

FUTUREMED

Freight and passengers supporting infomobiliTy systems for a sustainable impRovEment of the competitiveness of port-hinterland systems of the MED area.
(2012- 2015)

www.futuremedproject.eu

Leader

Regione Lazio - Directorate for Transport (Italy)

Partner

Civitavecchia Port Authority, Autonomous Region of Friuli Venezia Giulia, Institute of Transport and Logistics, North Sardinia Port Authority (Italy), Hellenic Ministry of Infrastructure-Transports and Networks, Centre for Research and Technology Hellas-CERTH, Thessaloniki Port Authority S.A., Trainose S.A (Greece), Foundation Saragoza Logistics Center, Foundation Valenciaport (Spain), AFT (France), University of Maribor, BSC Business Support Centre L. t.d Kranij (Slovenia), Cyprus Center of European and International Affairs - CCEIA, Cyprus Ports Authority (Cyprus).

Theme

Improvement of information access and physical accessibility of ports systems through the development of management information systems, the integration of ports with the hinterland, the increase of logistics activities, infomobility and the attractiveness of port services.

Achievements

Futuremed targeted actions aimed at improving competitiveness of port systems in relation to the territory and the catchment area concerned, thanks to information technologies and innovative procedures, with a view to increasing efficiency and sustainability.

The project used coordinated territorial actions and pilot projects and implemented medium-long period development strategies. It has involved public as well as private stakeholders from the very beginning and it has adopted an integrated approach to the transport market: freights, passengers, tourists.

Regione Lazio together with the Port Authorities of Civitavecchia, Fiumicino and Gaeta and Northern Sardinia, in collaboration with Luceverde Lazio, Uirnet, Orte Interport and the Annasped S.r.l., implemented an infomobility pilot project for freight and passengers. This initiative aimed at creating a passenger infomobility system able to integrate in real time and in a dynamic way port information flows with regional infomobility information

and the information provided by transport operators, thus increasing information accessibility and service quality. As far as freights are concerned, a customs corridor was designed between Orte and Civitavecchia so as to improve port efficiency.

Total budget of the project € 5,234,050.00 of which € 4,010,042.50 EU funds and € 1,042,757.50 of national contribution. Regione Lazio managed a budget of € 483,600.00.

PILOT PROJECTS

Pilot 1 - Valencia Port-Hinterland Intermodal Information System

Pilot 2 - AdriaWestMed: East West connection

Pilot 3 - Strengthening of the Mediterranean cruise market

Pilot 4 - Agro-food supply chain

Pilot 5 - Passenger and freight infomobility

Pilot 6 - Integrated port-rail-dryport visibility

PILOT 1

Valencia Port-Hinterland Intermodal Information System

Partners involved: Foundation Zaragoza Logistics Center (ZLC), Valencia Port Foundation (VPF).

Activities: Analysis of existing barriers to accessibility, study of information systems in use and of the present corridor logistics activities. Listing of necessary documents and operations required from the various actors concerned.

Identification of the requirements to be fulfilled to create an information system model. Testing of the information system in the corridor.

Outputs: Development of an information exchange system for the integration of the railway operator in the Port Authority Community system. Efficiency improvement of the intermodal corridor. Sustainable development of the transport corridor.

PILOT 2

AdriaWestMed: East West connection

Partners involved: Autonomous Region of Friuli Venezia Giulia (Leader), Valencia Port Foundation.

Activities: Analysis and feasibility assessment of a new sea-route with regular and frequent links between Spanish ports and Italian ports located in northern Adriatic. Study and improvement assessment of the infrastructures concerned and of the services provided by maritime terminals in the port areas involved. Study of the intermodal services provided by ports connected to the main consumption and distribution centres. Development of a new door-to-door logistics chain serving the hinterland of Spanish seaports and the hinterlands of eastern Adriatic seaports.

The new service will expand the network between western and eastern Mediterranean ports.

Outputs: Feasibility study. Development of a new logistics chain serving exporters, importers and logistics operators that trade between Spain and East Mediterranean region. The service may also attract traffic originating in more distant areas, such as the Western Iberian Peninsula trading with the Balkans or towards Eastern areas like the Black Sea. Introduction of a new maritime transport service connecting Spain and Italy, allowing the completion of the main transport routes in EU and in the Mediterranean and reducing European road freight between Spain and East Europe as well as the consequent negative social and environmental impacts. A strengthening of the internal market competitiveness is also expected.

PILOT 3

Strengthening of the Mediterranean cruise market

Partners involved: University of Maribor, BSC Business Support Centre L. t. d. Kranj – Regional Development Agency Gorenjska (Slovenia).

Activities: Analysis of the major tourist destinations of the Mediterranean regions. The results of analysis and the proposed model will be made available to all MED region ports involved. This pilot project is supposed to help regional authorities identifying strategical documents and planning actions for the promotion of cruise tourism.

Outputs: Analysis of the best cruise tourism practices. Cruise tourism organizational model. Agreement on specific information system requirements. Transfer of best practices in Capodistria port.

PILOT 4

Agro-food supply chain

Partners involved: Institute of Transports and Logistics.

Activities: Development of agro-food chains taking into account intermodal transport. Cooperation strengthening among supply chain companies, enabling accessibility and connectivity between production and consumption markets thanks to improved logistics services and ICT solutions. Building of a policy in a key economic sector of the Mediterranean area such as the agro-food logistics. Acknowledgement of Mediterranean as a logistic gateway between North Africa and continental Europe.

Outputs: Mapping of agro-food supply chains, mapping of chains organizational structures, assessment of the regulatory framework, defining of ICT requirements concerning the traceability of goods. Direct involvement of supply chain actors and of administrative bodies. Studying of supply chains taking into account intermodal transport. Verification of economic and environmental savings.

PILOT 5

Passenger and freight infomobility

Partners involved: Regione Lazio (Leader), North Sardinia Port Authority, Civitavecchia Port Authority.

Activities: The project foresees the participation of LUCEVERDE Lazio as far as passengers are concerned and Interport of Orte and UIRNET as far as freight is concerned. It shows the advantages of an infomobility system able to dynamically integrate the information coming from the port management systems, by providing such information to the users through the web and the mobile network in real time. Development of a prototype of Port Community System in Olbia.

Outputs: Infomobility implementation and journey planner: on arrival or departure all passengers will be able to know all transport services available in the port terminal. Customs corridor for containers: freight transport operators will be able to reduce waiting times since the exact arrival time of the ships will be directly provided in real time to their management system. They will be then able to move containers avoiding waiting times at the port terminal. The general aim is to find solutions able to reduce congestion problems thus increasing the appeal of a region. The pilot project created a platform of operators, at local and at national level, to be involved both in an in-depth analysis of the present situation as well as in finding feasible solutions to be implemented within a short- and long term.

PILOT 6

Integrated port-rail-dryport visibility

Partners involved: Thessaloniki Port Authority, Trainose (Grecia).

Activities: This pilot wish to improve the efficiency and visibility of intermodal seaport-hinterland maritime transport services and to minimize cargoes' idle time, by developing new interoperability software solutions. It aims at improving the visibility of port operations in Thessaloniki port in particular, thus making easier for railway and maritime operators to reduce waiting times and to increase the efficiency of port transfers.

Outputs: Information exchange system concerning seaport-railway as well as intermodal connections. The messages are standardized and made visible by the system owned by the port authority and accessible to the operators through a *one-stop shop* procedure.

Capitalisation Platform

The Capitalisation Platform is an online instrument conceived to enable the interaction between stakeholders – about 50 of them coming from 6 different countries – and project partners. Each stakeholder has its own institutional profile, a short description of its organization and contacts. The Capitalisation Platform offers a privileged point of view of the six pilot projects development to its users. There is a section dedicated to each pilot project containing goals and a project progress report. A list of documents and studies as well as a discussion forum are also available.

<http://www.futuremedcapitalisationplatform.eu>

FUTUREMED Observatory - EEIG

In order to ensure continuity to FUTUREMED, the spread of project results and of partners opinions about seaport-hinterland integration issues, the project partners agreed

on the creation of an EEIG – European Economic Interest Group – whose key objective is: *to provide expertise and be a key driver of change in the improvement of port-hinterland integration*. It is conceived as an open transnational and multi-actor consortium characterized by a geographic and high professional representation.