

Pilot action final report

Port of Trieste

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1 Table of Contents

1.	Ex-ante situation – Background of the pilot action	3
2.	Pilot action description	3
3.	Stakeholders	12
4.	Impacts and replicability	12

1. Ex-ante situation – Background of the pilot action

As underlined in the TNA, the main feature of the Port of Trieste is represented by its legal status of Free Port, in application of the rules of the Paris Peace Treaty (Annex VIII). According to it, the Free Zones of the Port of Trieste enjoy the legal status of customs clearance exception and do not belong to the customs territory of the European Union.

In the design of the Port Community System PCS, called “Sinfomar”, it was necessary to consider the special legislative situation due to its status as a Free Port. The Free Port of Trieste currently includes five distinct Free Zones, three of which reserved for commercial activities (Old Free Zone, New Free Zone, Timber Terminal) and two used for industrial activities (Mineral Oils Free Zone, Zaule Channel Free Zone). As regards the customs regime, the Free Zones of the Port of Trieste enjoy the legal status of customs clearance exemption, which involves a whole series of beneficial operating conditions for the Free Port of Trieste. This is undoubtedly the biggest area of difference between the regulations of the Free Port of Trieste and national and EU ones.

Against this background, it is necessary to allow the free flow of goods between Free Zone areas also outside the Port areas and, at the same time, reduce the road congestion due to the increasing traffic flows, thus optimising the use of the existing infrastructures.

2 Pilot action description

The aim of the pilot action consists in creating a new module of the Sinfomar PCS, dedicated to the management of the movement of goods between external Free Zone areas outside the Port of Trieste, using data from existing cameras, both for rail and road transportation to ensure the traceability of goods.

The new module of the Sinfomar PCS would manage the goods arrived in a Free Zone area to be transferred to another Free Zone area using road or rail transportation in a controlled way, without implementing traditional customs operations, but using ICT procedures and tools (such as cameras or virtual gates).

This module would manage at the same time logistical data (e.g., plate of the trailer and semitrailer, type of vehicle, container number, train tracks,...), data to identify the subject responsible of goods (e.g., personal identification data of the driver and of the freight forwarder) and customs data (e.g., type of goods using HS (Harmonized System) standard, initial and foreseen final date of transport, weight, type of customs document, MRN (Movement Reference Number), ...).

Also, a complementary activity focuses on the extension of the PCS Sinfomar to manage the external buffer areas belonging to the zone under the control of the Port Network Authority of the Eastern Adriatic Sea. These areas are authorised spaces where vehicles directed to the Port of

Trieste can stop with the aim of a better and integrated management of the traffic flows to the Port of Trieste and to track in advance the vehicles (through the utilisation of the pre-arrival notification). The buffer areas are of different types: public (such as the Interporto di Trieste – Ferneti), Free Zone areas (such as the Industrial Free Zone called FREEeste) and private ones. In accordance to the activity already foreseen, this extension of the PCS would allow the management of such external areas and the movement of goods between them and the Port of Trieste.

The activities related to the first pilot action started in December 2019 and finished in July 2020, while the activities related to the second pilot action closed in October 2020.

Since January 2020 internal meetings have been organised to analyse the details of the current scenario and to define the specifications of the new module to be created in Sinfomar. As highlighted in Section 1 of the current document, the peculiarity of the Port of Trieste, as an International Free Zone Area, has to be carefully taken into account in the implementation of the activities. The Port Network Authority is the body entrusted with the management and control of all Free Zone areas in the territory of the province of Trieste and the activities carried out in PROMARES project exploit the outputs achieved in another project, named “ISTEN – Integrated and Sustainable Transport in Efficient Network”, co-financed by the Adrion Programme. Thanks to the synergy between the two projects, some functionalities to manage Free Zone areas through the Sinfomar PCS are already under definition and development. More specifically, additional functionalities are established in Sinfomar concerning the management of pre-arrival notifications in the Free Zone areas, management of vehicles in the Free Zone areas and management of vehicles directed to the port of Trieste using and without using a customs corridor.

At the beginning of March 2020, a first meeting with an external stakeholder was held to agree on the organisation of deployment activities and next test phases. The selected stakeholder is a terminal operator, specialised in the movements of metal products, that has an internal department dedicated to customs operations and it is based in the Old Free Zone area.

Due to the lockdown period caused by Covid-19, the activities with this stakeholder were slightly delayed, therefore other external free zone areas have been taken into consideration in the pilot action: the inland terminal “Interporto di Trieste – Ferneti” and the FreeESTE areas.

Hereafter, some screenshots taken from the PCS Sinfomar are presented to explain the reached results.

At operative level, to properly utilise the functionalities enabled in the module “External Free Zone Areas” (literally “Punti Franchi Esterni”) in the PCS Sinfomar, it is necessary to update the registry of the warehouses in Sinfomar, by registering in the PCS the data concerning the free zone area/s.

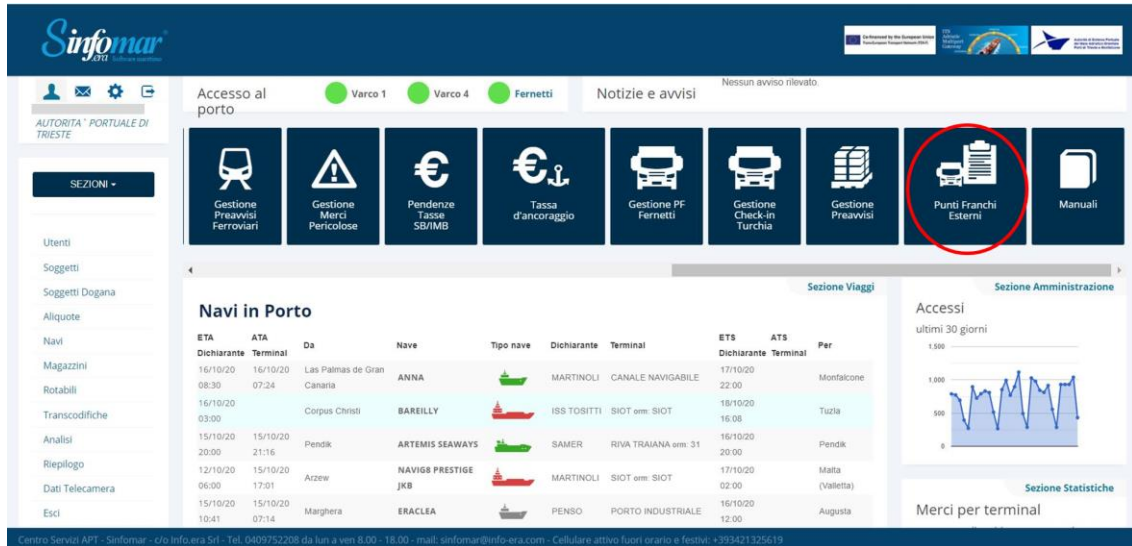


Figure 1: PCS Sinfomar homepage

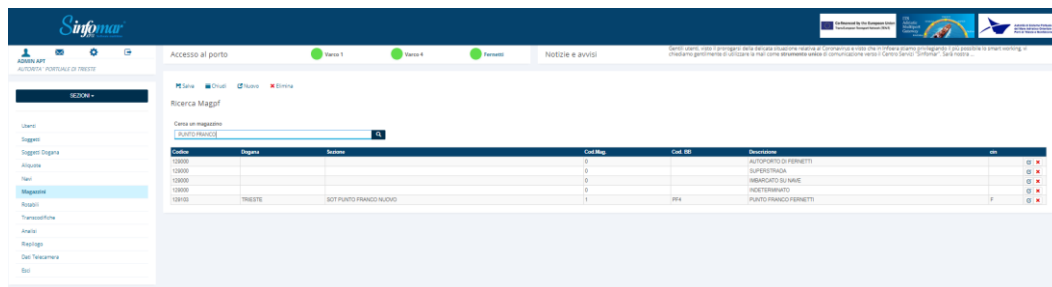


Figure 2: Research of a warehouse in a free zone area

Then, the processes are based on the concept of “pre-arrival” that is a declaration made by the local representative of the carrier or by the carrier itself. The pre-arrival collects data of three different types: (i) logistical; (ii) customs related; (iii) about the driver. The customs data concern details relevant from the customs point of view in relation to the goods to be loaded or unloaded from a warehouse in a free zone area.

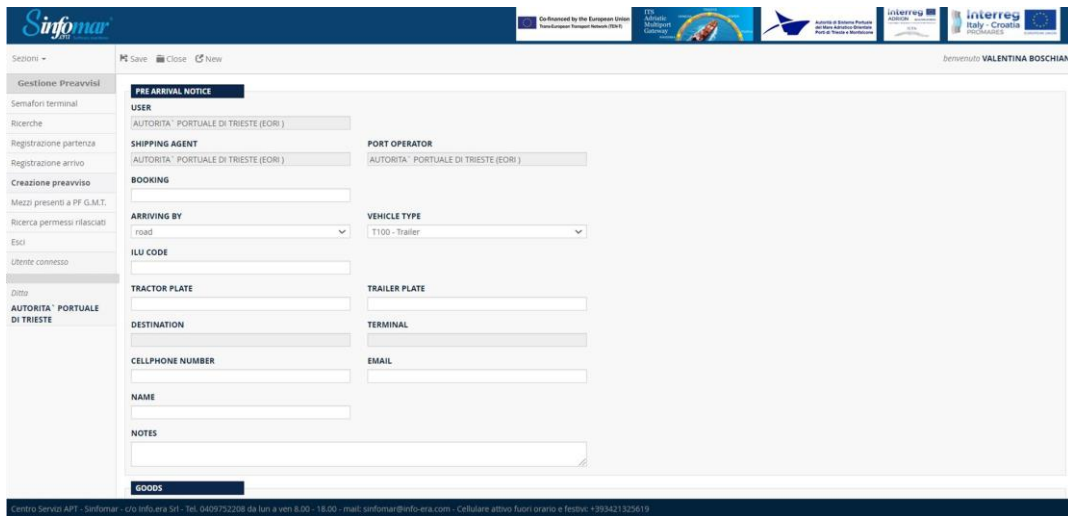


Figure 3: Pre-arrival notification module in Sinfomar

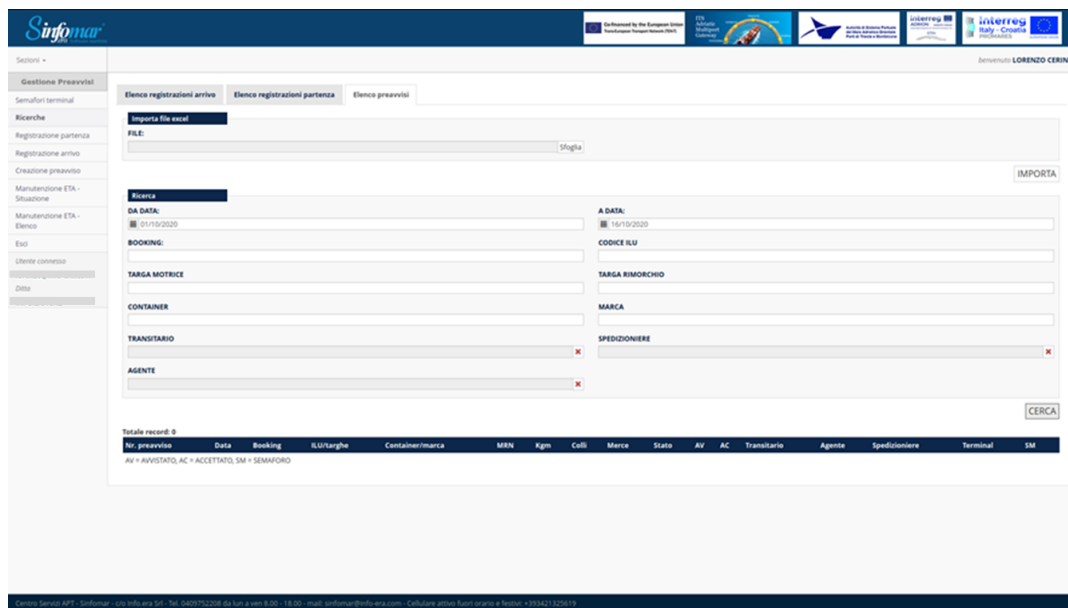
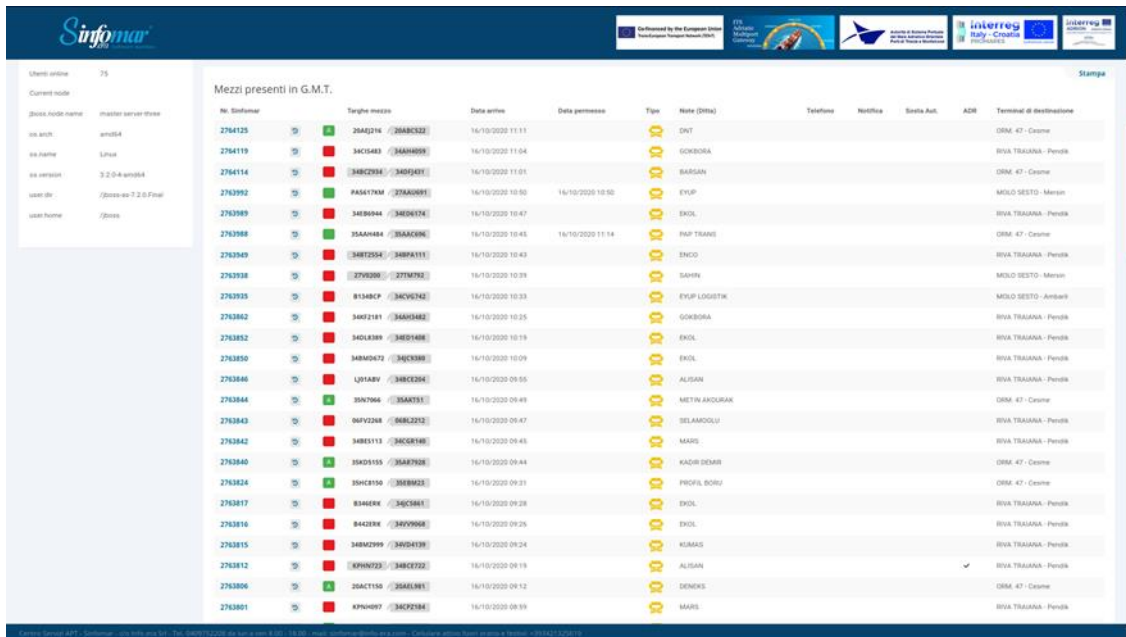


Figure 4: Research function for pre-arrival notifications

As shown in Figure 5 below, it is possible to use a research function to find out all the data declared in a pre-arrival notification for a specific truck as well as to visualise the authorisation to be transferred to a different logistical area (virtual traffic light green or red) and also to monitor the accesses in a specific free zone area.



Nr. Sinfomar	Targhe mezzo	Data arrivo	Data permesso	Tipo	Note (Ditta)	Telefono	Notifica	Servizi Aut.	ADR	Terminal di destinazione
2764125	26A2374 - 38AB322	16/10/2020 11:11		OK	DNT					DRM - 47 - Cremona
2764119	34C5483 - 34AH409	16/10/2020 11:04		OK	GOKBORA					RIVA TRAIANA - Peneda
2764114	338C294 - 34D5431	16/10/2020 11:01		OK	BARGAN					DRM - 47 - Cremona
2762992	PA547K4 - 37AA091	16/10/2020 10:50	16/10/2020 10:50	OK	EYUP					MILO SESTO - Merano
2762989	34E6044 - 34D6174	16/10/2020 10:47		OK	EROL					RIVA TRAIANA - Peneda
2762988	35AAH84 - 34AAC96	16/10/2020 10:45	16/10/2020 11:14	OK	IMP TRAME					DRM - 47 - Cremona
2762949	34E2954 - 34HP411	16/10/2020 10:43		OK	ENCO					RIVA TRAIANA - Peneda
2762938	37F9206 - 37TM792	16/10/2020 10:39		OK	SAHN					MILO SESTO - Merano
2762935	81348CF - 34CV642	16/10/2020 10:33		OK	EYUP LOGISTIK					MILO SESTO - Merano
2762862	34C2191 - 34AG142	16/10/2020 10:25		OK	GOKBORA					RIVA TRAIANA - Peneda
2762852	34CL839 - 34E9148	16/10/2020 10:19		OK	EROL					RIVA TRAIANA - Peneda
2762850	34M0472 - 34C3389	16/10/2020 10:09		OK	EROL					RIVA TRAIANA - Peneda
2762846	LQ148V - 34C4204	16/10/2020 09:55		OK	ALISAN					RIVA TRAIANA - Peneda
2762844	35A7064 - 35AA351	16/10/2020 09:49		OK	METW AJOURAK					DRM - 47 - Cremona
2762843	00FV284 - 34B1232	16/10/2020 09:47		OK	SELAMODLU					RIVA TRAIANA - Peneda
2762842	34E5113 - 34C8148	16/10/2020 09:45		OK	MARI					RIVA TRAIANA - Peneda
2762840	35K2515 - 35AA708	16/10/2020 09:44		OK	KADIR DEMIR					DRM - 47 - Cremona
2762824	35HC8104 - 34E8W22	16/10/2020 09:31		OK	PROFIL BORU					DRM - 47 - Cremona
2762817	8146ER4 - 34C3881	16/10/2020 09:28		OK	EROL					RIVA TRAIANA - Peneda
2762816	8443394 - 34V0908	16/10/2020 09:25		OK	EROL					RIVA TRAIANA - Peneda
2762815	34M2999 - 34D4139	16/10/2020 09:24		OK	KUMAS					RIVA TRAIANA - Peneda
2762812	8PHN722 - 34C3722	16/10/2020 09:19		OK	ALISAN					RIVA TRAIANA - Peneda
2762806	35ACT150 - 35AA181	16/10/2020 09:12		OK	DENERS					DRM - 47 - Cremona
2762801	8PHN897 - 34C3734	16/10/2020 09:09		OK	MARI					RIVA TRAIANA - Peneda

Figure 5: Trucks in a specific free zone area (“GMT - Old Free Zone area”)

By opening the link associated to the Sinfomar number of a selected truck it is possible, for the terminal, to confirm the arrival (also by using data detected by devices such as OCR cameras, documents and passports readers, at gates).

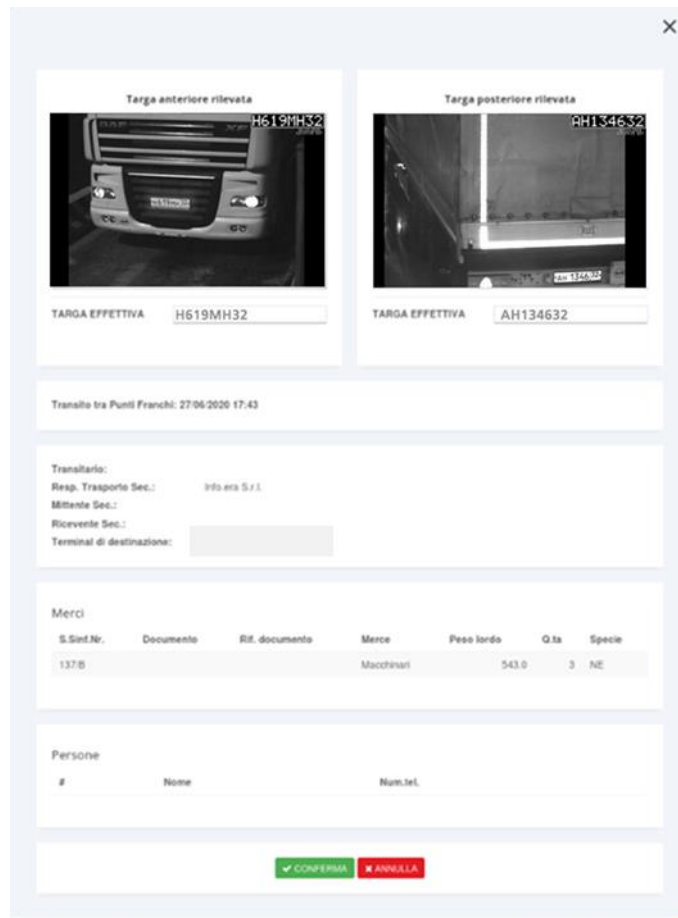


Figure 6: Detection of data at gates

In addition, it is possible to visualise the details of the goods transported by a specific truck, as show in Figure 7 below.

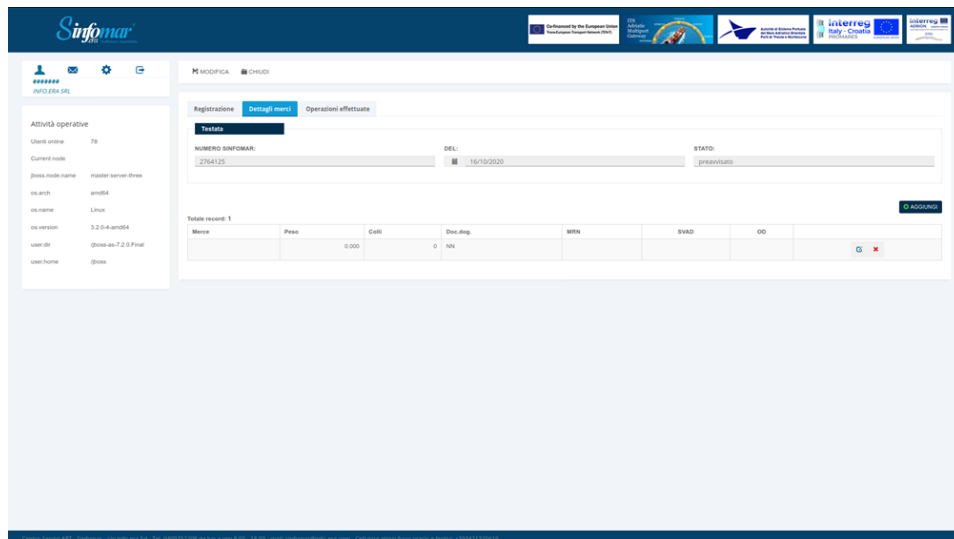


Figure 7: Details on transported goods

During the development of the pilot activities, drawbacks or particular problems have not been recognised. On the contrary, the deep analysis of the activities to be carried out let the identification of the second pilot action that is strictly related to the overall goals of the pilot. This second pilot, as anticipated, focuses on the extension of the PCS Sinfomar to manage the external buffer areas belonging to the zone under the control of the Port Network Authority of the Eastern Adriatic Sea. In particular, the pilot action focuses on the private external buffer areas that are named as “Authorized Buffer Area – A.B.A.”. Hereafter, the main activities carried out are listed:

- Definition of the official regulations and guidelines: the General Secretary of the Port Network Authority of the Eastern Adriatic Sea approved the guidelines that have been sent to all the operators that stated their interest to be authorized to operate as “A.B.A”. These guidelines indicate the rules to be applied and the processes to be followed to obtain the authorization;
- For the time being, the Port Network Authority of the Eastern Adriatic Sea officially received five complete requests. All of them are positively evaluated and five operators are authorized to be “A.B.A” to manage, accordingly to the guidelines and established rules, the road traffic of Ro-Ro trucks directed to the Port of Trieste;
- In addition to the guidelines, an operative manual (see attachment) has been prepared. It has been presented in a dedicated meeting with the operators (on the 30th July 2020) and

- distributed to them. Moreover, specific training activities have been performed directly in the offices of the different authorized operators;
- Constant support is offered to the operators in order to use properly the PCS Sinfomar and to align their operations to manage the traffic flows in accordance to the availabilities of the port terminals and the department of the Port Network Authority of the Eastern Adriatic Sea dedicated to the management of the road traffic.

The results gained with this pilot actions have important impact on the Port Community, since this initiative helped to support the management of the traffic in a particular period like the lockdown caused by the Covid-19. Therefore, this action is really appreciated by the operators. Figures below show the screenshots taken directly from the PCS Sinfomar.

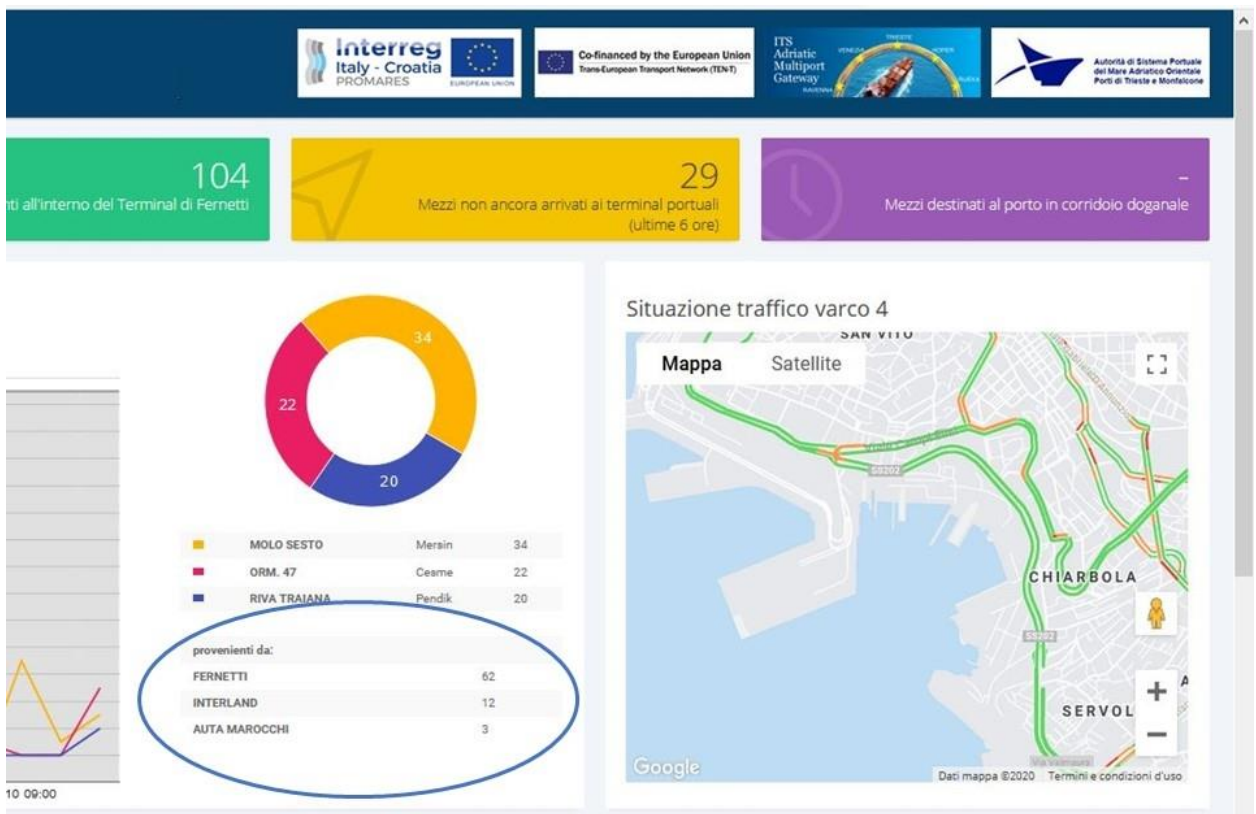


Figure 8: Details on the trucks arriving from the different buffer areas

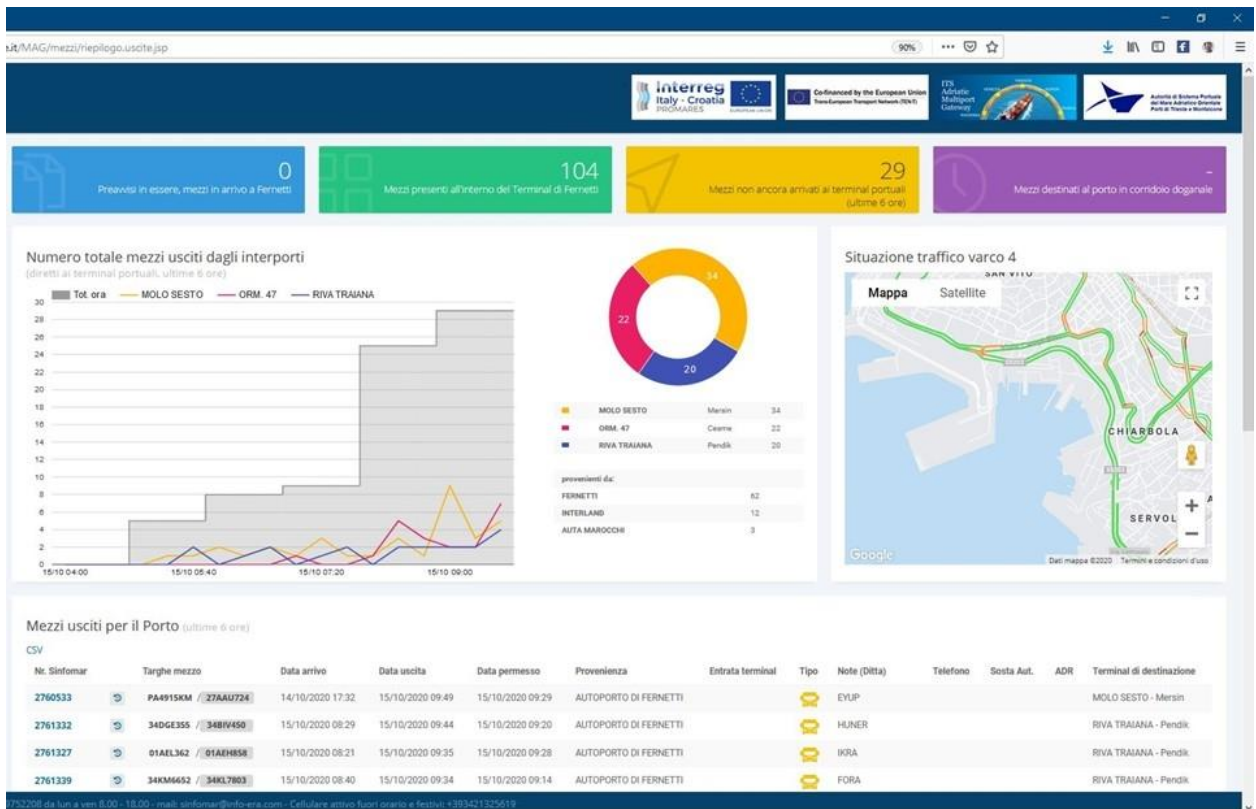
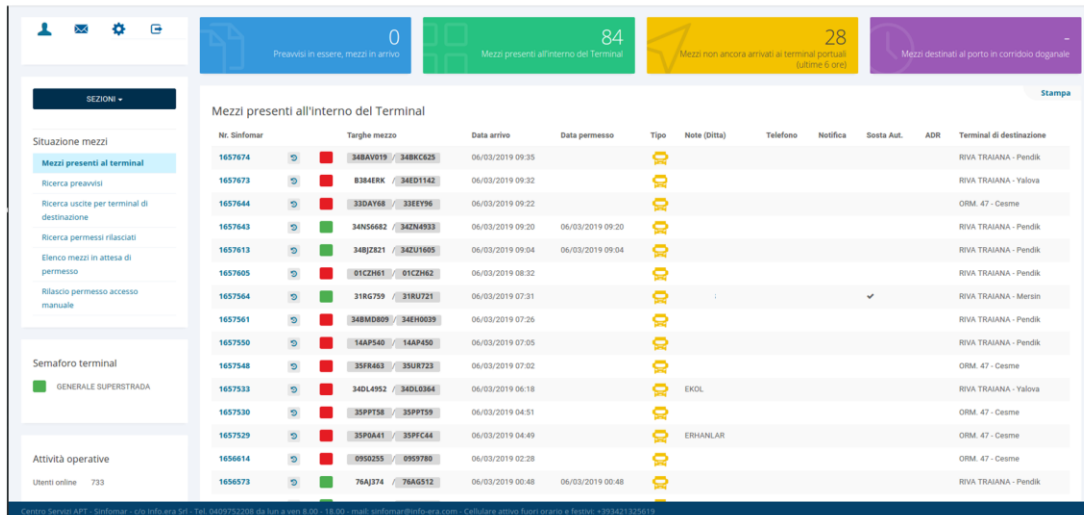


Figure 9: Summary of the trucks arriving in the port terminals from the external buffer areas



Nr. Sinfomar	Targhe mezzo	Data arrivo	Data permesso	Tipo	Note (Ditta)	Telefono	Notifica	Sosta Aut.	ADR	Terminal di destinazione
1657974	38BAV919 / 34BKCK25	06/03/2019 09:35								RIVA TRAIANA - Pendik
1657973	8384ERK / 34ED1142	06/03/2019 09:32								RIVA TRAIANA - Yalova
1657644	33DAV68 / 33EY96	06/03/2019 09:22								ORM 47 - Cesme
1657643	34NS6682 / 34ZM4933	06/03/2019 09:20	06/03/2019 09:20							RIVA TRAIANA - Pendik
1657613	34BZ821 / 34ZU1605	06/03/2019 09:04	06/03/2019 09:04							RIVA TRAIANA - Pendik
1657605	01CZH81 / 01CZH62	06/03/2019 08:32								RIVA TRAIANA - Pendik
1657564	31RG759 / 31RU721	06/03/2019 07:31								RIVA TRAIANA - Mersin
1657561	34BMD05 / 34EH0039	06/03/2019 07:26								RIVA TRAIANA - Pendik
1657550	14AP540 / 14AP450	06/03/2019 07:05								RIVA TRAIANA - Pendik
1657548	35FK463 / 35UK723	06/03/2019 07:02								ORM 47 - Cesme
1657533	34DL4952 / 34DL0364	06/03/2019 06:18			EXOL					RIVA TRAIANA - Yalova
1657530	35PP158 / 35PP159	06/03/2019 04:51								ORM 47 - Cesme
1657529	35POA61 / 35PF444	06/03/2019 04:49			ERHANLAR					ORM 47 - Cesme
1656614	0950255 / 0959780	06/03/2019 02:28								ORM 47 - Cesme
1656573	76AJ374 / 76AG512	06/03/2019 00:48	06/03/2019 00:48							RIVA TRAIANA - Pendik

Figure 10: Extract from the operative manual for the “A.B.A.”

3 Stakeholders

Stakeholders – e.g. freight forwarders, terminal operators, Customs Agency, Financial Police – have been kept constantly updated about the implementation of the activities through informal ad-hoc communication actions.

4 Impacts and replicability

The impacts are:

- 1) the increase of data accuracy and the certification that goods moving between Free Zone areas do not change path;
- 2) reduction of road congestion due to the increase in traffic flows and optimisation of the use of the current port infrastructures.

The pilot action is fully replicable in other contexts, even beyond the Programme Area.