DigLogs

Regional event in Pescara,

29th November 2021

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Responsible partner: Polo Inoltra			
Involved partners: All			
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Meeting Overview

The Regional Event of Polo Inoltra was hosted by Polo Inoltra at Interporto d'Abruzzo, Sala Verde, at Manoppello (Pescara province) in Italy on the 29th of November 2021.

All participants were welcomed by Polo Inoltra's project manager Marco Grifone and by the Polo Inoltra's Director Emanuela Di Luca.

Detailed Agenda of the meeting can be found in Annex 1 (Event Agenda).

The objectives of the event were to:

- present the DigLogs project results;
- raise the project awareness in the area;
- raise the Interreg Italy-Croatia activities in the area;
- present the activities conducted by both PP Polo Inoltra and Elevante in the DigLogs project;
- present the pilot actions of Polo Inoltra and Elevante;
- introduce the impact that the DelPlan pilot action conducted by Polo Inoltra may have in the future on organisations;
- expand the concepts indicated in the DelPlan roadmap.

Together with Polo Inoltra, PP Elevante took part to the event, both with the physical presence of Maurizio Cociancich who presented the perspectives of the DigLogs actions while Chiara Sorice connected online in order to present Elevante's pilot action.

List of participants:

	First name and Last name	Institution
1	Alberto Amoroso	Sangritana
2	Giovanni Olivieri	FIT-CISL
3	Maurizio Cociancich	Elevante/Adriafer
4	Sandro Imbastaro	Sangritana
5	Ercole Marrone	ENI

6	Fabio Posalpi	Honda
7	Antonio Caravaggio	Honda
8	Alfonso Di Fonzo	Polo Inoltra
9	Mosè Renzi	Interporto d'Abruzzo
10	Veronica Antoci	ITS MOST
11	Aurora Capitano	ITS MOST
12	Melania D'Angelo	ITS MOST
13	Daniele Di Michele	ITS MOST
14	Andrea Corvino	ITS MOST
15	Daniele Vaini	ITS MOST
16	Lorenzo Toro	ITS MOST
17	Matteo Pio Franchella	ITS MOST
18	Giovanni Sabatini	ITS MOST
19	Simone Samuele	ITS MOST
20	Umberto D'Annuntiis	ITS MOST
21	Miriana Pieragostino	ITS MOST
22	Pierpaolo Musa	ITS MOST
23	Antonio Di Paolo	ITS MOST
24	Mattia Aielli	ITS MOST

25	Francesco Santalucia	ITS MOST
26	Mario Di Michele	ITS MOST
27	Elisa Santalucia	ITS MOST
28	Tatiana Turtù	ITS MOST
29	Agnese Delle Vigne	ITS MOST
30	Giulio Nardinocchi	ITS MOST
31	Mattia Bussoli	ITS MOST
32	Denny Anzideo	ITS MOST
33	Francesca Della Gatta	ITS MOST
34	Francesco Giovine	ITS MOST
35	Gianni Marianacci	ITS MOST
36	Chiara Pergallini	ITS MOST
37	Andrea Pietrangelo	ITS MOST
38	Fabiano Mangifesta	ITS MOST
39	Marco Della Nebbia	ITS MOST
40	Davide Olivieri	ITS MOST
41	Leandro Fucillo	ITS MOST
42	Giorgio D'Addesso	ITS MOST
43	Leonardo Quaranta	ITS MOST

44	Davide Orsini	ITS MOST
45	Elio Forte	ITS MOST
46	Michela Piccorossi	ITS MOST
47	Chiara Zappacosta	ITS MOST
48	Daniela D'Arcangelo	FAS Trasporti
49	Stefano Sasso	FAS Trasporti
50	Giulio Marcantonio	Polo Inoltra/ITS MOST
51	Pasqualino Di Carlo	Tauro Trasporti
52	Domenico Tauro	Tauro Trasporti
53	Vito Mastrodonato	ForFer
54	Massimo Nitti	ForFer
55	Stefano Impastato	ForFer
56	Giosuè Pierandrea	Teramo Ambiente
57	Gabrielle Baldassarre	Teramo Ambiente
58	Pasquale Di Nardo	Studio Di Nardo
59	Donato Mario D'Alanno	Oplan Srl
60	Gianfranco Giuliante	TUA Spa
61	Luca Gasbarro	Polo Inoltra
62	Ramona Macrini	Polo Inoltra

63	Chiara Sorice (Online)	Elevante
64	Emanuela Di Luca (Host)	Polo Inoltra
65	Marco Grifone (Host)	Polo Inoltra

1. Welcome and opening speech

The Polo Inoltra's Director, Emanuela Di Luca welcomed all the participants to the event, thanking them for joining the event in presence.

A company video of Polo Inoltra was projected in order for all the partners to learn about the activities of the PP organisation.

The Polo Inoltra's President, Alfonso Di Fonzo, gave an introduction speech in relation to the important results achieved by the DigLogs project, as well as giving also the news of the Multimodal Segment activation inside the Polo Inoltra consortium. Few words were also spent in memory of Nicola D'Arcangelo, former President of Polo Inoltra, who passed away a month before the event took place.

Umberto D'Annuntiis, in respresentance of the Abruzzo Regional Government, gave an introduction speech, bringing the salute of the Governor of the Region. Mr. D'Annuntiis pointed out as PNRR and regional plans are pointed at changing our society and to increase the attention to the transport industry. One of the actions is focused on expanding the Core Ten-T network, including Abruzzo region by connecting Ancona and Bari. Other actions are focused on the network development, including Interporto d'Abruzzo, rail networks, lines and ports.

Mosè Renzi, Director of Interporto d'Abruzzo, gave his opening salute by explaining how the dry ports infrastructures are key elements for the development of the territory.

Alberto Amoroso, Director of Sangritana, in his welcoming speech gave an overview of the activities of the Abruzzo historical company, operating for more than a century in the rail sector. Green transport services, made by rail, allow to cut emissions and to make logistics more sustainable.

Niccolò Berghinz, Head of External Relation of ALIS, the international association for sustainable transport, connected online, greeted all the participants to the event, by pointing out how important is ALIS for the sector. ALIS represents a wide range of actors, including 130 Short Sea Shipping routes, more than 200 rail connections, all connected to intermodal transport and digital transition. ALIS cluster is involved in reducing the number of trucks on main road networks, as this makes the environment more sustainable. Digitalization could also bring digital document of transports, that could mean cost-savings, making the chain more efficient. Such documents could include the e-CMR, improving the tracking of the goods and of the shipments. Intermodal services can only bring more efficiencies, less pressure on infrastructures, sustainability both on economical, environmental and social perspectives. ALIS mission is to make intermodality even more present.

2. DigLogs Overview and Results

Maurizio Cociancich gave his speech on the overview of the DigLogs project. Maurizio is also the CEO of a rail operator, Adriafer, pointing out that he followed the project on different perspectives, both from Elevante's perspective and from Adriafer's one.

Maurizio listed all the partners involved in the DigLogs project, their geographical area, the total project budget and the main activities brought forward. In particular, Maurizio focused the presentation on the desperate need for society for digitalization, in particular on the freight transport systems, and infrastructure development. Developing infrastructures as well as digitalizing processes will bring more traffic volumes and sustainability. In particular, Maurizio mentioned about trains and digitalisation. Trains do not need only infrastructures but also digital systems. Infrastructures must be created and developed based on the demand for infrastructures, and the demand is driven by the end-users, the Shippers. Infrastructures must be reliable and giving answers to the Shippers' needs.

DigLogs project aim is to digitalize, sharing information, making intermodal activities more sustainable. Lack of information, lack of reliability information, lack of partners' details on first and last mile services, all missing information that is affecting the development of new intermodal routes. It is essential to share information and reduce transit times. In order to do that I need to reduce waiting times at terminals, and I can do that by better using information, that can synchronize terminals, MTOs, wharehouses, carriers and rail operators. With simple information, DigLogs was able to adopt to change, using simple data in order to display that information sharing can improve the effectiveness of the service.

By increasing communication among the main sector operators, as well as developing logistic culture, the actions, decisions and potential of all the companies within the sector can be improved as the logistic processes are always giving new stimulus and perspectives, that is why it is such a complex sector, as it is always changing.

3. DelPlan - Polo Inoltra's Pilot Action

Marco Grifone presented Polo Inoltra's pilot action, named DelPlan, a deliveries planning system, a multimodal route planner to improve the reliability of intermodal services.

Marco presented the DelPlan, a multimodal route planner dedicated to intermodal freight services across Italy and Croatia. The necessity for such a system was needed as containers, swap bodies and intermodal semitrailers are today used in a real-time decision making process when drafting intermodal routes.

Intermodal routing options are sometimes subjective, and it is difficult to evaluate costs, transit times and emissions when making a decision.

The DelPlan system was based comparing maritime services, such as Ro-Ro and Ro-Pax ones, intermodal rail services, by comparing open access routes, and road services, standard hauliers services to connect first and last miles of DtD shipments.

DelPlan was buildt considering three different phases, the first one as a pre-shipment phase, mapping the ITUs available, with an intelligent data setting, the networks, in terms of Nodes and Legs, and their compatibility with the ITUs. The second step is the actual comparison, by selecting departing and arrival points, it is possible for the system to detect which available routes best suites the user's needs.

The second phase is during the shipment, allowing the user to re-calculate the options available taking into consideration eventual delays or service cancellations.

The third phase appens after the shipment with administrative and reporting activities after the transport took place.

Considering that the geographical coverage of the system is between Italy and Croatia, a test case was chosen, a chemical bulk shipment on a container from La Spezia port to Sisak industrial area, by giving all the intermodal options available. Options shown by the system for this service included rail and short-sea options for the intermodal routing.

The system architecture was also presented, with the algorithm considering the various travel nodes and legs.

On the test case, the options available for the Carrier are several. Is it better to ship a 20' or a 40' bulk container for the chemical powder. Considering the DelPlan system, Marco displayed on the screen the pilot system, adding a new request.

For the new request it is possible to insert a starting point and a delivery point, what is being shipped, in this case a bulk substance, and the transit times for the shipment. The system gives now the user the selection option for 20'-30'-40' containers, asking which ones to select.

If the user selects both 20', 30' and 40' containers, the system will provide for the two different options the costs, emissions and transit times per each option and service ITU.

Marco showed how different the results were in case the user would have selected a different service ITU. A 30' unit would have been used on a specific route, while a 20' and 40' may have been used on more routes.

Once selected the preferred route, the system keeps track of all the steps. If during the journey there has been a delay or an unplanned event that are disrupting my journey, the system helps the user to re-route the shipment. At the ended of the shipment the system provides the shipment report.

4. WMS4.0 - Elevante's Pilot Action

Chiara Sorice, remotely connected, gave the information in relation to the pilot action of Elevante. The system is a evolved WMS system, in future to be connected to a DSS system.

The system was developed with the Interporto Gorizia infrastructure partnership. Chiara mentioned that the system would help the connections among actors and the objectives of the system, two in particular, helping all actors of the intermodal logistic chain to become more integrated and efficient thanks to information sharing, the second being overtaking the challenges of intermodal transport related to first and last mile management.

Three different actors were involved in the system, the Warehouse Gate Manager, the member of the staff responsible for the registration of the loading bays and their requirements, the Warehouse Manager, responsible for the allocation of the loading slots, and the Carriers, managing the intermodal shipments.

The system will allocate the loading bays to the specific shipment, based on ITUs requirements and compatibility, time slots and allocated scales. The identified three actors will have their own interface, being capable of mapping or adding loading bays in the case of Warehose Gate Manager, with their loading or unloading capabilities, and the relative compatibility with the service ITU.

The second interface is dedicated to the Carrier Dashboard, where the carrier will be able to add a new loading or unloading request, with all the details connected with the means of transport, such as driver details, plates and other details. ITUs will be mapped in this interface, with the various variables to be selected for the loading or unloading operation.

Eventual ADR - Dangerous goods procedures will be included in the Carrier Dashboard with the UN codes, Kemler codes and other info.

Meanwhile, on the Warehose Manager Dashboard, the manager of the warehouse will be able to see what Carriers have requested for the day in terms of loading and unloading. The manager will be able to see which slots will be available and to allocate the slots to each service.

Once the loading bays will have been allocated by the Warehouse Manager, the Carrier on his dashboard will recevie the accepted operation. If an unexpected event will take place, or any issue would affect the established plan, the Carrier may ask to the Warehouse Manager for a "Green Slot", a sustainable way of receiving a fast track in order not to lose too much time due to intermodal unreliability.

At the Green Slot request made by the Carrier, the Warehouse Manager will receive the request and will need to process the information either by accepting it or by rejecting it. In case of accepting it, it will still be possible for the Warehouse Manager to make changes to the request and add information.

Once all validated, the Carrier will be able to see the decisions taken by the Warehouse Manager, with all the green slots accepted and rejected.

Finally, the Warehouse Manager will be able to access the main dashboard in order to check all the loading bays.

5. Event Break

Emanuela Di Luca, at the end of the presentation, in paying a tribute to the former President of Polo Inoltra, Nicola D'Arcangelo, gave a memorial plate to his daughter, present at the event.

Once greeted the audience, it was proposed a break.

6. Interporto d'Abruzzo - Infrastructure presentation

Mosè Renzi, Director of Interporto d'Abruzzo, gave a presentation about the state of the infrastructure of the dry port. First point was related to the TEN-T core network. The second point was related to the company profile, the main stakeholders and the plans of development for the near future.

Mr Renzi gave some references of the volumes of the statistics on rail cargo operations and the growth trend going over two percentage digits per year. At the same time, Mr Renzi gave reference of the key MTO operating in the hub and the various clients served by the infrastructure.

Digitalisation is also important for Interporto d'Abruzzo that developed a smart community of access control and operation interface of the infrastructure. The key-system in future for the digitalization on Interporto d'Abruzzo strategy is a community system similar to the PCS ones.

6. Sangritana - Rail Operator presentation

Sandro Imbastaro, head of the BU cargo for Sangritana, presented the activities of the Sangritana company, a rail operator based in Abruzzo and operating internationally on the Adriatic line.

Mr Imbastaro presented all the main clients services of key routes served by rail. The expansion of rail services proves the need for further digitalization processes and for infrastructure development.

Mr Imbastaro in particular was mentioning the various trains that are arranged nowadays, from intermodal trains to conventional automotive ones, as well as conventional oil and gas trains, other commodities and so on.

Sangritana main needs connected to growth, according to Mr Imbastaro, are strongly related to infrastructure limits. Line limits, infrastructure congestions, axial weights, modules and gabarits, make difficult the expansion of the rail connections and services. Despite so, thanks to the Interporto d'Abruzzo infrastructure it is still possible to arrange new trains.

7. Q&A Session

Marco Grifone conducted a Q&A session with the audience. The first intervention was made by Tauro Trasporti, a key stakeholder for the project, to which Marco asked about the challenges connected to LTL and intermodality. Tauro gave his confirmation of the necessity for digitalisation and need for trained staff, as intermodality is difficult to arrange. Another key point is connected to the phisical limits of the European terminals as most of them are congestioned.

Fabio Posalpi, manager of Honda manufacturing plant, had the second Q&A intervention, adding the key element of the intermodality serving the manufacturing plants in order to bring sustainability and valuating opportunities brought by intermodal transport.

Maurizio Cociancich had the third Q&A intervention bringing the story of Adriafer as local shunting operator in the port of Trieste, the main Italian intermodal port, one of the biggest in Europe.

Mosè Renzi concluded the Q&A session, with the necessity for intermodal transport in order to become more effective and sustainable, by adding digital systems, partnerships and networks, keeping always in mind the transit times and conditions that must be equivalent to the road services.

8. Event conclusion

Emanuela Di Luca thanked all the audience for attending and concluded the event.

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DigLogs

Digitalising Logistics processes

Interreg Italy - Croatia DigLogs — EUROPEAN UNION

Transizione Digitale ed Ecologica:
il contributo dell'Intermodalità e delle Tecnologie per l'innovazione

29 Novembre 2021 SALA VERDE C/O INTERPORTO D'ABRUZZO MANOPPELLO (PE)

Programma dei lavori:

09:30 - Registrazione dei Partecipanti
Registrazione Allievi ITS MO.ST Academy di Ortona

10:00 - Saluti
Alfonso Di Fonzo - Presidente Polo INOLTRA - ITS MO.ST
Mosè Renzi - Direttore Interporto d'Abruzzo
Alberto Amoroso-Presidente Sangritana Spa

10:30 - La Transizione Ecologica: il contributo di ALIS
Associazione Logistica dell'Intermodalità Sostenibile
Nicolò Berghinz - Resp. Svil, Relazioni Esterne & Public Affairs ALIS - Coord. ALIS Academy

11:00 - La Transizione Digitale nell'intermodalità: il progetto DIGLOGS
Interreg Italia-Croazia
Maurizio Cociancich - A.D. Adriafer-Servizi Ferroviari del Porto di Trieste - Elevante srl

11:15 - Tecnologie per l'Intermodalità Sostenibile: il progetto DIGLOGS
DigLogs - Pilota DelPlan e WMS4.0
Marco Grifone - Project Manager

11:45 - L'Intermodalità Sostenibile nella Programmazione Regionale 2021-2027
Regione Abruzzo
Umberto D'Annuntiis - Sottosegretario alla Presidenza e delegato ai Trasporti e Infrastrutture

12:00 - Tavolo di confronto con le Aziende del Territorio
Fabbisogni e Aspettative per il settore intermodale
Ospiti: FAS srl,STANTE Logistics srl,TAURO srl,SANGRITANA spa,INTERPORTO D'ABRUZZO

12:30 - I Servizi Intermodali dell'Interporto d'Abruzzo
Mosè Renzi - Direttore Interporto d'Abruzzo

13.00 - Chiusura Lavori

In ottemperanza alle disposizioni COVID-19, sarà consentito partecipare in sede, dotandosi di mascherina e Green Pass, o attraverso accesso video conferenza secondo quanto stabilito dall'art. 106 del D.L. 17 marzo 2020, n. 18, e.s.m.i..

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