



TAKING  
**COOPERATION**  
FORWARD

📍 REIF Transfer Conference – March 9<sup>th</sup> 2022

💬 **WPT2 - Implementation and coordination of concepts to eliminate bottlenecks and foster intermodal services | Main results**

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# PILOT ACTIONS IN REIF

Within REIF, PPs tested innovative approaches for the implementation and coordination of concepts to

- eliminate bottlenecks and
- foster intermodal services

8 pilots were undertaken in 3 topics:

1. Setting up innovative coordination platforms: 2 pilots performed by Luka Koper and RER / ITL;
2. Identifying measures for removing infrastructural and functional bottlenecks of the intermodal network at regional level: 3 pilot performed by PNAEAS, TMIL / FHE, RER / ITL;
3. Developing concepts for activating new rail freight services: 3 pilots performed by PIL, PNAEAS, RER / ITL.



# PILOT ACTIONS SYNTHESIS (1)

PILOT ACTION	TOPIC	SUMMARY
PA#1 - Luka Koper monitoring system pilot (Luka Koper).	Setting up innovative coordination platforms	The port of Koper implemented a digital system aiming to speed up operations and processes of the iron ore and coal terminal rail traffic.
PA#2 - Emilia.Romagna Intermodal Cluster pilot (RER, ITL)	Setting up innovative coordination platforms	The pilot action focused on the Emilia-Romagna Intermodal Cluster (ER.I.C) and sustained a collaborative initiative in strategic areas.
PA#3 - Port of Trieste bottleneck analysis (PNAEAS)	Identifying measures for removing infrastructural and functional bottlenecks of the intermodal network at regional level	The Port of Trieste identified the existing infrastructural bottlenecks on the regional rail network as well as in the port railway infrastructures, aiming to envisage the most suitable solutions as to further increase the modal share on rail.
PA#4 - Ohratal line pilot (TMIL)	Identifying measures for removing infrastructural and functional bottlenecks of the intermodal network at regional level	The aim of this pilot action was to develop a roadmap for the revitalisation of disused routes for rail freight traffic.



# PILOT ACTIONS SYNTHESIS (2)

PILOT ACTION	TOPIC	SUMMARY
PA#5 - Emilia-Romagna transport model pilot (RER, ITL)	Identifying measures for removing infrastructural and functional bottlenecks of the intermodal network at regional level	The activities related to PA5 developed a new regional freight transport model of Emilia-Romagna Region based on innovative data sources.
PA#6 - Grosuplje industrial side track pilot (PIL)	Developing concepts for activating new rail freight services	PA6 refers to the preparation of the documentation for the construction of a side rail track (siding) to connect the Ljubljana-Kocevje railway line and the car logistics centre near Grosuplje.
PA#7 - Port of Trieste rail operational model (PNAEAS)	Developing concepts for activating new rail freight services	In PA7 the Port of Trieste evaluated the possible clusterisation potential of the existing freight flows, as to further increase the modal share on rail, using an operational model.
PA#8 - Emilia Romagna Region new railway service potential (RER, ITL)	Developing concepts for activating new rail freight services	PA8 investigated innovative solutions to attract traffic volumes to the Emilia-Romagna Region intermodal nodes and their catchment areas.



# PILOT ACTIONS - IT COMPONENTS (1)

## Luka Koper

The pilot action was foreseen at the rail section of port to optimize the process of reading and registering the incoming/outgoing wagons by camera (optical character registering) and then processing the data through the IT system.

The benefits of the pilot action are better knowledge of the possible solution and its deficiencies - which will be tackled in the future with further development/updates of the software. The system for now serves as a backup storage of wagons registered for the Terminal of iron ore and coal and it gives a possibility of double-checking



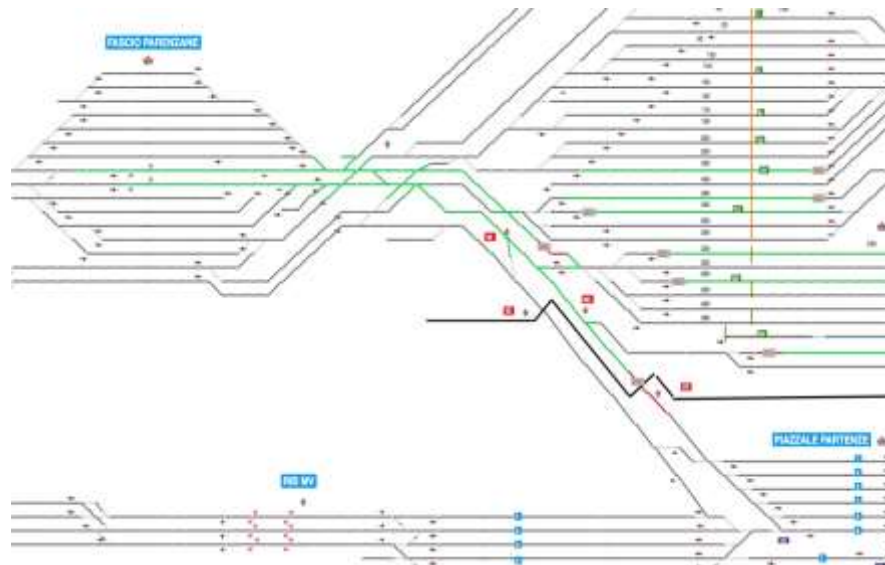
# PILOT ACTIONS - IT COMPONENTS (2)

## Port of Trieste

The aim of this pilot action was the identification of an operational model, suitable for the needs of railway traffic and modal shift in the port of Trieste.

Defining a proper operations model is really a crucial task because of the strong relationship between operations model and capacity of a given railway network. Indeed, capacity constraints may heavily affect traffic growth especially if no actions are planned to remove them.

Railway capacity is not a fixed concept and does not depend solely on the infrastructure.



# LESSON LEARNED

Increase the connections of the rail network with ports, inland ports, terminals and logistics platforms can generate a structural benefit for the regional logistics system and foster a modal shift of freight transport towards the rail:

- reactivation of dismissed lines
- construction of new sidings
- development of functional and reliable intermodal services based on innovative modelling or technology
- new cooperative governance models

Optimising existing disused or abandoned regional rail transport by upgrading and expanding it even in areas where the current volume of demand does not justify such measures, will act as drivers for local development in the near future.



# THANK YOU FOR YOUR ATTENTION



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