



MoS 24

ICT based Co-modality Promotion Center
for integrating PP24 into Mediterranean MoS

Motorways Of The Sea



newsletter 2012

Progress of Works

In the Spring of 2011, works commenced on the MoS24 Project which is part of the Motorways of the Sea priority project related to the European intermodal corridor Rotterdam-Genoa. Other initiatives are also being pursued to strengthen the services offered by Italian logistics .

The Project Leader and coordinator is the Port Authority of Genoa which is collaborating with a number of Italian and international partners from both the public and private sector, represented by CIELI, Fondazione Slala, Uirnet, Hupac, Captrain, Liguria Region, Selex Elsag, RAM, Malta Freeport Terminals and the metropolitan area of Nice Cote d'Azur.

The total budget of the project is 5 million Euros, 50% funded by TEN-T funds, while the remaining 50% is self-financed by the different partners involved in the project through the various activities that they undertake during the project implementation.

The aim of the project is the development of an interoperable electronic platform which will be capable of facilitating communication between the various intermodal operators in the management of various segments of the supply chain. Such a system will facilitate the access and use of data by public and private users. Indeed, the main goal is to attain a

simple exchange of information along all links in the supply chain. A scenario of homogeneous technology which features the booking of activities, of tracking, and of the various intermodal corridors along Corridor 24 and its maritime extension in the Mediterranean sea.

A perspective that overcomes the operational difficulties related to the inevitable fragmentation of the various intermodal segments in order to allow a unique governance of the various existing logistic segments along Corridor 24 Genoa-Rotterdam and in its maritime extension. This will offer considerable advantages as the operator will be in a position to plan a smooth, timely, safe and economic transportation of goods.



Completion of 'Activities 1 and 2'

'Activity 2' was concluded in September 2012. This aimed at defining the detailed operational requirements to be met in this project. All the partners positively assisted in this development.

Having analysed in 'Activity 1' the market supply and demand, the existing ICT systems (and their differences) and having considered all the current experiences of the Co-modality Promotion Centres and Short Sea Shipping to finally select, the best approach to pursue, 'Activity 2' was aimed at the design of the MoS24 platform.

During the Activity an embedded ICT (Information and Communication Technology) operating system was configured that enables the exchange of information between the various intermodal operators. This will be equipped to track and monitor the transit of goods (in different modes i.e. rail, road and even river) along the Corridor and in its maritime extension. This includes the creation of a 'satellite' at Malta Freeport Terminals which is an important transshipment hub for feeder vessels operating in the Mediterranean.

'Activity 2' by its very nature of initial programming, was obviously crucial for the actual development of the platform, which will be realised in 'Activity 3'. This was kicked off in September 2012.

Commencement of 'Activity 3'

'Activity 3', which is scheduled to be completed by September 2013, will be testing the demonstrator of the MoS 24 platform. Using the detailed design developed in 'Activity 2', during 'Activity 3' a prototype will be developed that will demonstrate the effectiveness of the features developed. The final phase of 'Activity 3' will involve the establishment of



the demonstration platform. All components developed in 'Activity 2' will be assembled and tested in order to create the final prototype. The demonstrator will then be delivered and will be subject to testing. The solution proposed is to install the demonstrator within the current logistics platform at Uirnet which is promoted by the Italian Government and already operating in the Italian regions of the Northwest as well as connected with the ICT services offered at ports and inland ports. This system, should ultimately, be extended to the whole country.

A new partner joins the project

Since January 2012, Captrain Italia started collaborating with the various partners of the team in this project, and are indeed providing valuable knowledge and experience. Founded in 1998, Captrain Italia participated progressively in the regions of Northern Italy obtaining a railway license and a safety certificate. Captrain Italia became the first subsidiary of SNCF in Europe to work as a railway company and in 2011 registered a turnover of € 17 million. As a railway company, Captrain Italia, operates on the most important traffic routes particularly in Central / Northern Italy and is capable of operating on all international transits to France, Switzerland, Slovenia and Austria. Undoubtedly, in the activities of the project, Captrain is an important entity in the testing of the services offered by MoS 24.

Two new Stakeholders join the MoS24 Project

It is to be highlighted that the group of stakeholders, which will be active in addressing the use of the system to the various operators, has been enriched as two new entities, namely the Port Authority of Liège and IKEA Italy have joined the existing partners in the implementation of the project. Indeed, along Corridor 24 Rotterdam Genoa, the river mode of transportation represents a very important link in the supply chain that could not be overlooked. Moreover, the contribution of a company of the magnitude of IKEA Italy will positively contribute in the realisation of the project. It will take all the necessary measures to ensure that maximum attention will be given in meeting the needs of more users and recipients of major traffic volumes of consumer goods.

Two seminars were held: in Alessandria and in Malta

In 2012, two seminars were organised, one in Alessandria in June and the other one in Malta in October, which specifically focused on the problems being encountered in the project. These seminars were organised by two partners of MoS24 i.e. by SLALA in Alessandria and by Malta Freeport Terminals in Valletta. Such seminars offered an opportunity to present the MoS 24 Project in two strategic areas for intermodal operators: in Northern Italy where according to various logistical arrangements the goods that come down from North Europe along Corridor 24, arrive, and the hub port of Malta Freeport, a key hub in the centre of the Mediterranean for the handling of feeder vessels as well as one of the main nodes of the Motorways of the Sea. The



The project's partners at the meeting in Nice

work of the two seminars is available to all within the project's website.

Furthermore, two Steering Committees were also held, one in Nice in February and the second in October in Malta, in conjunction with the seminar.

Activities planned for the year 2013

As was already highlighted, the year 2013, will focus on the development of 'Activity 3' and will be almost entirely dedicated to achieving the objective of the project, namely the creation of the platform and the MoS24 Prototype. Moreover, the project will not

cease from focusing its attention on its activities. Indeed two additional seminars will be organized and Project Leader will be regularly updating all the progress being attained in the project implementation.

The first seminar is in fact scheduled for next Spring and will be held in Rome. The seminar will be hosted by RAM (Rete Autostrade Mediterranee) in close collaboration with the Italian Ministry of Transport and Infrastructure. The next Steering Committee meeting will also be held in Rome. At the end of 2013, the presentation of the 'MoS24 prototype demonstrator' will be organised in Genoa. This will present the result of intensive work held over three years with the full collaboration of all the project partners.

Project partners:



For more information contact the Lead Project Partner:

PORT AUTHORITY OF GENOA

Palazzo San Giorgio - 16124 Genova - ITALIA
Francesca Moglia - f.moglia@porto.genova.it
Emanuele Profice - e.profice@porto.genova.it

and visit our site

www.mos-24.eu

The sole responsibility of this publication lies with the author. The European Union is not responsible for any use that may be made of the information contained therein.



Co-financed by the European Union
Trans-European Transport Network (TEN-T)