7th Transport Facilitation Technical Committee meeting

Videoconference

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ADRIPASS Project

Integrating multimodal connections in the Adriatic-Ionian region

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Central European Initiative (CEI)
What is the Central European Initiative?

The Central European Initiative (CEI) was launched on 11 November 1989 by I, AT, Y, HU two days after the fall of the Berlin Wall, as the **first intergovernmental forum for regional cooperation in Europe**

CEI Membership has grown over the years. It now includes **17 Member States**, the broadest platform for policy dialogue between and among:

- EU Members (9)
- Enlargement countries (5 - Albania, Bosnia and Herzegovina, Macedonia, Montenegro, Serbia)
- Eastern Neighbours (3 - Belarus, Moldova, Ukraine)

**MISSION: REGIONAL COOPERATION FOR EUROPEAN INTEGRATION AND SUSTAINABLE DEVELOPMENT**

Among others, Interreg projects represent a powerful tool to **address the strategic priorities of our countries**

**As regards integration of territories and people, CONNECTIVITY & promotion of Sustainable transport solutions, over the last decades, has represented one of the key priorities of the CEI Plans of Actions**
ADRIPASS - Integrating multimodal connections in the Adriatic-Ionian region aims at improving maritime-hinterland freight connections to boost growth and economic development of the transport sector in the ADRION region.

Identification of soft measures to streamline and enhance the connections on the TEN-T Network recently extended to the Western Balkans, where most Border Crossing Points (BCPs) are located. It also tests specific ICT solutions for streamlining freight transport in ADRION ports, setting standards, which could be used within Electronic Data Interchange interfaces at BCPs.

ADRIPASS and the MACRO REGIONAL DIMENSION:

ADRIPASS project is EUSAIR labelled project - within the “Soft measures” category for Pillar II - Connecting the region.

ADRIPASS project was mentioned as a best practice in the "2nd Report on the implementation of EU macro-regional strategies" - from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions.
| Duration       | 36 months  
|               | (01/01/2018-31/12/2020) |
| Budget        | 1,4 M €  
|               | (ERDF+IPAII: 1,2 M €) |
| Partnership   | 11 project partners + 11 associated partners |
| Countries     | 8 countries involved: Italy, Serbia, Greece, Slovenia, Albania, Croatia, Montenegro, Bosnia and Herzegovina |
ADRIPASS project partners

Institute for Transport and Logistics Foundation
CEI (LP)
Port of Koper
GECT Euregio S.C.
Port of Ploče
Durres Port Authority
Port of Bar
Chamber of Commerce and Industry of Serbia
Foreign Trade Chamber of B&H
Regional Unit of Thesprotia
Aristotle University of Thessaloniki
Foreign Trade Chamber

CEI (LP)
GECT Euregio S.C.
Port of Koper
Chamber of Commerce and Industry of Serbia
Foreign Trade Chamber of B&H
Regional Unit of Thesprotia
Aristotle University of Thessaloniki

Map of cooperation area
To improve the planning capacities of transport stakeholders and policy makers facing the same challenges concerning the multimodal transport accessibility and network efficiency in the ADRION region, from both a strategic and operational perspective, through the increased cooperation among them.

By analyzing bottlenecks on the TEN-T Corridor sections in the ADRION region.

By testing ICT solutions.

By establishing a vision for transport facilitation in the ADRION region.
To improve the planning capacities of transport stakeholders and policymakers facing the same challenges concerning the multimodal transport accessibility and network efficiency in the ADRION region, from both a strategic and operational perspective, through the increased cooperation among them.

By **analyzing bottlenecks** on the TEN-T Corridor sections in the ADRION region.

By **testing ICT solutions**.

By establishing a **vision** for transport facilitation in the ADRION region.

- Data collection & Final trans. action plan for transport facilitation in the ADRION region
- 5 Pilot actions & ICT Action plan for improving multimodal transport
- Trans. cooperation network & Transnational strategy
ADRIPASS analysed physical and non-physical bottlenecks on the Trans-European Transport Networks (TEN-T) corridor sections of the ADRION region, in order to improve multimodal freight transport in the area.

Specific attention on those sections recently extended to the Western Balkans, where most BCPs are located.

The analysis was performed with surveys and data collection.

**FOCUS**

Analysis of BCPs at corridor level and development of Trans-national Action Plan for transport facilitation in the ADRION region.

- Determine the operational performance
- Identify potential improvements (soft measures)
ADRIPASS analysis - data collection

Scope

- Road BCPs
- Railway BCPs
- inland waterways ports
- inland terminals and
- maritime ports

Document available online.

Figure 1: TEN-T core network corridors
Transnational action plan for transport facilitation in the ADRION region is based on a mixed bottom-up and top-down approach (data collection + relevant strategic studies/plans).

The action plan proposes priority measures to be taken at corridor level for overcoming the identified bottlenecks, complementing the results already achieved in past experiences.

Macro-categories were identified for problems, barriers or bottlenecks that affect the intermodal transport in the ADRION region, and relevant solutions.

Supplementary sub-categories of measures were identified to reflect the aim of the ADRIPASS project - to improve intermodal transport in the ADRION Region with a focus on the adoption and deployment of ICT tools and solutions to solve operational and administrative barriers, and support the interconnection between the logistics nodes.

Document available online.
## ADRIPASS analysis - Trans. action plan

<table>
<thead>
<tr>
<th>Category</th>
<th>ID</th>
<th>Problem Definition</th>
<th>Measure Definition</th>
<th>Type of Problem / Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Information Technology</td>
<td>IT</td>
<td>Deficiency of existing ICT technologies/solutions for the digitalisation of processes and system interoperability</td>
<td>Improvement / upgrade of the existing ICT infrastructure to foster transport digitalisation, the interoperability of communication and data sharing systems</td>
<td>Non-physical / soft</td>
</tr>
<tr>
<td>Operation and administration</td>
<td>OA</td>
<td>Inadequate staff number and competences, lengthy and paper-based procedures, long waiting times of intermodal and border crossing procedures</td>
<td>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</td>
<td>Non-physical / soft</td>
</tr>
<tr>
<td>Telematic application for traffic management</td>
<td>TEL</td>
<td>Lack or deficiency of the existing telematic applications for traffic management</td>
<td>Deployment or upgrade of telematic applications for traffic management to the EU standards</td>
<td>Non-physical / soft</td>
</tr>
<tr>
<td>Utilities</td>
<td>U</td>
<td>Lack or poor conditions of the basic utilities (internet, telephone, drinkable water, toilettes, lit, etc...)</td>
<td>Provision of basic utilities (internet, telephone, drinkable water, toilettes, lit, etc...)</td>
<td>Non-physical / soft</td>
</tr>
<tr>
<td>Equipment</td>
<td>E</td>
<td>Lack of adequate equipment affecting the efficiency and effectiveness of processes at BCPs and transport nodes. This includes machinery, such as cranes weighbridges, x-ray scanners, etc...</td>
<td>Purchase and installation of equipment for the improvement of the process efficiency and effectiveness at BCPs and transport nodes</td>
<td>Non-physical / soft</td>
</tr>
<tr>
<td>Last Mile and hinterland connections</td>
<td>LM</td>
<td>Deficiency in the last-mile and hinterland transport interconnecting system (both inside and outside the node area)</td>
<td>Infrastructure improvement or expansion of the road and rail last-mile connections within and outside the node areas</td>
<td>Physical / hard</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>I</td>
<td>Need of major infrastructure works and/or minor investments to remove physical and technical barriers, affecting operations and capacity of the infrastructure</td>
<td>New construction or modernisation of existing infrastructure aiming to remove physical and technical barriers or to increase the actual capacity</td>
<td>Physical / hard</td>
</tr>
<tr>
<td>Clean Fuels</td>
<td>CF</td>
<td>Lack of alternative clean fuels supply facilities</td>
<td>Realisation of alternative clean fuels supply facilities</td>
<td>Physical / hard</td>
</tr>
</tbody>
</table>

### Macro-categories
- **Main problems**
- **Main measures**
With 4 pilot actions (Koper, Bar, Ploce, Igoumenitsa), and 1 pre-investment study (Durres), ADRIPASS was:

Testing specific ICT solutions (upgrades of PCSs) for streamlining freight transport in ADRION ports, setting standards which may be replicated to Electronic Data Interchange interfaces at BCPs.

The objective of the implementation of ICT tools and applications is to reduce problems and inefficiencies and to improve the performance of these corridors, by achieving:

- Elimination (reduction) of bottlenecks.
- Increase of transport capacity.
- Reduction of time needed for processes to be performed at the nodes.
- Promotion of multimodal transport.
ADRIPASS testing - Pilot Actions

Map of Core Network Corridors, Ports and BCPs of interest in ADRION region

**Port of Koper**
- ACAR Hybrid System ✓
- Vehicle Booking System upgrade ✓
- EDI center upgrade ✓

**Ploče port authority**
- PCS upgrade ✓
- Improved communication with port supply chain ✓

**Port of Bar**
- PCS upgrade ✓
- Possible mobile solutions ✓
- Control Center upgrade ✓
- Truck Module upgrade ✓

**Durres port authority**
- Pre-investment analysis ✓

**Regional Unit of Thesprotia**
- Platform for PCS flows analysis ✓
- AR virtual navigation mobile app ✓

Durres Bar Ploče Koper Igoumenitsa
ICT action plan for improving multimodal transport in ADRION regions is based on activities from the pilot actions.

Promote the development of ICT tools at ADRION level in order to improve transport links between ports and hinterland logistic centres, as well as multimodality in the region.

The development of tools dedicated to the digitalization of solutions that enable a better link with the hinterland and the speed up of procedures on the logistic chain.

Document available [online](#).
Based on the results from project’s analysis and testing phases, ADRIPASS will seek to provide a clear **vision and policy recommendations** by defining a **Transnational strategy for the enhancement of multimodal transport efficiency and competitiveness of the transport sector in the ADRION region**

**Strategy’s mission:**

- **Supporting cooperation among key stakeholders** (port authorities, terminal/logistic operators, freight forwarders)

- **Providing guidelines to policy makers at national level** (ADRION national Ministries of Transport) to implement measures to multimodal transport facilitation on the TEN-T Corridors in the ADRION region.

- Increase the capacity of ADRION transport policy makers at European level (European Commission - DG MOVE, DG REGIO and DG NEAR - European Transport Corridor Coordinators, Transport Community) **to plan and implement transport facilitation measures** in ADRION region, with a special focus on the recently extended TEN-T Corridors to the Western Balkans.
ADRIPASS vision - Transnational Strategy

**MISSION**

To ensure faster, safer, more efficient and more effective multimodal transport and logistics services and competitive cargo operations in the Adriatic-Ionian Region

**GOALS**

- Develop multimodal operations across all modes of transport in the multimodal transport chain
- To improve ICT technologies for the digitalization of processes and system operability in the main multimodal nodes
- Promotion of multimodal transport as environmentally friendly transport solution

**MEASURES**

- **Simplification** of the administrative procedures at border crossing points
- Improve **cooperation** among all participants in the multimodal transport chain
- Development of **ICT tools** at the main multimodal nodes
- Improve **staff knowledge** and adequate **equipment** for staff and users in the main multimodal nodes
- **Stimulative measures** to promote multimodal transport
The Strategy will be the object of **Letters of Support** to be signed by Project Partners, Associated Partners and invited institutions, as to ensure the highest level of political commitment and durability towards its concrete implementation, setting up a **permanent transnational cooperation network**.

**FOCUS**

Setting up an enduring multilevel and multidisciplinary transnational cooperation network will guarantee an important impact on sustainable transport in this transnational area and beyond.

- **Project partners**
- **Associated partners**
  (ADRION national Ministries of Transport, Freight Villages, Regions, Ports)
- **Relevant stakeholders**
  (e.g. TCT)
ADRIPASS vision – Acknowledgements

Ministry of the Sea, Transport and Infrastructure
Ministry of Transport and Maritime Affairs
Ministry of Infrastructure and Transport
Ministry of Communications and Transport
Ministry of Construction, Infrastructure and Transport
Institute for Transport and Logistics Foundation
CEI (LP)
Interporto Bologna
Emilia Romagna Region
Port of Koper
Port of Koper
Port of Koper
Port of Ploče
Durres Port Authority
Aristotle University of Thessaloniki
Regional Unit of Thesprotia
Igoumenitsa Port Authority
Chamber of Commerce and Industry of Serbia
Foreign Trade Chamber of B&H
Ministry of Transport and Maritime Affairs
Ministry of Infrastructure and Transport
Transport Community
Thank you for the attention!

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