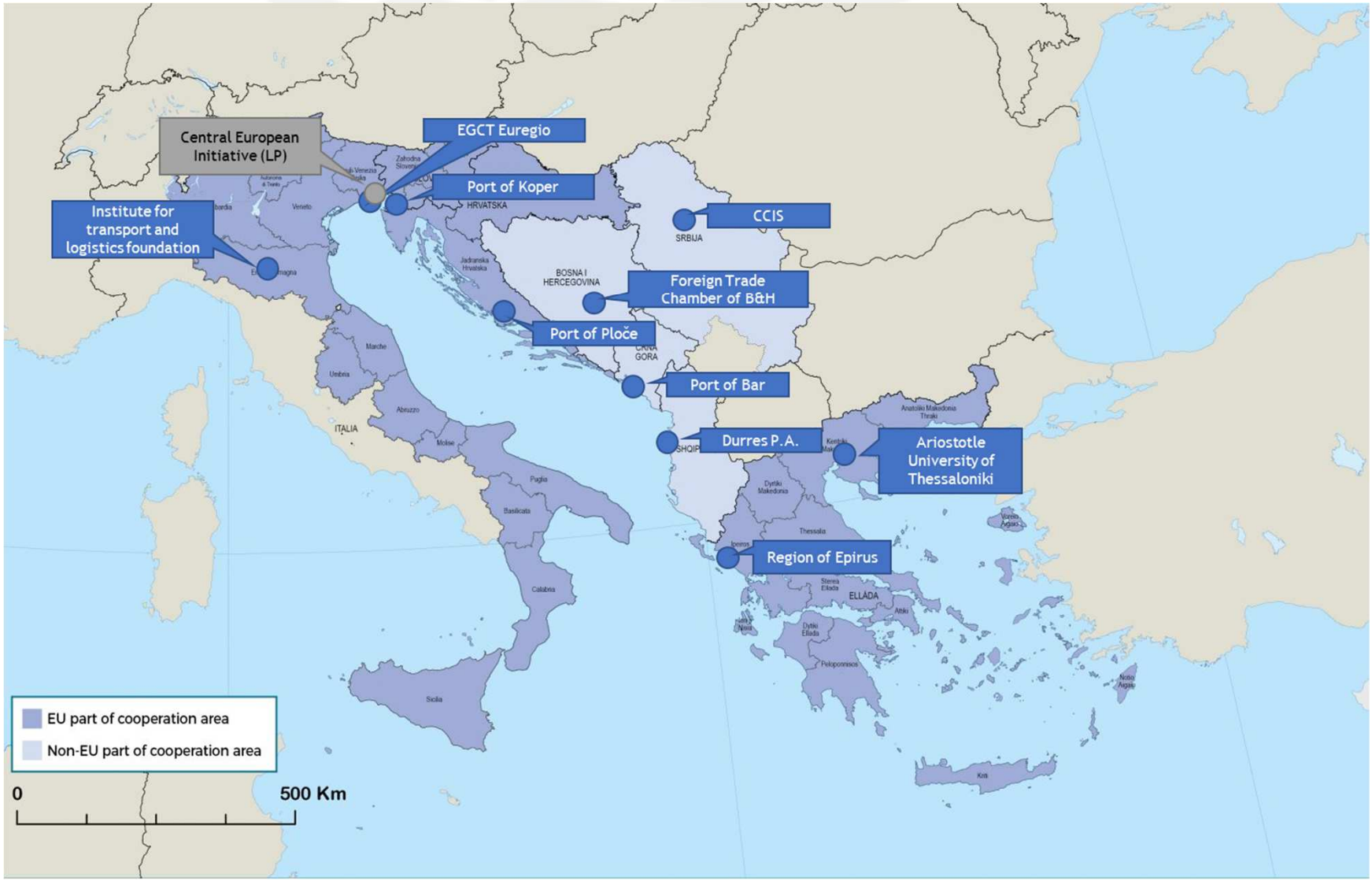
General Description of the project – Project Partners



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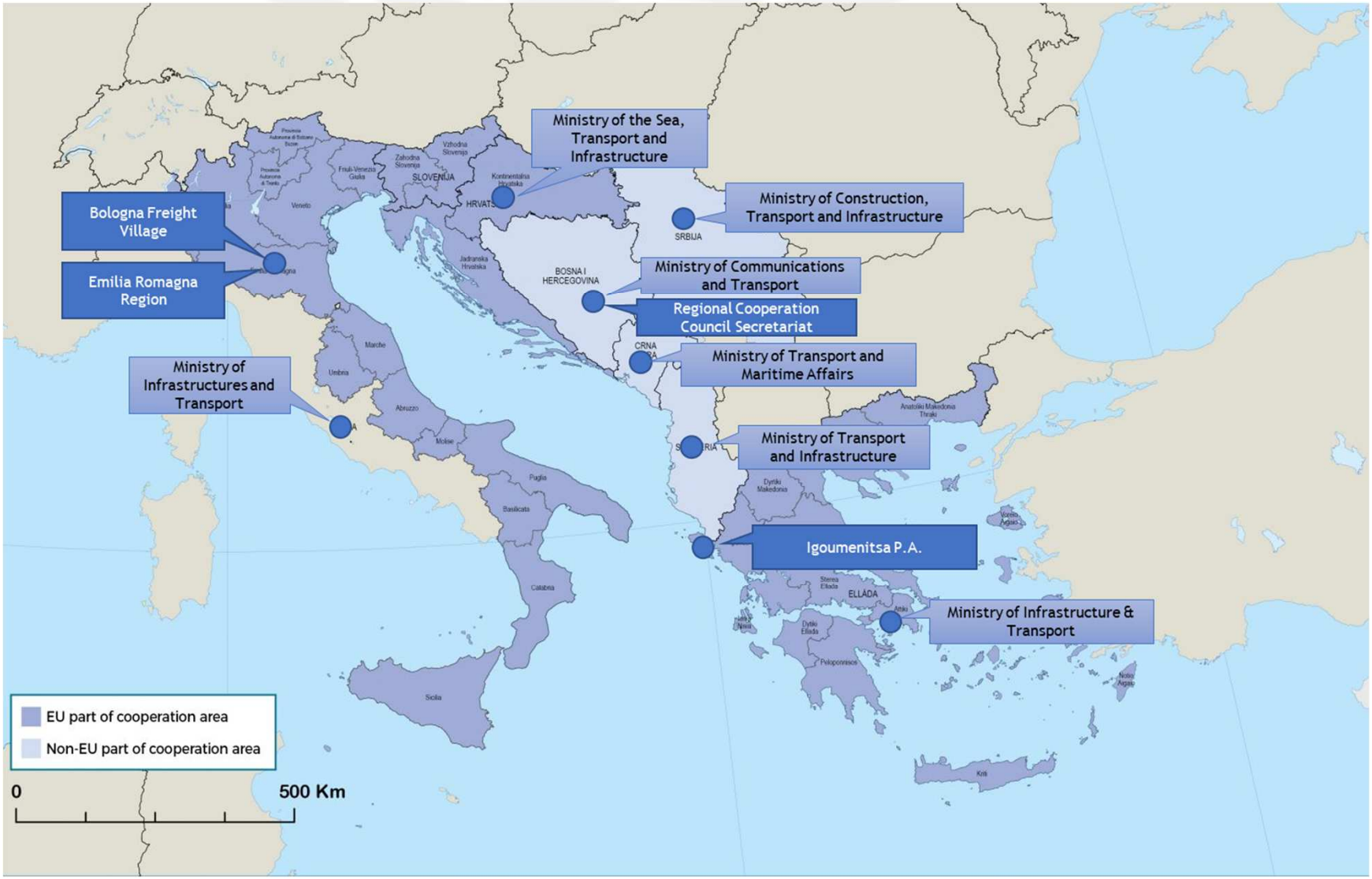
General Description of the project – Associate Partners



Project Scope

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 borders.

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.

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)
- Improvement of the planning capacities of transport stakeholders and national and European policymakers.

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Progress of Project Activities

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- Scope of data collection surveys per type of infrastructure/ node:

Road and Rail BCPs can be categorized in two groups:

- BCPs surveyed in 2013 in the framework of the ACROSSEE project (Accessibility improved at border CROSsings for the integration of South East Europe) and only update information is collected.
- BCPs being surveyed for the first time in the framework of the ADRIPASS project.

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Progress of Project Activities

- Status of data collection per type of infrastructure/ node:

Road BCPs 67%

Rail BCPs 76%

Sea-Ports 87%

Logistic Facilities 71%

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Open Issues (missing data and deliverables update)

- Data collection activities were completed as foreseen and at satisfactory level, but SEETO (as full partner of the project) contributed only until the end of December 2018 when it ceased operations, without externalizing the services for data collection.
- Majority of data has been derived unevenly from direct surveys and the various data sources available. Regarding ports, critical information was considered sensitive to be provided; this led to incomplete survey inputs and results.
- A pre-Final Report on data collection with analysis of border crossings along the main transport corridors and a pre-Final version of the Action Plan for transport facilitation in the ADRION region have been prepared.
- Focus is now on the missing data* from WB6 region (10 Road BCPs, 5 Rail BCPs and 8 inland terminals/ logistic facilities, i.e. IWW ports and terminals) by CCIS and update of these deliverables is foreseen by the end of 2019.
- Preliminary results presented are based on the pre-final versions of these outputs.

** Supplementary data on specific nodes provided already by other ADRIPASS partners (DPA), update of data on BCPs surveyed in ADRIPASS and collection of data on new nodes covered by ADRIPASS*

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Analysis - Preliminary Results

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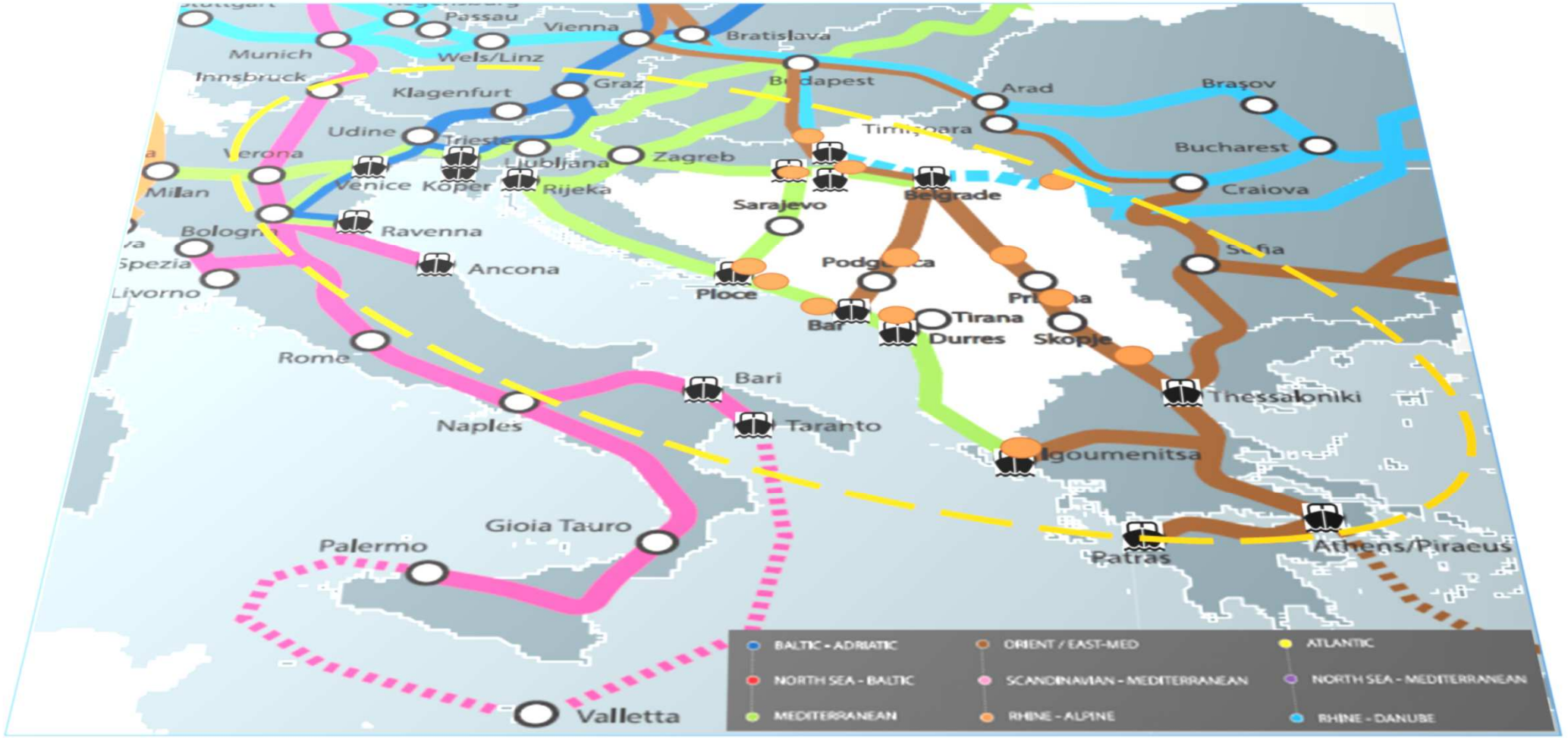
Analysis – Preliminary Results

ADRIPASS Survey Area



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Analysis – Preliminary Results

Ports and Road/ Rail BCPs along the Orient East-Med Corridor

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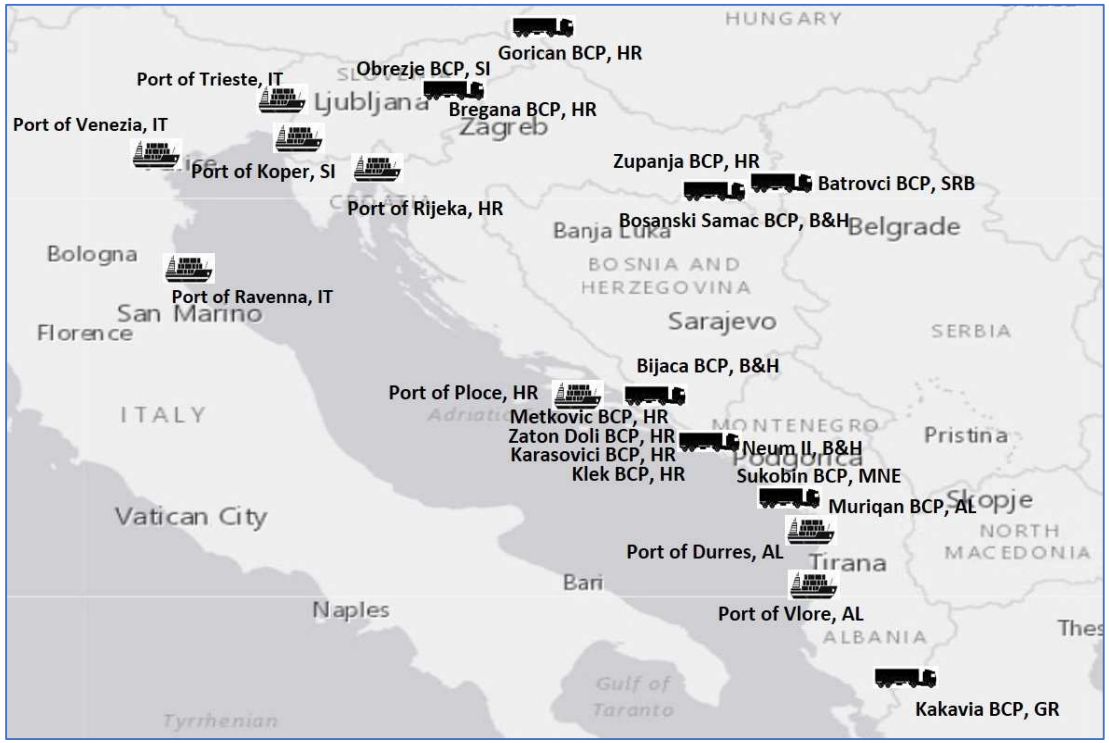
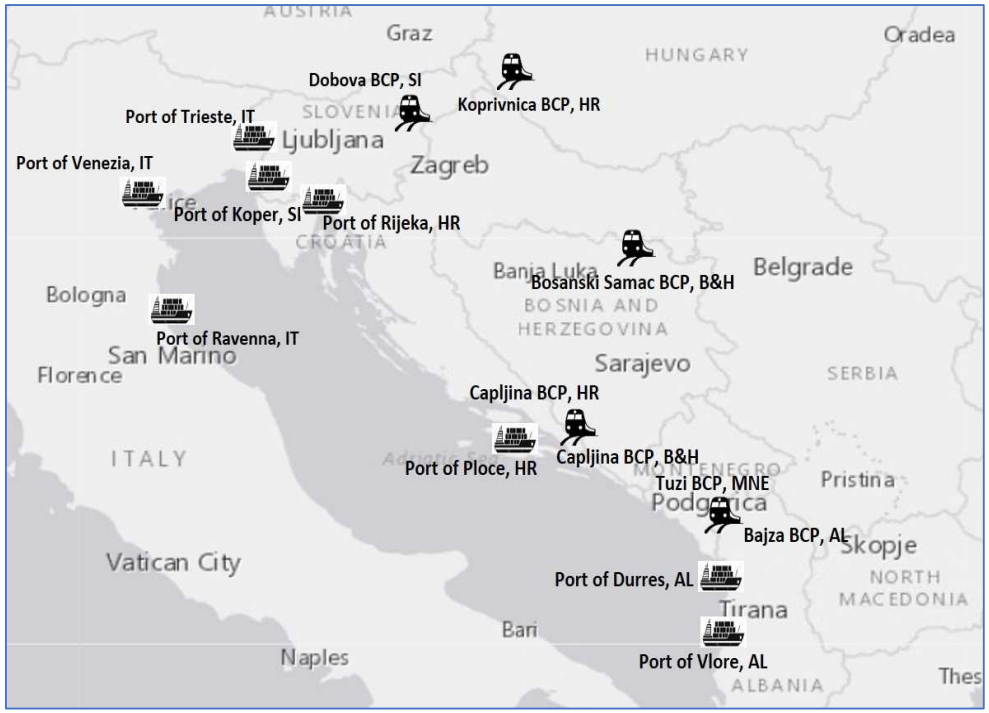
Analysis – Preliminary Results

Ports and Road/ Rail BCPs along the Mediterranean Corridor





- Current condition of **Road BCPs** along OEM & MED Corridors:
  - Overall, facilities and communication equipment are satisfactory;
  - Electronic submission of Custom Declarations is applied at the majority of the BCPs;
  - Interventions are ongoing or planned for many BCPs regarding upgrade of capacities;
  - Still waiting times before the implementation of controls are excessive;
  - Not all BCPs are properly equipped;
  - Many BCPs lack non-intrusive inspection equipment;
  - Overall, the level of implemented trade facilitations is poor along MED and more satisfactory on OEM.

- Current condition of **Rail BCPs** along OEM & MED Corridors:
  - OEM:
    - One Stop Shop available and in operation on Corridor level;
    - Communication and interconnection of railway infrastructure with RFC;
    - The potential of path ordering through the OSS is not used;
    - Long waiting times are met at specific borders.
  - MED:
    - Overall, BCPs facilities are in good condition;
    - Communication and supporting equipment are in satisfactory condition;
    - No connection with the central Customs Offices at some BCPs.

- Transport Facilitation Measures addressing the most commonly problems met at BCPs:
  - Improvement/ upgrade of the existing ICT infrastructure to foster transport digitalisation, the interoperability of communication and data sharing systems;
  - Hiring of additional/ specialised personnel and provision of training courses to increase the quality of the working staff;
  - Implementation of ICT solutions to solve Operational and Administrative problems;
  - Provision of basic utilities (internet, drinkable water, toilettes, etc.);
  - Purchase and installation of equipment for the improvement of the process efficiency and effectiveness at BCPs and transport nodes;
  - New construction or modernisation of existing infrastructure aiming to remove physical and technical barriers or to increase the actual capacity.

- Maritime Ports along the CNCs:
  - High-level of implementation of ICT solutions and tools and willingness to introduce even more;
  - Not all Ports connected to railways;
  - Few of them face problems with railway infrastructure within the Port area;
  - Almost half of them have problems regarding connection with hinterland infrastructure.

- Through ADRIPASS small-scale investments are implemented in the Ports of Koper, Ploce and Bar. A pre-investment study for PCS implementation in Durres Port is elaborated, while RUTH is developing applications in the service of the Port of Igoumenitsa.

- ADRIPASS actions at/ for Ports:
  - **Port of Koper:** implementation of ACAR system of registration and booking of arrivals/ departures of trucks transporting cars with online connection of the terminals with the main database for enhancement of the PSC for quicker scanning and goods' registration and higher level of data exchange.
  - **Port of Ploce:** introduction of control and management system for improving gate in/ out procedures at the new terminal entrance and automations at terminal for improved Customs procedures, allowing Big Data analysis and modernizing and improving fast cargo flows and procedures.
  - **Port of Bar:** Upgrade of the PSC control center (statistics, dashboards, etc.), upgrade of Customs and Truck modules, development of mobile App and improvement of user interface, in view of future implementation of Maritime Single Window according to the EU legislation.

- ADRIPASS actions at/ for Ports:
  - **Port of Durres:** pre-investment study for setup of PCS as a centralised and automated system, designed for information and documentation exchange among organisations and marine transport authorities and for achieving harmonisation of procedures and standardization of operations of the logistics chain.
  - **Port of Igoumenitsa:** development of a web-based platform for PCS data analysis, accessible to other transport stakeholders and public authorities. Development of Augmented Reality tools addressed to drivers, designed as a virtual tour mobile application with provision of useful information about the location of critical points in the port area (terminals, control check-points, etc.) and the relevant documentation needed at each point.

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- It is evident that there is a large margin for improvement of operations at ports and gateways and the BCPs located along the most important Corridors in the region.
- Improvement of physical and non-physical barriers to trade and transport with low-cost measures and investments would mean an important increase of utilisation of existing infrastructures.
- Large infrastructure projects are underway in the region with the support of EU and IFIs. However, unless serious measures are taken, border crossings and other non-physical barriers will still hamper the full exploitation of existing, upgraded or even completely new and modern infrastructures.
- This will mean a much slower pace in the return of investments, in the improvement of the attractiveness and competitiveness of the Corridors and in regional and national economic development and convergence.

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Conclusions

- ADRIPASS is a territorial cooperation project which gathers 11 project partners and 11 high-level Associated Partners from 8 countries of the ADRION region.
- It aims to contribute to intermodal transport improvement and facilitation with implementation of targeted small-scale investments at Ports and with proposals that will assist the stakeholders and policy makers planning at national, regional and international level, in the framework of the EU TEN-T policy and the Transport Community Treaty.
- ADRIPASS partnership - and individual partners in each participating country - remains at the disposal of the TCT Permanent Secretariat and the WB6 countries in order to maintain cooperation and create synergies in favor of transport operations in this region.

Thank you for the attention!

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