

## ACCESSMILE

Improving regional ACCESSibility of last MILE  
freight connections in Central Europe

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Alberto Cozzi  
Port Network Authority of the Eastern Adriatic Sea

# TERRITORIAL CHALLENGES

- Central Europe is crossed by 7 of the 9 TEN-T main transport axes, making it a hub for goods and services.
- Despite the large number of railway connections between the main medium and long-distance terminals, access to the last mile from rural areas to the respective intermodal hubs - seaports, river ports, railway terminals - is via road transport.
- Often these road links are inefficient and limit the accessibility and economic potential of rural areas. At the same time, they cause negative impacts such as road congestion, leading to air pollution and CO<sub>2</sub> emissions, thereby contributing to climate change.



- ✓ multimodal transport must stimulate the increase in the efficiency and effectiveness of the last mile road connection.
- ✓ Information and communication technologies are essential for the efficient functioning of multimodal transport chains

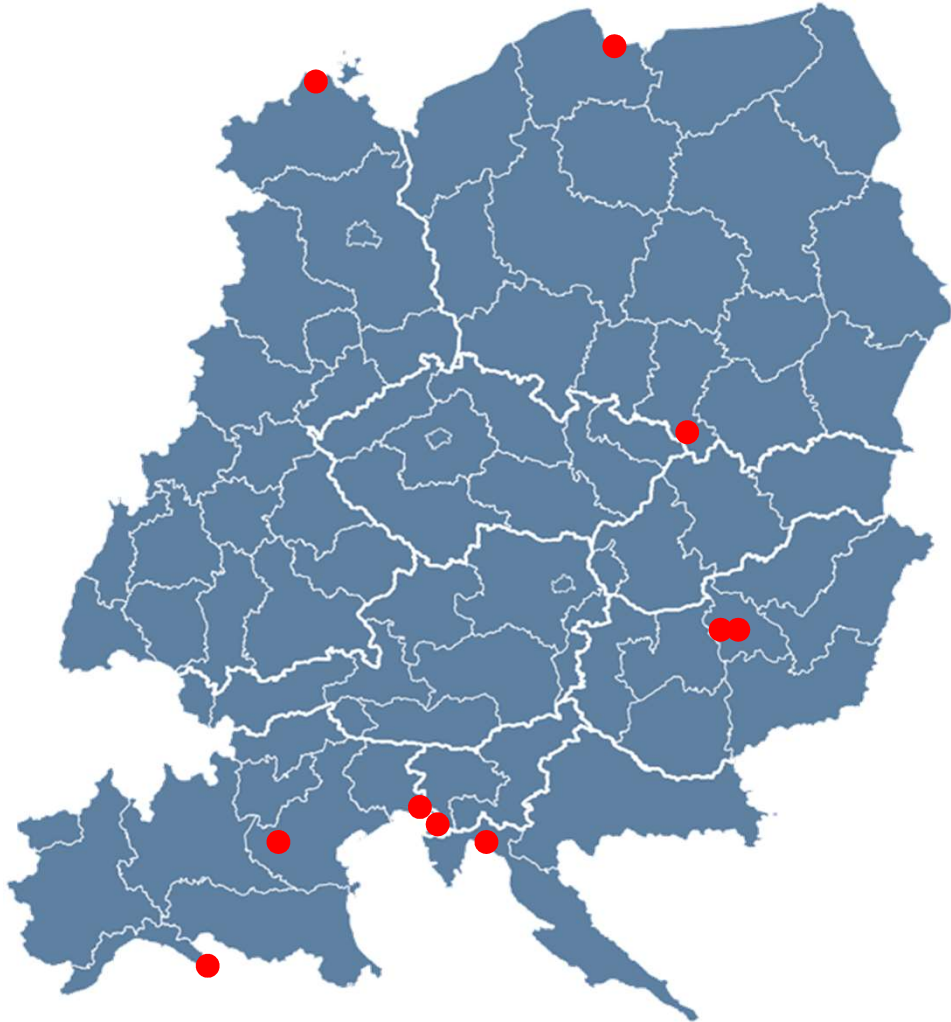


- ✓ ACCESSMILE aims to optimize the traffic flows of the last mile in freight transport in Central Europe through ICT solutions

# ACCESSMILE

- ACCESSMILE - Improving regional ACCESSibility of last MILE freight connections in Central Europe
- Co-funded by the Interreg Central Europe Programme
- Project duration: 04/2023 - 03/2026
- Budget: 2.027.860,00 euros - 1.622.288,00 euros ERDF

# PARTNERSHIP



## Project Partners

1. Port of Trieste
2. RRT of Verona
3. Port of La Spezia
4. Port of Koper
5. Port of Gdynia
6. RSOE
7. Mahart Container terminal
8. Baltic Container Terminal
9. Gruber Logistics Poland
10. Port of Rostock

# ACCESSMILE OBJECTIVES

**Main objective:** to improve the last mile accessibility of CE rural and peripheral areas to the main TEN-T freight nodes, strengthening territorial cohesion, through innovative IT solutions, delivering policy makers, maritime and inland ports, railroad terminals and logistics operators new planning tools, tested through joint pilot actions and ensuing solutions in three key topics:

1. transport flow management and vehicle booking systems;
2. gates & entry/exit tools;
3. cargo bundling & tracking.



# PLANNING

Specific objective:

*To increase knowledge and improve policy development on how to optimise the last mile accessibility of rural and peripheral areas to the main freight nodes of the TEN-Ts in CE through the use of ICTs.*

Main deliverables:

- ✓ 1 Transnational baseline benchmarking study
- ✓ 1 Strategy for improving the last mile accessibility of rural and peripheral areas to TEN-Ts through ICT
- ✓ 3 action plans for improving the last mile accessibility of rural and peripheral areas to TEN-Ts through ICT in:
  - ✓ Topic 1: VBS - Trieste, Rijeka and Mahart
  - ✓ Topic 2: gates - Verona, La Spezia, Koper, RSOE and BCT
  - ✓ Topic 3: cargo bundling - Gruber, Rostock

# TESTING / 1

Specific objective:

*To reduce barriers and provide new and better services for optimising the last mile accessibility of CE rural and peripheral areas to the main TEN-T nodes through the use of ICT, also reducing its environmental impact*

Main deliverables:

- ✓ 3 co-designed and co-developed pilot actions for improving the last mile accessibility of CE rural/peripheral areas to TEN-Ts through ICT in the three topics:
  - ✓ Topic 1: transport flow management and vehicle booking systems
  - ✓ Topic 2: gates and entry/exit tools
  - ✓ Topic 3: cargo bundling and tracking

# TESTING / 2

## Topic 1 - VBS:

- Port of Trieste improves the APP developed in the framework of the FENIX project (CEF) with additional functionalities, enabling the smooth entry/exit of vehicles in the port of Trieste, directing them to the right terminal
- Port of Rijeka extends and modernises the “Portunus” VBS used in Rijeka, integrating it with digital card issuance system for access to the port operational area
- Mahart develops a truck calling system in Budapest - including displays - to invite the truck to enter at the right time in the right gate, port staff being able to record the arrival at the terminal with handheld devices



# TESTING / 3

## Topic 2 - gates:

- RRT Verona improves the IT systems in Verona as to reduce the timing for the gate in/out
- Port of La Spezia develops an IT tool in La Spezia to make the port gate access interoperable with the SW for the release of permits and the APP already developed for gate in/out procedures
- Luka Koper integrates the VBS with the port gates automatically detecting the announced vehicles
- RSOE develops a SW to manage the entry/exit process in the inland ports of Hungary, to be integrated in the KIR APP
- BCT installs new scales at the port gates integrating them in the TOS automatically informing customers speeding up entry/exit

# TESTING / 4

## Topic 3 - cargo bundling:

- Gruber develops an APP with a track&trace system and digitally verifying the transport document exchange
- Port of Rostock improves the IT platform developed within CORCAP project (Interreg CE) to bundle cargo flows to/from the rural and peripheral areas

# SOLUTIONS

Specific objective:

*To provide an operational framework for improving last mile accessibility of CE rural and peripheral areas to TEN-Ts through the adoption of IT tools and coordinating cooperation and long-term governance among interested stakeholders*

Main deliverables:

- 3 solutions for the 3 topics
- MoU for cooperation across borders beyond the project's end

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Alberto Cozzi  
Port Network Authority of the Eastern Adriatic  
Sea



alberto.cozzi@porto.trieste.it



+39 335 15.15.707



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