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European Regional Development Fund - Instrument for Pre-Accession II Fund

ADRIPASS

Integrating multimodal connections in the Adriatic-Ionian region

Partners, Objectives and Results

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The Partners, the objectives and the project results of ADRIPASS

Enhancing accessibility across the Adriatic-Ionian region

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Barbara Di Piazza
Head of ADRION Joint Secretariat

Strengthening regional connectivity to develop tomorrow's infrastructures

Transportation and mobility play an important role for the cohesion of the Adriatic-Ionian region. Indeed, better connectivity leads to an improved accessibility for people and goods, more equal opportunities in peripheral and less advantaged areas and increased chances for economic growth. However, connectivity must not be identified with infrastructures only: equal relevance should be given to the implementation of soft measures which can amplify the potential of the existing infrastructures. European Territorial Cooperation effectively supports the implementation of those measures between regions from EU and non-EU Member States, allowing international

partners to exchange and increase synergies in a sector where borders need to be crossed, and distances are to be shortened. In particular, the ADRION Programme, one of the 15 Transnational European Territorial Cooperation programmes of the period 2014-2020, supports the funding of studies and analysis as well as pilot actions which can ease the planning and the development of the infrastructures of tomorrow.

Connectivity requires strong synergies with surrounding countries and at regional level. This is the reason why the project ADRIPASS, one of the current 10 projects funded under the Priority Axis "Connected Region", is a good example of cooperation at work. Thanks to a multilevel partnership, comprising of Universities, Port's Authorities, regional and international public bodies based in all the eight Partner States of the Programme, the project could look at connectivity in a multidimensional way: from maritime transport to border-crossing and hinterlands connectivity. The project methodology was also a key factor for its success due to its combination of theory and practice. Thanks to its pilot actions in five selected ports, such as Koper, Ploce, Bar, Durres and Igoumenitsa, the project was able to direct its focus on the Port Community Systems, which are paramount tools for improving operability at nodes and along the logistics chains.

Moreover, ADRIPASS clearly promoted institutional and stakeholders permanent cooperation in order to provide concrete actions to support the EUSAIR strategy. For instance, the contribution given by the project on the upgrading of the TEN-T network brings in one of the most important issue for strengthening connectivity at regional level as well as to enhance the enlargement process and make it more effective.

We are confident that the combinations of these factors allows the project to transfer its findings and know-how to interested and relevant policy makers, encouraging the future decision making process in a sector which is crucial for untapping the economic and social growth potential of the territories.

TRANSPORT COMMUNITY

Alain Baron
Interim director of the Transport Community Treaty Permanent Secretariat

Better use of the multimodal capacities of the Adriatic-Ionian region

Dear reader,

The Transport Community Permanent Secretariat has been set up a bit more than a year ago.

The Transport Community's aim is to improve the efficiency of the operations along the Network in view to create a unique Transport Market gathering EU MS and Western Balkan partners. To that end, a greater coordination and collaboration on specific issues among the regional partners, but also on a level of the **macro region** – with the involvement of the EU neighbouring countries - is crucial in order to ensure coherence between the EU policies and the region's priorities. Given the nature of the multimodal transport and logistics, it is certainly an advantage to have a transboundary approach, as exercised under **ADRIPASS project**. **ADRIPASS** greatly contributed to learning, sharing practices and expertise but also on sharing and better using the capacities of the multimodal infrastructure, and improving the overall logistic corridor performances.

The **ADRIPASS** Transnational Action Plan shares, in this context, many elements with the TCT Transport Facilitation Action Plan which aims at removing the obstacles at internal and external borders to improve the overall connectivity of the region. During the COVID-19 sanitary crisis, the infrastructure gap at certain Border Crossing Points (BCPs) between EU MS and Western Balkan partners has been a critical element to which more attention should be paid in the future.

The outcome of **ADRIPASS** and in particular the infrastructure needs identified in that framework will therefore be considered when elaborating a comprehensive regional plan to modernise the existing infrastructure aiming to remove physical and technical barriers between the partners and expanding the use of

digital equipment.

Still, the Strategy for enhancement of multimodal transport efficiency and competitiveness of the transport sector in the Adriatic-Ionian region, as one of the deliverables of the **ADRIPASS** project, will serve as a significant tool for the Permanent Secretariat in setting the frames for a well-coordinated multimodal transport policy that should benefit to the whole South East Europe. It will also be used as a basis for implementing set of measures targeted at balanced development of the transport modes and their integration into a modern, rational and efficient transport system, and by this, contributing to the overall aim of the **Adriatic-Ionian Macro-regional strategy**.

The TCT will definitely promote the "unlocking" of the South East Europe through a regional approach addressed to EU MS and Western Balkan partners. Only through a strong cooperation and common understanding of the transport policy goals it will be possible to develop an efficient multimodal system covering the whole Adriatic-Ionian region.

Transport in the region, is however, not only a question of cooperation but, more and more, of an integration of systems and networks. **The ADRIPASS project showed the way to follow, the Transport Community will implement it.**

**EU Strategy for the Adriatic and Ionian Region
EUSAIR**

Pierluigi Coppola
EUSAIR Pillar 2 (Transport) Coordinator

Transport Priorities of the European Strategy for the Adriatic and Ionian region (EUSAIR)

The **European Strategy for the Adriatic-Ionian Region (EUSAIR)**, adopted by the Commission in 2012, intends to promote growth and economic cooperation between Countries and to improve attractiveness, competitiveness and cohesion of the Region. In particular, EUSAIR involves **5 non-EU Countries** (Albania, Montenegro,

North-Macedonia, Serbia and Bosnia-Herzegovina) and **4 Member States** (Italy, Croatia, Greece and Slovenia), and represents, for non-EU countries (candidates and candidates interested in joining EU) an extraordinary opportunity for capacity building and co-operation with the Member States in the process of integrating the Western Balkans into the European Union started with the "Berlin Process" (https://berlinprocess.info/).

EUSAIR is based on four major thematic areas, so-called "**Pillars**", each coordinated by a pair of countries (EU Member State and non-EU Country):

- Pillar 1 "Blue growth": Greece and Montenegro
- Pillar 2 "Connecting the Region": Italy, Serbia and, as of 2020, North-Macedonia
- Pillar 3 "Environmental quality": Slovenia and Bosnia Herzegovina
- Pillar 4 "Sustainable tourism": Croatia and Albania.

Pillar 2 includes two different sub-Groups: the one on Transport; the other dealing with Energy networks. The Transport sub-group has agreed to develop a **Transport Master Plan of the Adriatic-Ionian Region**, with the aim of implementing the EUSAIR Strategy through the identification of a common vision of the transport system for the Region, facilitating the activation of adequate resources for innovative, up-to-date and environmental-friendly projects and mobility policies.

EUSAIR Pillar 2 Transport Sub-Group has already shortlisted some priority actions among those included in the Action Plan, related to maritime transport and intermodal connections, namely:

- Improving and harmonizing traffic monitoring and management
- Developing ports, optimizing port interfaces, infrastructures and procedures/operations
- Developing the Western Balkans comprehensive network
- Developing motorways of the sea
- Cross-border facilitation

In accordance with the above priorities, a set of measures

and project proposals of macro-regional relevance (so called "EUSAIR-labelled") have been identified and submitted to appropriate stakeholders for further development and funding, in order to contribute to share ideas and information about sustainable transport solutions and to stimulate policy dialogue between decision makers, industries, universities and the civil society in the Adriatic-Ionian Region.

ADRIPASS project, aiming at analyzing physical and non-physical bottlenecks on the Trans European Transport Networks (TEN-T) corridor sections of the Adriatic and Ionian Region, where most Border Crossing Points (BCPs) are located and aiming at testing specific Information and Communication Technology (ICT) solutions for streamlining freight transport, ADRIPASS is consistent with the above priorities. In fact the project has been "EUSAIR-labelled" in 2017 for the relevance that an ICT action plan could have for improving multimodal transport in the region and also for setting standards which may be replicated to Electronic Data Interchange interfaces at BCPs.

ADRIPASS project can contribute at the overall goal of EUSAIR Pillar 2 to create a seamless, harmonized and competitive transport system facilitating regional and local connections and, in so doing, contributing to developing a cohesive and inclusive region. ADRIPASS strategy for the enhancement of multimodal transport efficiency and competitiveness, planning capacities of transport stakeholders (port terminal/logistic operators, freight forwarders, railway companies) and national and European policymakers (Ministries of Transport, European Commission, TEN-T Corridor coordinators) will significantly improve the multimodal transport accessibility and network efficiency in the Region.

ADRIPASS
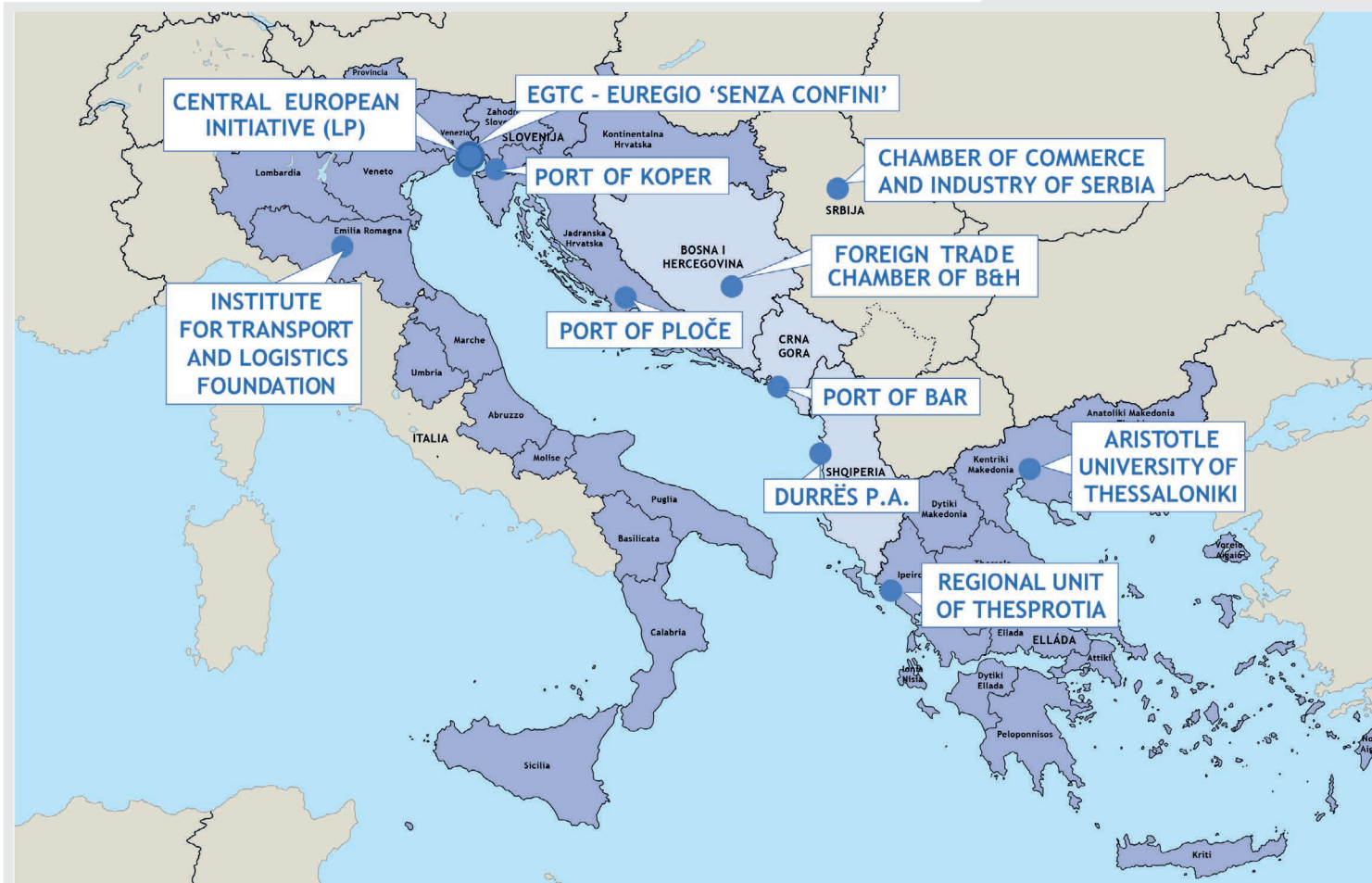
Figure 1   *Project partners and their location in the Programme Area*

Project Partners

Central European Initiative
Executive Secretariat (Italy)
Lead Partner

Institute for Transport
and Logistics Foundation
(Italy)

Chamber of Commerce and
Industry of Serbia
(Serbia)

Aristotle University
of Thessaloniki
(Greece)

Regional Unit of Thesprotia
Region of Epirus
(Greece)

Port of Koper
(Slovenia)

Durrës Port Authority
(Albania)

Ploce Port Authority
(Croatia)

Port of Bar
Holding Company
(Montenegro)

Foreign Trade Chamber
of Bosnia and Herzegovina
(Bosnia and Herzegovina)

GECT Euregio Senza Confini[r.l.]
EVTZ Euregio Ohne Grenzen[mbH]
EGTC (European Grouping of Territorial Cooperation)

Part I *About ADRIPASS*

Paolo Dileno
Project manager of the Lead Partner - Central European Initiative – Executive Secretariat (CEI)

The ADRION region is characterised by imbalanced level of infrastructural development, fragmentation of legislative and institutional framework and insufficient communication and coordination among freight operators at corridor level. This situation hinders the development of efficient multi-modal and environmental friendly transport and logistic chains, leaving road transport as the only available solution for the transport of goods.

For this reason 11 project partners from the Adriatic-Ionian area designed the ADRIPASS project (Integrating multimodal connections in the Adriatic – Ionian region) to tackle the above mentioned problems by analysing physical and non physical barriers along the corridors, by testing soft measures in some of the main ports as well as by introducing administrative improvements at border crossings, hence increasing transport efficiency between the port and its hinterland, ensuring better communication among stakeholders.

The general aim was to improve planning capacities of transport stakeholders and policy makers facing the strategic and operational perspective. This would consequently ensure the improvement of connections between the coast and the hinterland o boost growth and economic development of the transport sector in the ADRION region.

First of all, partners performed an analysis on physical and non-physical bottlenecks on the Trans European Transport Networks (TEN-T) corridor sections of the ADRION region, with a specific focus on those recently extended to the Western Balkans, where most Border Crossing Points (BCPs) are located. After analyzing a significant number of ADRION ports, interports, inland waterway ports as well as road and rail BCPs, the information collected allowed Project partners not only to identify the main problems affecting these nodes but also to group and prioritize the potential mitigation measures. Considering the importance

of Information and Communication Technologies in improving the efficiency of the logistic chains and in streamlining freight transport, a specific focus was also addressed to the implementation of concrete actions in 5 selected ports/regions.

More specifically, the ports of Koper, Ploce, Bar, Durres and the region of Epirus in cooperation with the Port of Igoumenitsa concentrated on analyzing and developing ICT tools as well as upgrading their Port Community Systems, which are the key ICT tools for the exchange of information between and among operators, clients, national customs and other authorities.

ADRION region will benefit from the results of the above-mentioned activities thanks to the replicability of concrete project tools as the transnational action plan for transport facilitation in the Adriatic-Ionian region and the Information and Communication Technology action plan for improving multimodal transport in ADRION regions.

Hence, to ensure the capitalization and further sustainability of these results, ADRIPASS partners, in cooperation with their associated partners will set up an enduring multilevel and multidisciplinary transnational cooperation network, simultaneously and innovatively combining a bottom-up and top-down approach at BCPs, will then guarantee an important impact on the relevant area.

Thanks to the network and in particular through the transnational ADRIPASS strategy for the enhancement of multimodal transport efficiency and competitiveness, capacities of transport stakeholders (port terminal/logistic operators, freight forwarders, railway companies) and national and European policymakers (Ministries of Transport, European Commission, TEN-T Corridor coordinators) will be significantly improved, since all of them are facing the same challenges concerning the multimodal transport accessibility and network efficiency on the TEN-T Corridor sections in the ADRION region (from the port to the hinterland). The ADRIPASS project is cofunded under Interreg ADRION programme with a total budget of 1.423.893,50€.

Part II

ADRIPASS Partners and their contribution to improve planning capacities of transport stakeholders and national and European policymakers

PP1 – LP - Central European Initiative – Executive Secretariat (CEI)

Established 30 years ago, and located in Trieste, Italy, Central European Initiative – Executive Secretariat (CEI-ES) is an intergovernmental regional forum, the oldest and largest regional organisation, committed to supporting European integration of non-EU countries through cooperation between and among its Member States and with the European Union, other interested public institutions or private and non-governmental organisations (NGOs), as well as international and regional organisations. In order to offer a solid contribution to European integration it combines multilateral diplomacy and project management, both as donor and recipient, and brings together 17 Member States form Central, Eastern and Southeast Europe. According to its Plan of Action 2018-2020, its member countries gave it mandate to participate in activities in the field of Connectivity: contributing to the rehabilitation and development of transport infrastructure as a catalyst of international trade, investments and economic development.

The CEI-ES has over 15 years' experience in EU co-financed projects in terms of both participation and management. Since 2004, the Secretariat participated in 37 projects, acting as Lead Partner in 8 of them. Currently, the CEI-ES is involved in 16 EU co-funded projects, acting as LP in 5 of them: CONNECT2CE (Interreg CENTRAL EUROPE), ADRIPASS (Interreg ADRION Programme), CELEBIO (H2020), PRE-RIGHTS (DG JUSTICE) and FORTIS (Interreg CBC Italy – Slovenia). The CEI-ES has also twenty years' experience in the management of its own funds and programmes, i.e. the CEI Know-how Exchange programmes, CEI Technical Cooperation supported by the CEI Fund at the European Bank for Reconstruction and Development and the CEI Cooperation Fund.

The CEI-ES is the Lead Partner of the ADRIPASS project and it is responsible for its overall coordination, day-to-day project management, as well as financial and risk management. ADRIPASS represents a powerful tool for the implementation of the CEI's mission of contributing to the EU integration, where the transport policies leading to major European connectivity are a central topic on its agenda. Indeed the CEI promotes the facilitation of border-crossings and the use of ICT as soft measures favoring countries integration and legislation harmonization.

PP2 - Institute for Transport and Logistics Foundation (ITL)

The Institute for Transport and Logistics Foundation (ITL) is a no-profit public research body established in 2003. Its mission is to contribute to the development and promotion of the transport and logistics system in Emilia-Romagna Region (Italy), through research, consultancy and training activities. ITL's shareholders are the Emilia-Romagna Region, Local Authorities, the Universities in Emilia-Romagna and Ravenna Port Authority. ITL develops research, pilot & study activities in cooperation not only with public authorities, supporting policies set up, implementation and monitoring, but also with business players in the following main fields: city logistics, supply chain management, logistics platforms and multimodality, sustainable mobility, transport services development and optimization, transport corridors and TEN-T networks, logistics market positioning and development, ICT for freight and passengers transport, logistics outsourcing, territorial marketing in logistics, seaport and hinterland logistics systems. ITL is very active in research activities at international level and has strong ties with a wide and international research community. Indeed, ITL holds the presidency of the OPEN ENLoCC Network, composed of about 20 Logistics Competence Centres around Europe.

In ADRIPASS, ITL has brought the attention of the Emilia Romagna Region and especially on the hinterland connections from

the Port of Ravenna and the Bologna freight village (Interporto). Being a research institute, ITL did not develop any pilot action but it had a very active role in the research activities, i.e. on the analysis of the bottlenecks on the TEN-T corridors in the ADRION region and on the identification of the measures to take for overcoming the bottlenecks. In particular, ITL was responsible of the report on transnational best practices concerning ICT tools for improving multimodal transport in ports and at BCPs, and of the transnational action plan for transport facilitation in the ADRION region, one of the key deliverables of the whole project.

PP3 - Chamber of Commerce and Industry of Serbia (CCIS)

The Chamber of Commerce and Industry of Serbia (CCIS) is an independent professional business association promoting the interests of enterprises, entrepreneurship and other forms of organizations involved in economic activity on the territory of the Republic of Serbia and bound by common business interests.

In the transport sector, CCIS is a national leader in representing the general interests of the economy and its needs by participating in the drafting of strategies and legislation, implementing various projects, delivering training and education, being dynamically involved in the work of international transport and logistics organizations, and being involved and actively present in governmental and inter-governmental bodies and institutions.

Within ADRIPASS, CCIS has an active role in data collection and creation of the Transnational Action Plan for Transport Facilitation in the Adriatic-Ionian Region as well as supporting the ICT Action Plan for Improving Multimodal Transport in the ADRION Region. A further, central role of CCIS is to coordinate and ensure the implementation of the ADRION transnational institutional cooperation, as the responsible partner for this activity, with full support and contributions of the whole partnership.

The main expected benefits are to present the current situation and contribute to the planning capacities of the competent authorities, especially the Ministry of Construction, Transport and infrastructure of the Republic of Serbia as an Associated Partner. On the other hand, to contribute to and benefit companies who operate in the Transport and Logistics sector through a better understanding of freight transport flows, defining of regional bottlenecks and providing solutions to the present situation. Moreover, the results of the project will contribute to mutual cooperation in the region and a higher level of exchange of good practices and experiences through the implementation of innovative solutions. In this way, as the most significant business association in Serbia, CCIS will provide to all members through the creation of strategies and plans to facilitate Transport and Trade operations at a national and regional level.

PP4 - Aristotle University of Thessaloniki-Special Account for Research Funds (AUTH)

Founded in 1925, the Aristotle University of Thessaloniki (AUTH) is the largest university in Greece. It consists of 41 Faculties and Schools serving a wide spectrum of scientific fields. The School of Rural and Surveying Engineering of the Faculty of Engineering deals with a broad, multidisciplinary field of geosciences and applied engineering, including Transportation. Its Laboratory of Transportation Planning, Transportation Engineering and Highway Engineering, due to its vast experience gained through participation in numerous national and international research and territorial cooperation projects, is leading the 'Integrated multimodal transport' Working Package activities that deals with physical and non-physical obstacles at Border Crossing Points (BCPs) and on transport flows by means of direct surveys, desktop research and partners' inputs on the TEN-T Corridors of the ADRION region, focusing on the recently extended ones to the Western Balkans (Mediterranean and Orient/East Med). AUTH prepared, organized and monitored the data collection.

AUTH developed the necessary tools for the analysis of the collected data, aiming to evaluate the performance of TEN-T Corridors in the Adriatic-Ionian region. Through the implementation of a Multi-Criteria Analyses developed for the purposes of the project, the weaknesses and problems that the different types of transport nodes (road and rail BCPs, maritime, logistic facilities and IWW ports) were identified and the framework of the possible ICT tools and solutions that could be applied for alleviating the existing problems were proposed. Thanks to this work, the stakeholders awareness and planning capacities have been improved, related to the solutions and tools that can be implemented in order to improve

the performance and level of provided services and, through this, to facilitate multimodal freight transport overall. At the same time, AUTH updates and enhances its knowledge and deepens its research activities in transportation planning in the wider region of Southeast Europe.

PP5 - Regional Unit of Thesprotia/Region of Epirus (RUTH)

The Regional Unit of Thesprotia (RUTH) covers the north-western part of Epirus region, with an area of 1.515 km2 and a population of around 43 500 residents. Thesprotia is a coastal regional authority with a strong and dynamically evolving presence in the field of transportation. The new Port of Igoumenitsa, the operation of Egnatia Motorway and recently the completion of Ionia Odos Motorway, have upgraded RUTH to a significant node for the Trans – European Networks in the Eastern and Western Mediterranean area. The Port of Igoumenitsa provides mostly passenger and vehicle traffic, is one of the most famous Greek ports regarding passenger traffic between Greece and Italy and part of the Trans-European core ports network.

The changing conditions (port capacity, tourism flows, cruise sector, technology achievements, environmental pressure, traffic) create the need to design and adopt long-term plans concerning integrated transport and multimodality. RUTH is the competent authority in planning and implementing initiatives in the multimodal mobility and transport sector within its territory by providing local authorities with plans and guidelines to regulate the sector according to the adopted regional strategy.

Through ADRIPASS, RUTH participates as project partner and is associated with the Ministry of Infrastructure & Transport and Igoumenitsa Port Authority SA. Thanks to ADRIPASS, R.U. of Thesprotia collaborates with key players of the ADRION region to develop a strategy for the enhancement of multimodal transport efficiency and competitiveness, and to improve the planning capacities of transport stakeholders and national and European policymakers. The implementation of soft ICT solutions for streamlining transport in Thesprotia, developed under the ADRIPASS project, helps towards the direction of improving multimodal transport accessibility and network efficiency.

PP6 - Luka Koper, port and logistic system, public limited company (LK)

Luka Koper's core business covers cargo handling and warehousing services for all types of goods, complemented by a range of additional services for cargo to provide a comprehensive logistics support for the company's customers. Luka Koper (LK) manages the commercial zone and provides for the development and maintenance of port infrastructure. The main objective for the long-term period for LK is to become a leading port operator and global logistics solutions provider for the countries of Central and Eastern Europe. The scope is to offer a reliable port system, developing and promoting global logistics solutions to the heart of Europe by meeting the requirements of the economy and most demanding clients.

During the meetings organised by Luka Koper at local level, the solutions adopted for pilot activities were also agreed with the port's community and its collaborators. LK believes that the provided tools serve as an improvement of the existing system used by all the actors of the logistic chain and without their approval, all the possible solutions would not be useful. The meetings were periodically organised to check the progress of the implementation, to focus on the results obtained and to verify the difference between the expected and achieved benefits.

What was highlighted during the meetings with stakeholders also includes obstacles and lacks that cannot be solved and treated at a project level, like lacks in infrastructure at a national level or geomorphological obstacles found in the region first of all, because the ADRIPASS project concentrates its activities on ICT tools, on the other hand, because the infrastructural and the equipment improvements need a more extended period than project's duration and an extremely bigger budget at actors' disposal, in order to face the mentioned challenges properly.

All the whole logistic chain and the different types of logistic operators were involved in the meetings and the questionnaires, thus also including the port operator's connections with the hinterland (such as road transporters, railway transporters and

BCPs).At this regard, being the 'ICT tools for improving multimodal transport' Working Package activities also linked also with other Working Packages, it is crucial to mention that summarised details of the outcomes and possible solutions are provided in the report titled 'Final Transnational action plan for transport facilitation in the Adriatic-Ionian region'.

PP7 - Durres Port Authority (DPA)

Durres Port is the main port of Albania, an essential part of the regional transport network and a key port in the Adriatic for the European Corridor VIII. Port of Durres (DPA) is the biggest port of Albania and account of 78 % of Albanian Maritime Trade.

As a partner of ADRIPASS project, DPA defined the necessary requirements for designing a preliminary study for the implementation of a Port Community System (PCS) in Durres Port, in order to increase communication speed, organisational interoperability of the port community.

The current Management Information Systems (MIS) used in DPA and other community member systems represent an obstacle in the capability of Durres Port Community (DPC) to adapt to new market conditions or provide efficient services. In the study the PCS is treated as a tool for messages exchange of a commercial and logistic nature, with B2B (Business to Business) character. The above mentioned PCS utilisation aims to improve the usage of maritime transport resources by supporting maritime transport stakeholders to establish and manage a competitive business network, also ensuring interoperability with other neighbour's ports. The preliminary study of PCS as a product of the project is a step forward and represents an added value for Durres Port Authority as a leader in the PCS implementation process, providing an important contribution to the preparation of the documents needed for the procurement process of the system.

The development of a competitive PCS will contribute to increasing the efficiency and speed of Port Community processes by monitoring all logistics chain steps, which means lower costs and competitive operator growth; also it brings DPA operation as near as possible to the Directive 2010/65/EU.

PP8 - Ploce Port Authority (PPA)

The port of Ploce is a port specialized in handling liquid and bulk cargo, as well as general cargo. In the last decade the Port Authority started an investment plan, aiming for a substantial increase in the volume of port operations. The port of Ploce is the second largest port in Croatia and it mostly serves Bosnia and Herzegovina. Being considered by its National Authority one of six seaports of national interest, the Port of Ploce is part of a larger national investment process which includes modern connections of the Croatian area with Zagreb, Budapest and Vienna; as well as the Bosnia and Herzegovina. All the port's quays are linked by tracks connected to a single-track railway to Mostar, Sarajevo, Osijek and further north towards Budapest. Such investments in infrastructure led to the modernization of systems for the automation of processes and digitalization of data/documentation exchanged.

The work done by the port of Ploce in ADRIPASS was focused on the Information and Communication Technology (ICT) tools necessary for the development of the port's Port Community System (PCS) and the information data linked to all the terminals operating in the port area. The System has been approved by the Ministry of Sea, Transport and Infrastructure of Croatia for developing the national PCS platform for the exchange of information. Within the National PCS system, many public institutions has been involved on national level like Custom, Border Police, Maritime agencies etc. which leads us to conclusion that based on activities regarding pilot actions use of information technology at national level and the exchange of information regarding transport and logistic flows are recognized as crucial.

PP9 - Port of Bar Holding company (BPA)

Port of Bar is the main cargo port in Montenegro and it was established in 1906. The port is located in the southern part of the Adriatic Sea. Port of Bar, practically the only cargo port in Montenegro, performs almost all maritime cargo traffic and has capacities and development potentials (length of the operational coast, depth of the waters, connection with the

railway and a large area for expansion) which give it a status of regional importance. In addition, Port of Bar, as a modern port, offers great opportunities for further development of combined transport and interconnection of all regions, since the necessary road-railway infrastructure is located in its hinterland. Port of Bar acquired its experience in active participation to EU projects for over 15 years.

As a partner in ADRIPASS project, Port of Bar is contributing by active participation to all stages of implementation of project. Through ADRIPASS, Port of Bar is keen to upgrade further and expand existing Port Community System (PCS) by allowing and strengthening connections among users, especially with Custom Administration, which is a key stakeholder in the port. Moreover, Port of Bar is actively participating in the exchange of best practices, the connection of ADRIPASS with other initiatives and dissemination and transfer of results to relevant stakeholders by organizing periodic meetings and updating them on the status of development of ADRIPASS activities. Port of Bar remains a strategic partner to promote ICT solutions of intermodal transport, develop unified models of sustainable mobility and integrated transport systems. Port of Bar's pilot action also aims at setting a firm base for improving connectivity and goals which are durable and visible.

PP10 - Foreign Trade Chamber of Bosnia and Herzegovina (FTCBH)

Foreign Trade Chamber of Bosnia and Herzegovina (FTCBH) is a non-governmental and non-profit association of enterprises from Bosnia and Herzegovina. Members are all companies registered for performing international activities. The FTCBH main activities are the promotion of B&H economy abroad, assistance to foreign business missions to B&H, matchmaking between member companies and foreign counterparts, representing members' interests, business education for the members and interested parties, public authorisations/certifications/export licences, information on business opportunities/market analysis/publications, databases and cooperation with chambers, international organisations, diplomatic missions, etc.

The contribution of the ADRIPASS project is reflected in the significant development of the region's transport network as a part of the region's perspective economic and political integration into the European Union. The results of the ADRIPASS project must not be conclusive since the resolution of the physical and non-physical transport barriers on parts of the TEN-T corridor should be done partially and in stages and to a great extent depend on the foreign relations of the countries within the EU and Europe as a whole. The results will create added values that will be involved in the transport policy of B&H.

The Framework Transport Policy of B&H for the period 2015-2030 should incorporate the results of the ADRIPASS project to gain the new value through:

- The economical and efficient transport system, exploiting the benefits of every form of transport at the lowest possible cost, with a high degree of security and providing the highest possible quality of services, for achieving the economic and social growth and development of B&H.
- The development of a transport system focused on a market and competitive basis, and with an adequate regulatory framework to ensure the protection of traffic users from the monopolistic behavior of service providers
- Compliance of the country's transport system with the standards of the European Union within the framework of the European transport policy and its objectives.

Achieving the added value through the achievement of the vision and goals of the transport policy is realistic only with the overall efforts of the transport industry through comprehensive political and social responsibility. In the period ahead, all our aspirations should be directed towards meeting the goals defined by the project in order to be able for the accession to the EU having in mind the aspect of transport development and integration of our market with the single European market.

PP11 - GECT Euregio Senza Confini r.l. / EVTZ Euregio Ohne Grenzen mbH.

EGTC "Senza Confini r.l." is a European Grouping of Territorial Cooperation made up by three regions: Friuli Venezia Giulia, Veneto (on the Italian side) and Carinthia (on the Austrian side) and subject to Italian law. It was founded to provide a

tool for the development of shared policies supporting harmonized and sustainable development at a transnational level, as a key driver for a successful EU integration process. Hence, it aims to encourage, facilitate, and promote cross-border, transnational, and interregional cooperation between its members with particular reference to specific areas of intervention, including transport, infrastructures, and tourism. Concerning a more broad geographical perspective, it is providing a bridge between the macro-regions in which its members are involved: EUSAIR (EU Strategy for the Adriatic-Ionian Region), EUSALP (EU Strategy for the Alpine Region), and EUSDR (EU Strategy for the Danube Region). Since its foundation in 2012, EGTC 'Senza Confini[r.l.]' was committed to promoting synergies and initiatives aimed at fostering the overall socio-economic development of the three regions involved (Veneto, Friuli Venezia Giulia, and Carinthia). Among those initiatives, European cooperation Projects are considered a priority to be pursued to promote such development.

The EGTC 'Senza Confini[r.l.]' is the Partner in charge of leading the communication activities of the ADRIPASS project. Considering the engagement of EGTC 'Senza Confini[r.l.]' into the ADRIPASS project, it could be underlined that the project's activities encompass the Italian regions (Veneto and Friuli Venezia Giulia) that are going to benefit from the results and main outputs of the project. Furthermore, in particular, these areas take advantage of the multilevel and multidisciplinary dialogue settled down within the transnational cooperation network composing the partnership. This dialogue enables collecting the necessary feedback from stakeholders, thus actively involving territories and promoting a bottom-up approach to provide concrete and relevant hints for solving relevant obstacles, still hampering the growth and the economic development of the transport sector in ADRION regions.

Part III *Data Collection*

Final report on data collection at Border Crossing Points at Corridor level in the Adriatic-Ionian region
Aristotle University of Thessaloniki - Special Account for Research Funds (AUTH)

The ADRIPASS project deals with the commonly recognised lack of efficient maritime – hinterland connections, which are mainly caused by the existence of various bottlenecks at borders. For this to be achieved, it is necessary to identify and analyse these – physical and non-physical – bottlenecks along the Trans-European Transport Networks (TEN-T) corridor

sections in the ADRION region, with specific attention paid to those corridors (Orient/ East-Med and Mediterranean) that have been indicatively extended to the Western Balkans region, where the issue of border crossings is quite relevant.

This is subject of Work Package T1 (WPT1) and, in order to achieve its objective, two main actions were required:

- The preparation and organization of data collection surveys for seaports, logistic facilities/ Inland Terminals/ freight villages, Inland WaterWay (IWW) ports, road and rail Border Crossing Points (BCPs).
- The development of the necessary tools (Database, Multi-criteria Analysis), used for the aggregated analysis of the collected data in order to evaluate the performance of the transport corridors and ultimately to propose measures and ICT tools for improving multimodal transport.

Figure 2

Map of Core Network Corridors,
Ports and BCPs of interest in the ADRION region
(source: own elaboration based on TENtec background image)

The report dedicated to the data collection and analysis, entitled "Data collection at BCPs at corridor level in the Adrion region", capitalizes the information collected through desktop research and questionnaire-based surveys addressed to different types of nodes identified along the TEN-T corridors related to area covered by the project (see Figure 2).
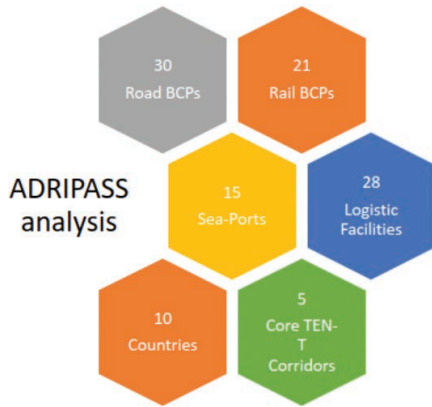
Despite any problems and difficulties that occurred – as always is the case in such extensive data collection exercises, the overall fulfilment of data collection and database population for analysis has been quite satisfactory: data collection was achieved for all Rail BCPs, 94% of the Road BCPs, 87% of the maritime ports and 71% of the Logistic Facilities.

More specifically, this activity of the project targeted to collecting updated data and information for 30 Road Border Crossing Points (BCPs), 21 Rail BCPs, 15 maritime Ports and 28 Logistic Facilities (including IWW-Ports), covering 10 countries and 5 Core TEN-T Corridors.

Especially for the Western Balkans region, the BCPs and Ports of interest along the Core TEN-T Corridors under survey per mode of transport (Road and Rail) are illustrated in Figures 3 and 4.

Figure 3

Map of Road BCPs of interest along the Trans-European Core Network Corridors extension in WB6

Figure 4

Map of Rail BCPs of interest along the Trans-European Core Network Corridors extension in WB6

The developed methodology has been designed to cover the needs of the ADRIPASS project and not covering in general the necessity of evaluating the performance of different types of nodes. Moreover, the evaluation of the nodes was performed not for comparison purposes but in an effort to identify their weak points (and inevitably their strong points), so that specific solutions can be addressed (promoting ICT solutions aiming to reduce bottlenecks).

The report presents:

- the pre-identified Corridors in the study area (TEN-T Core Network Corridors) in terms of their geographical position and their general technical and operational characteristics, per type of infrastructure.
- the detailed analysis of the corridors as well as the presentation of the Multi-Criteria Analyses and the results of the corridors' evaluation process.
- measures and actions for freight transport facilitation and the improvement of corridor performance through the use of ICT.

The evaluation of the performance of different types of nodes (i.e. BCPs, Maritime and Inland Waterway Ports) was based on Multi-Criteria Analyses (MCA). The specific method was selected because there were several factors affecting the performance of the nodes, as it is imprinted to the questionnaires developed and used in the framework of the respective surveys. In order to overcome the issue of subjectivity while assessing the weights in each factor/ criterion, the methodology developed for the needs of a previous EU co-funded territorial cooperation project (ACROSSEE - Accessibility improved at border CROSsings for the integration of South East Europe) was taken into consideration.

From the analysis of the data made available, it is evident that there is a large margin for improvement of operations at ports and gateways and the border crossing points located along the most important Corridors in the region. Improvement of physical and non-physical barriers to trade and transport with low-cost measures and investments would mean an important increase of utilization of existing infrastructures.

Large infrastructure projects are underway in the region, and particularly in the Western Balkans, with the support of the European Union and the International Financial Institutions. Improvement of the performance and of the attractiveness of the Corridors is anticipated through the implementation of these projects but will be made tangible mainly with the arsis of the existing obstacles to smooth flows of people and goods.

Unless serious measures are taken, border crossings and other non-physical barriers will still hamper the full exploitation of existing, upgraded or even completely new and modern infrastructures. This will mean a much slower pace in the return of investments, in the improvement of the attractiveness and competitiveness of the Corridors and in regional and national economic development and convergence.

Part IV *Action Plan*

The transnational action plan for transport facilitation in the Adriatic-Ionian Region

Institute for Transport and Logistics Foundation (ITL)

The transnational action plan for transport facilitation in the Adriatic-Ionian Region is based on the results of a transnational joint methodology for data collection at BCPs at corridor level, the data collection itself, and a final report on its results. This final report on the results of data collection at BCPs at corridor level is indeed the basis of the transnational action plan, which integrated the information collected through questionnaire-based surveys addressed to the different type of nodes with information collected through alternative sources like relevant studies and plans.

The aim of the plan is to establish priority measures

to be taken at corridor level for overcoming the identified barriers. Starting from the summary of the results of previous deliverables related to physical and non-physical barriers and possible solutions to increase the efficiency of maritime-hinterland connections and reduce the bottlenecks at borders, integrated with the outcome of relevant studies and plans, the transnational action plan defines a database of barriers and measures to be used for the definition of the action plan. This database includes:

- 280 barriers
- 169 proposed measures
- 178 ICT applied measures

Barriers and measures are divided in nine macro-categories:

1. Information Technology
2. Operation & Administration
3. Telematics application for traffic management
4. Utilities
5. Equipment
6. Last Mile and hinterland connections
7. Infrastructures
8. Clean fuels
9. Deployment or upgrade of telematic applications for traffic management to the EU standards

Supplementary sub-categories of measures are identified by transport node, and these relate to the specificity and aim of the ADRIPASS initiative to improve intermodal transport in the ADRION Region with a focus on the adoption and deployment of telematic applications and ICT tools and solutions to solve operational and administrative barriers, and support the interconnection between the logistics nodes. For each measure, the following are identified:

- Quantity of problems related to the measure
- Concerned countries
- Concerned nodes
- Affected TEN-T corridors

Moreover, measures are identified by the stakeholders involved, the frequency of the reported problem from the final report on the results of data collection at BCPs at corridor level, and the time-horizon of their implementation, which can be short-term (by 2023), mid-term (by 2027) or long-term (by 2030). Most importantly, measures are prioritized, so for each measure the following are investigated:

- Solutions that are critical to ensure the operability of the nodes
- Measures for the improvement of operability of the nodes and solve capacity issues
- Quick-win solutions
- Measures with a particular positive impact on decarburization
- Solutions that based on Multi-criteria Analysis performed as part of the final report on the results of data collection at BCPs at corridor level are likely to have a greater impact in improving the conditions and performance of the infrastructure at the BCPs and Logistics Nodes

Those measures that impact on at least three of the above-mentioned elements are considered as high priority, measures impacting on two elements have been marked as medium priority and measures impacting only on one element are considered as low priority and are not included in the transnational action plan.

Most of the high priority measures belong to the Information Technology category and have a mid-term horizon. Beside these, the other priority measures belong to the categories of Operation & Administration (short-term), Telematic application for traffic management (mid-term), and Utilities (short-term).

The conclusions arising from the transnational action plan are the following:

- Due attention shall be given to the implementation of non-physical measures aimed at increasing the use of existing infrastructures, making them more attractive by increasing their efficiency
- The benefits of infrastructure development and expansion projects can be amplified by solving existing operational and administrative barriers supporting the development of an integrated Single Transport Area, also interoperable in terms of ICT technologies and solutions to smooth the flows of people and goods.
- The high priority measures are quick-win, they provide substantial benefits without requiring significant investments and time for their implementation
- Unless ICT measures are taken, border crossings and other non-physical barriers at logistics nodes will still hamper the full exploitation of existing, upgraded or completely new and modern infrastructures.

The final transnational action plan is represented in Table1.

Table 1 — *The final transnational action plan*

Group	Category / Code	Identified Measures	Measure Applicability	Involved Corridors	Involved STAKEHOLDERS	Frequency of reported problems in the DT1.2.3	Time Horizon for Implementation	Critical to Ensure the Operability of the Node	Improvement of Operability and Capacity of the Node	Quick-Win (Improvement of the efficiency of the existing intermodal system with limited investment costs and implementation effort)	Positive Impact on Decarbonisation	Distance to Frontier (based on the MCA of DT1.2.3)	Priority Level
Non-physical Measures	IT / AIT	Improvement/upgrade of the existing ICT infrastructure to foster transport digitalisation, the interoperability of communication and data sharing systems	Maritime and IWW Ports, Road and Rail BCPs, and Logistic Facilities	BAC, MED, OEM, RDAN, SCMED	Port Authority, Logistic Facility Managers, Official Bodies[1], Users[2]	High	Mid-Term (by 2027)	-	✓	✓	✓	n.a.	High
Non-physical Measures	IT / AIT	Upgrade of the current IT systems and/or implementation of advanced IT solutions (Augmented Reality, Internet of Things, Cloud Computing, Big Data Analysis, etc...) at maritime ports	Potentially applicable to all node types, particularly relevant to Maritime and IWW Ports, and Logistic Facilities	BAC, MED, OEM, RDAN, SCMED	Port Authority, Logistic Facility Managers	High	Mid-Term (by 2027)	-	✓	✓	✓	Medium (Maritime Ports)	High
Non-physical Measures	IT / PCS	Improvement of the interoperability of IT systems and solutions at node level including the development and improvement of PCS	Maritime and IWW Ports	BAC, MED, OEM, RDAN, SCMED	Port Authority, Official Bodies[1], Users[2]	Medium	Mid-Term (by 2027)	-	✓	✓	✓	Low (Maritime Ports)	High
Non-physical Measures	IT / SW	Improvement of the interoperability of PCS and ICT technologies and solutions at basin or national level	Maritime and IWW Ports	BAC, MED, OEM, RDAN, SCMED	Port Authorities, Official Bodies[1]	Medium	Mid-Term (by 2027)	-	✓	-	✓	Medium (Maritime Ports)	High
Non-physical Measures	IT / ST	Integration of ICT technologies and solutions at BCPs or between BCPs and the central administration	Road and Rail BCPs, particularly relevant to Road BCPs	MED, OEM	Official Bodies[1], Users[2]	Medium	Mid-Term (by 2027)	-	✓	✓	-	n.a.	High
Non-physical Measures	IT / OSS	Realisation of a one-stop-shop solution to the road users at BCPs	Road and Rail BCPs, particularly relevant to Road BCPs	MED, OEM	Official Bodies[1], Users[2]	Medium	Mid-Term (by 2027)	-	✓	✓	-	n.a.	High
Non-physical Measures	IT / TM	Implementation of ICT solutions to trace and/or monitor freight train operations	Road and Rail BCPs, particularly relevant to Rail BCPs	MED, OEM	Port Authority, Logistic Facility Managers, Official Bodies[1], Users[2]	Medium	Mid-Term (by 2027)	-	✓	✓	✓	Low (Rail BCPs)	High
Non-physical Measures	OA	Hiring of additional/specialised personnel and provision of training courses to increase the quality of the working staff; implementation of ICT solutions to solve Operational and Administrative problems	Maritime and IWW Ports, Road and Rail BCPs, and Logistic Facilities	BAC, MED, OEM, RDAN, SCMED	Port Authorities, Logistic Facility Managers, Official Bodies[1]	High	Short-Term (by 2023)	✓	-	✓	-	High (Road BCPs) High (Rail BCPs)	High
Non-physical Measures	OA / LS	Hiring of additional personnel / implementation of ICT solutions to reduce the staff's individual workload and tasks	Potentially applicable to all node types, particularly relevant to Road and Rail BCPs	BAC, MED, OEM, RDAN, SCMED	Port Authorities, Logistic Facility Managers, Official Bodies[1]	High	Short-Term (by 2023)	✓	-	✓	-	n.a.	High
Non-physical Measures	TEL	Deployment or upgrade of telematic applications for traffic management to the EU standards	Maritime, IWW, Road and Rail Infrastructure	BAC, MED, OEM, RDAN, SCMED	Coast Guard, Road and Rail Infrastructure Managers	Low	Mid-Term (by 2027)	-	✓	✓	✓	n.a.	High
Non-physical Measures	U	Provision of basic utilities (internet, drinkable water, toilettes, etc...)	Potentially applicable to all node types, particularly relevant to Road and Rail BCPs	BAC, MED, OEM, RDAN, SCMED	Port Authorities, Logistic Facility Managers, Official Bodies[1]	Medium	Short-Term (by 2023)	✓	-	✓	-	n.a.	High
Non-physical Measures	U	Purchase and installation of basic infrastructure and facilities to allow the internet connection, preferably combined with the deployment of ICT solutions to provide integrated services at the single BCP or network level, or to support communication between BCPs and the central administration	Potentially applicable to all node types, particularly relevant to Road and Rail BCPs	BAC, MED, OEM, RDAN, SCMED	Port Authorities, Logistic Facility Managers, Official Bodies[1]	High	Short-Term (by 2023)	✓	-	✓	-	Medium (Road BCPs) High (Rail BCPs)	High
Physical Measures	E	Purchase and installation of equipment for the improvement of efficiency and effectiveness of processes at BCPs and transport nodes	Maritime and IWW Ports, Road and Rail BCPs, and Logistic Facilities	BAC, MED, OEM, RDAN, SCMED	Port Authorities, Logistic Facility Managers, Official Bodies[1]	High	Mid-Term (by 2027)	-	✓	✓	-	Medium (Road BCPs) High (Rail BCPs)	Medium
Physical Measures	LM	Infrastructure improvement or expansion of the road and rail last-mile connections within and outside the node areas	Maritime and IWW Ports, and Logistic Facilities	BAC, MED, OEM, RDAN, SCMED	Port Authorities, Road and Rail Infrastructure Managers, Logistic Facility Managers	High	Long-Term (by 2030)	-	✓	-	✓	n.a.	Medium
Physical Measures	LM / RA	Infrastructure improvement or expansion of the rail last-mile connections within and outside the logistic node areas	Maritime and IWW Ports, Logistic Facilities	BAC, MED, OEM, RDAN, SCMED	Port Authorities, Rail Infrastructure Managers, Logistic Facility Managers	High	Long-Term (by 2030)	-	✓	-	✓	n.a.	Medium
Physical Measures	I	New construction or modernisation of existing infrastructure aiming to remove physical and technical barriers or to increase the actual capacity	Maritime and IWW Ports, Road and Rail BCPs, and Logistic Facilities	BAC, MED, OEM, RDAN, SCMED	Port Authorities, Logistic Facility Managers, Official Bodies[1]	High	Long-Term (by 2030)	-	✓	-	-	High (Maritime Ports)	Medium

Notes:
[1] Customs, Police, Inspection Agents, etc...
[2] Shipping Agents, Freight Forwarders, Haulage Companies, Shippers, Depots, etc...

Part V *Pilot Actions*

The implementation of the ADRIPASS pilot actions

Luka Koper, port and logistic system, public limited company

The Port of Koper had the responsability of coordinating the pilot activities in the ports of Koper, Ploce, Bar, Igoumenitsa and Durres, in order to collect useful information about new ICT tools tested and developed under ADRIPASS project activities and to provide valuable solutions as regards the latest and most efficient technology options available for ports, inland terminals and the Border Crossing Points (BCP) as to streamline traffic flows on the ADRION TEN-T corridor networks. It was realized through, the upgrade of the Port Community Systems (PCS) at ports which represents a high value for all the ADRION ports, all having or going to implement their own PCSs.

The activities in the ports were supported from the initial part of the project implementation when the ADRIPASS project partners provided data from BCPs and crucial logistic nodes on the corridors of the ADRION region. The data collected and analyzed by ITL in 'ICT tools for improving multimodal transport' - represented a starting point for the upgrade of local ICT tools, serving the pilots with the best practices and data collection at IT level. The activities tested the ICT options for improving coordination at BCPs, through EDI interfaces, and the results were investigated. The results of the pilot actions helped in the establishment of the ADRION Transnational institutional cooperation, thus confirming a high level of cooperation among project partners.

The achievements at local level represent a starting point for the further developments that want to be achieved at regional level with the Transnational Action Plan. The aim of the Transnational Action Plan is to capitalize the local solutions and to improve the single upgrades by transferring the know-how also in other BCPs and logistic centres, where the ICT solutions would be applicable and the level of technology would support the operational activities, especially when supporting multimodality and links of ports with the hinterland.

Pilot action no.1 – Port of Koper, Slovenia

Luka Koper is the only Slovenian port which represents a unique and nearest window on the sea, for countries of Central and Eastern Europe. Cargo flows arriving from Far East for EU and back, are increasing. Larger quantities of containers and cars are the main challenge for the Port of Koper, especially when assuming that 60% of the whole port's cargo is leaving the port by train.

New ICT solutions and new gates at the car and container terminal, allow quicker movements of goods, with a big emphasis put on the rationalization of the existing equipment and transport organisation. The pilot activities in the ADRIPASS project were concentrated on the implementation of the Port Community Syestem (PCS) which resulted in quicker scanning and registration of goods, with a higher level of data exchange between terminals and operators within the port's area. From the operational point of view, the development of the PCS allows railway operators, forwarders and terminal employees, to better plan their works and help them to know better where the goods are located or when they are going to arrive in the port. The PCS also helps to know with which vehicle or transport mode the goods arrive in the port, and from the administrative point of view, the upgrades allow to know what's the status of bureaucracy linked to the cargo leaving/arriving in the port.

As said, the primary transport mode leaving and entering the port is the railway transport, but also the truck transport is well-developed all-over Europe, as well as in Slovenia, for which congestions and traffic issues are occurring around the

only existing gate, near the city centre. In that way, new gates for the container terminal and cars terminal are going to be urgently developed, with particular emphasis on the streamline of access points and faster data-transfer solutions. The infrastructural improvements cannot help the situation if they are not supported by proper upgrades of the ICT tools and data digitalisation, necessary for the streamlining of both operational and administrative activities.

Works or software adaptations were planned for summer 2018, with concrete testing and adjustment to the existing system, until the end of summer 2019. Their realisation offered better solutions, both from the economical and from the technological point of view.

In the specific, being cars and containers, the main types of cargo handled in the port of Koper, the ICT tools developed in the port were dedicated to them: the ACAR hybrid system for the digitalization of cars handling, the VBS system for the announcement of vehicles arriving and leaving the container terminal and the EDIFACT CENTER which represents the main effort , being it the platform that links all the information systems in the port, allowing the operators on the logistic chain in general, to have the information that they need, on time and without intermediaries.
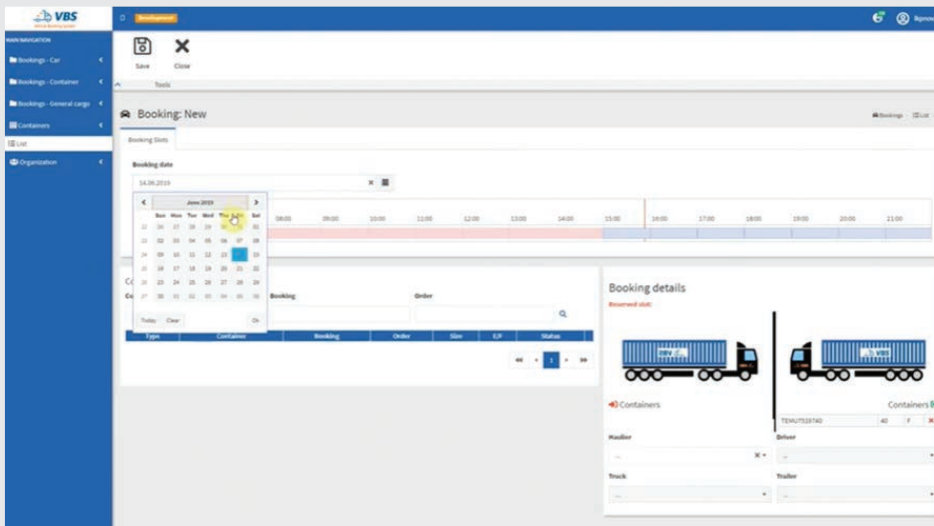

Figure 5

Example of the ordering of the service through the vehicle booking system in the port

The **ACAR hybrid system** represents a novelty since it's the online connection of hand-held terminals to the main database of the new system and allows the optimisation of work processes in the field and support services. Continuous availability of data contributes to a better quality of work. It enables the achievement of modern trends in the field of the logistics chain, where the speed of receipt of information is crucial for maintaining competitive advantages. From the very beginning, Luka Koper has included its esteemed business partners in the creation of the new system, thus providing them with, in addition to better and standardised data exchange, some new functionalities that make them easier to work with and allow for greater control over the flow of goods.

The **Vehicle Booking System (VBS)** allows the operators to digitalise the information about procedures of planning and handling freights, through a single system, which offers at the same time the information about the status of the goods (physical and administrative) to all the parties involved. The VBS is an online platform developed for Luka Koper used to plan the arrival and the departure of trucks and to check the status of the load. to record the passage of trucks in the port and to check the validity of the annual authorisations for the entry into the port and change the data for organising port reservations. To work with the VBS the user needs Internet access, a computer, a tablet or a smartphone and access information (username and password, authorization number and PIN, vehicle booking number and booking date).. The stakeholders were involved in crucial activities of the developing of the system as for various terminal system connection.

The **EDIFACT CENTER** is a platform developed in the Port of Koper, which allows the port to align the system's standards to the levels of major EU ports. The development of the EDIFACT (Electronic Data Interchange for Administration, Commerce and Transport) interfaces allows not only the port to communicate with other stakeholders, but it is going to put in touch all the actors on the logistic chain, through one system, by offering the possibility to allow the data exchange in real time. The United Nations EDIFACT is a cornerstone international standard for the electronic exchange of data that is widely used in international supply chains, transport and logistics. It offers a standardized language for data exchange, providing a set of syntax rules to structure data. These standard messages which allow multi-country and multi-industry exchange and an interactive Electronic Data Interchange protocol. ADRIPASS could not support the whole development of the EDIFACT CENTER, for this reason only specific functionalities were upgraded through ADRIPASS. The development has focused on the VBS service for the automation of the vehicle booking processes at gates. After this first intervention, the second intervention was vaster and included the upgrade of the whole port's system. There were implemented some functionalities developed for the port, and these upgrades touched the following systems:

- TINO - Marketing and Operations - which includes an entry point for communication with customers and SDIS modules - warehousing, NPID - ordering and planning of work and invoicing. It is the key operating system of Luka Koper d.d., linked with the EDIFACT International standard;
- DEPO - an entry point module for the container terminal that enables direct communication of shipowners with TOS - Terminal operating system - at the Container Terminal using the EDIFACT international standard. The system is connected both to the TINO system and to the TOS system Tideworks,
- TOS Tideworks, a specialized container terminal management system that is connected both to the TINO system and to the EDIFACT Center system.

Improvements detected from the beginning of the action were: more detailed technical specification for the upgrade of the PCS and its integration with ACAR and VBS, when the systems became operative.

Thanks to these upgrades several links between the described activities and the needs at regional level can be found. Thanks to the digitalization of the procedures, the PCS allows quicker detection of vehicles and goods transported, which reduces administrative timeframes per vehicle both at the gates and at terminals (car terminal and container terminal). It also meets some of the demands of the stakeholders working with Luka Koper daily and of course also some national entities like Customs Administration and other inspection entities, considering that the operations are being performed in the port as a free zone. Upgrades also include the part of the system dedicated to customs, the part of the system dedicated to the weighing of vehicles, etc.

In addition, at a higher level and after the end of the ADRIPASS project, the solutions will be comparable for further implementations at regional level for other users, and of course, will have the possibility to be integrated with other equipment like cameras and detectors at the main gate or at the terminal gates, which will allow better control on goods transport as well as at security level, for a double-check before the goods enter/leave the port's area

Pilot action no.2 – Port of Ploce, Croatia

The main goal of the ADRIPASS project was to adopt measures in favor of multimodal transport and of the link between logistic nodes and their hinterland. The assessment of the proposed action plans is expected to be carried out to improve the port's connection with the hinterland and development of multimodality. The assessment design should address solutions and consultations regarding the selection of ICT tools to be adopted at ADRION regional level, including: type of stakeholder involvement, selection of indicators, data collection requirements and elaboration of the financial consequences with a possible socio-economic and environmental impact assessment, which should lead to the preparation of a SWOT analysis

The involvement of the Port of Ploce (PPA) was consistent with the project objectives, especially regarding pilot actions and services which are in line with project activities and objectives. PPA has been included in ADRIPASS with the aim of upgrading the Port Community System (PCS) ICT solution within project deliverable outputs. Based on the project activities

PPA has defined the main aims in the project and steps regarding project deliverables with other project partners. As a project partner in deliverable periods, it has pointed out the importance of data sharing and the use of new technologies as a prerequisite for port improvements in communication and coordination with stakeholders (private, public) and the improvements of traffic flows between the ports and hinterlands. Based on data collection processes within the project, the ICT pilot solution should exchange data among existing port systems and PPA will upgrade the technology used in existing PCS. The use of new technologies and the exchange of data needed in daily port operations are mandatory and will improve the planning capacities of transport stakeholders and policy makers, from both a strategic and operational perspective, through their increased cooperation. Additionally, key transport stakeholders were able to share best practices and develop common methodologies for ICT applications to freight transport on TEN-T corridors sections in the ADRION Region from the ports to the hinterland. As a steering committee member, it has participated in decision-making regarding project activities and has informed project partners of the importance of data sharing and new technologies as a prerequisite for port improvements in communication and coordination with stakeholders (private, public) and the improvement of traffic flows between the ports and hinterlands. PPA has developed PCS and deliverable actions are sync with the development of the national Port Community System which will be used in all Croatian ports. It will be integrated with the Croatian Integrated Maritime Information System. This is very important and crucial information because the development of such port systems cannot be done without involving the stakeholders which are the main actors in systems, and which share most of the information regarding data exchange which is covered by port systems. Sharing know-how and data among project partners and between stakeholders is crucial in project activities and within pilot actions. Though pilot actions and deliverables PPA has contributed to the achievement of the targets set by the European Commission for freight transport supporting sustainable multimodal transport. The results of the ADRIPASS project will improve the efficiency and competitiveness of multimodal and intermodal transport, as well as the planning capacities of transport stakeholders, and decision makers will decide to work hard to increase the share of multimodal and intermodal transport in the total traffic flow on the TEN-T external corridor. The results indicate an increase of efficiency by using harmonized digital tools and ICT inside and outside port areas with the aim of digitalizing processes and procedures as a necessary precondition for transport infrastructure to enhance coordination between different institutional bodies which operate on different levels. Connecting the neighbouring countries of the Western Balkans is crucial for the continued development of a comprehensive European transport network. Deployment to the transport network may be justified after the removal of non-physical barriers which will result in improved trade relations and other exchanges between countries in Balkan area.

In the Port of Ploce a need was detected for message exchange in order to have quality information allowing the smooth running of logistic chain processes. The final objective was to improve the port's competitiveness through smooth and quick
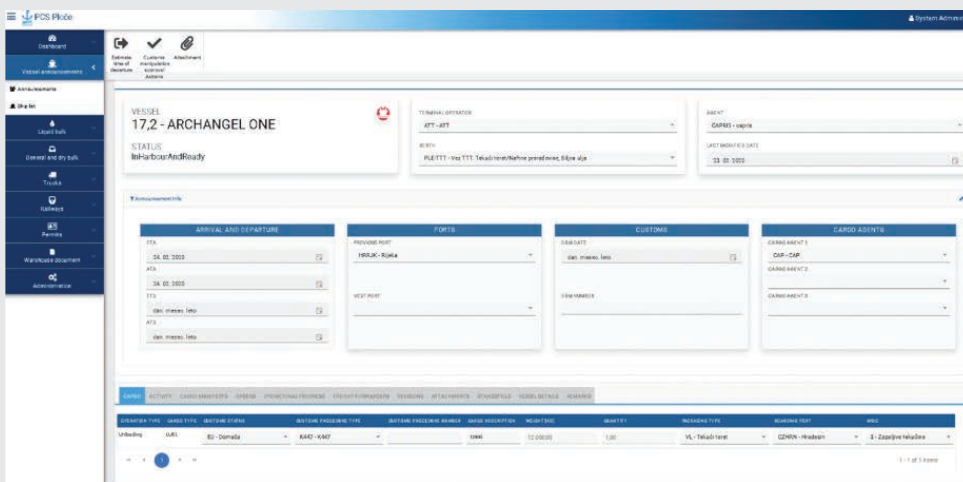

Figure 6

Example of a Vessel Announcement through the PCS

movement of the cargo and the view was to upgrade the PCS technology in order to develop a central control management system based on a single window concept, being able to share and capture data to better analyze its flows in the Port of Ploce area.

A parallel intention was also to achieve integration with other systems so that data can be collected automatically from them. All the data integrating the different systems were aligned. In detail, this action concerned: ship arrivals and departures, coverage by National Maritime system, Liquid bulk cargo system, General and dry bulk cargo system, Containers handling, Railway operators' system, Customs and Gate in/out procedures. The prerequisites for such an implementation were: the Sync with development of National PCS & Integration with National CIMIS (Croatian Integrated Maritime IS), Integration with TOS which in turn included the upgrade of CORE + Truck announcement, the ship announcement, integration with the National Maritime System, Customs, Liquid Cargo terminal, General + Dry Bulk cargo terminal, the Railway operators and Operational BI including the operations with vehicles entering/leaving the port (to be adopted at gates)

From the beginning of the action the improvements detected have regarded administrative procedures and operational internal project management plans.

At the national level there are Single Window systems developed in line with EU regulations which means that at the local level it is good to plan implementations reflecting the higher Directives in EU, which will allow the users to maintain a constant tool through the years and in line with the developments made also in other countries that are following the EU laws. PPA has finished the pilot action so as to develop an ICT tool which is in line with EU directives and the National Croatian laws and which will integrate all other national systems which are existing in the port area of Ploce.

Through the ADRIPASS project, PPA has contributed to the achievement of the targets set by the European Commission for freight transport supporting sustainable multimodal transport especially regarding Increase of efficiency by using harmonized digital tools and Information & Communication technologies inside and outside the port areas with the aim to digitalization of processes and procedures as precondition to transport infrastructure to enhance coordination between different institutional which operate on different levels. Policy makers have been endowed with a wealth of data, in-depth analyses and results of concrete ICT pilot actions that supported them in the decision-making process toward a better integration of national transport networks in the EU Transport Corridors.

Pilot action no.3 – Port of Bar, Montenegro
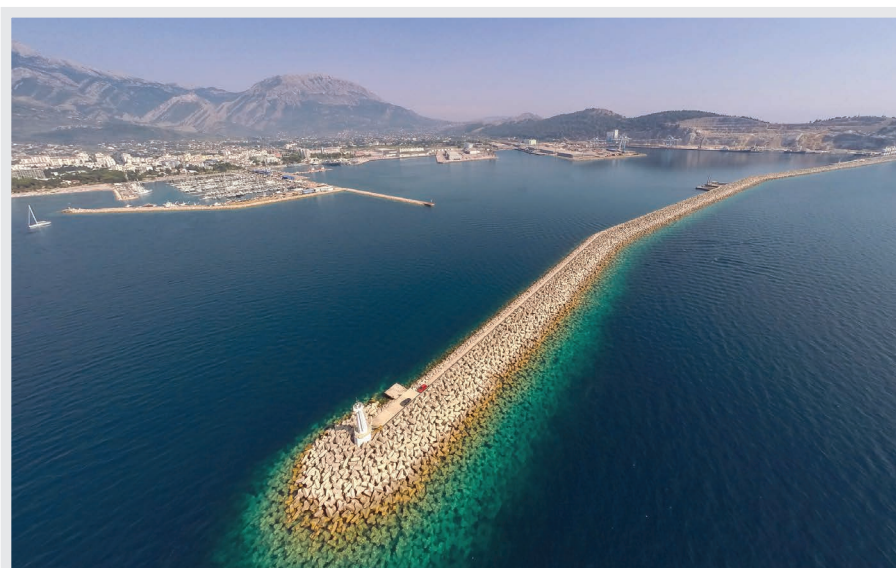
Port of Bar developed the Port Community System (PCS) in 2014. It was also developed and later upgraded through EU funded projects. The development of the first phase was realised under ADB Multiplatform (IPA SEE Programme 2007-2013), then through EA-SEAWAY, CAPTAIN (Adriatic IPA CBC Programme 2007-2013) and finally through ADRIPASS project (ADRION Programme).

Figure 7

Aerial view of the port of Bar, Montenegro

More specifically, main achievements in early phases were to promote environmentally friendly, multimodal transport solutions from the ports in the SEE programme area to inland countries and regions along with a selected pilot transnational network. Within the first phase, the main result consisted in the implementation of pilot ICT tools-development of the core of the PCS. Within the second phase, the main functionalities referred to the electronic exchange of all relevant information related to the ship's arrival and departure (electronic notice of arrivals, departures, etc.) were upgraded. The goal of the second phase upgrade was to ensure efficient up-to-date exchange of information delivered by machine-generated emails about different actions in the PCS (e.g. for notice of arrivals/departures, berthing requests and pilot requests, etc.).

The Port of Bar implemented the pilot action for the upgrade of the Port Community System in ADRIPASS in order to streamline freight flows transiting through the port and improve its attractiveness as well as the competitiveness of the TEN-T corridor networks and environmentally friendly intermodal transport.

The PCS in Bar is still developing, in particular, all modules are not developed in the PCS (i.e. modules referred to the trucks, railway, dangerous goods, etc.) and all activities planned in our Pilot action affect our stakeholders (inter alia: public authorities (Customs Administration of Montenegro, Maritime Safety Department of Montenegro(), freight forwarders and agents, harbour towing companies, etc.

The overall objectives of development of the Port of Bar's PCS and at same time pilot action are to:

- ensure the efficient and secure exchange of working documentation for all subjects in the port community;
- achieve transparency of services for public authorities and service users, according to their role;
- improve port operations;
- increase the competitiveness of the port;
- reduce service costs;
- improve the capacity of transport stakeholders.

ADRIPASS pilot activity consisted of the following upgrades:

- Upgraded "Control centre" (statistics, dashboards, etc.) - new possibilities to electronically check statistics for the selected period for all users of the PCS;
- Upgraded "Customs module" - new possibilities to keep track of cargo according to:
  o the transport document;
  o the status of commodities;
  o change of the owner of products.
- Upgraded "Truck module" - new options to electronically keep track of truck movement (main parking, main gate, etc.);
- Mobile solution/application upgrade - new possibilities to view, create and certificate some documents in PCS by mobile phone or tablet;
- User interface upgrade (better GUI, user friendly) - correct and upgrade GUI in terms of end- users' requests.

As a result, all PCS upgrades are now part of PCS; all users can benefit from the results of the pilot activity.

With all these upgrades, Port of Bar's PCS will meet some of the demands of the national authorities (in particular Customs Administration of Montenegro) regarding operations in the port as a free zone. All these upgrades are significant for future integration with National Single Window and in accordance with future data sharing between ports and/or national and international institutions/authorities. Additionally, the objective of the pilot action of the Port of Bar is to improve the planning capacities of transport stakeholders and policymakers concerning the multimodal transport accessibility and network efficiency in Montenegro. These will be achieved with better use of available data in PCS as a part of the pilot was the development of the PCS related to the statistical data, dashboards, etc. All activities are part of the soft measures intended to support regional economic growth and to streamline freight flows in the ADRION region. With this pilot action, Port of Bar fulfilled one of the main ADRIPASS project goals: to improve the port's role as a gateway and corridor for the transport of goods, to improve coordination between terminal operators, logistics operators, freight forwarders companies

and public institutions (e.g. port authorities, customs agencies, etc.). Thanks to its pilot action, Port of Bar upgrades its PCS by improving it as an electronic platform that will further strengthen multiple systems operated by a variety of organisations that build up a seaport community. The pilot action contributes to neutral and open information sharing via electronic platform, enabling secure exchange of information between public and private stakeholders: improving competitive position of the seaport community; optimising, managing and automatising port and logistics processes while facilitating processes through a single submission of data necessary for port business. Besides, the core benefits for all stakeholders involved are higher efficiency and speed regarding port processes, mainly through automation and the reduction of unnecessary paperwork and hand delivery of various documentation. In this way, pilot action of the ADRIPASS project contributes to further development of PCS in terms of sustainable transport logistics and support the ambitions to meet global carbon reduction requirements. The PCS will offer further improved security, cost reduction and potentially more competitiveness for each user. What should also be mentioned is that pilot action will contribute to innovation and technological innovation processes that shall be necessary for future developments in port areas and business.

Pilot action no.4 – Port of Igoumenitsa, Greece

In terms of pilot actions, Regional Unit of Thesprotia is responsible for developing the Information and Communication Technology (ICT) tools that can facilitate the streamline of freight traffic flows between the port and the hinterland, which is the main goal for the ADRIPASS project. More particular, two pilot activities were deployed. The first action includes the design, development and operation of a Platform for Port Community System (PCS) flows analysis. The second activity refers to the development of Augmented Reality (AR) virtual-navigation mobile application for vehicle drivers.
The Platform for PCS flows analysis
The Port Authority of Igoumenitsa (OLIG) operates a Port Community System (PCS), providing useful information for passengers, vehicles, freights and ships. Therefore, the pilot application implemented through ADRIPASS project is a web-based platform operated by RUTH, for PCS flows analysis, which by getting input from the Port's current system, processes appropriate information through data analysis, performance management and Business Intelligence (BI) tools in
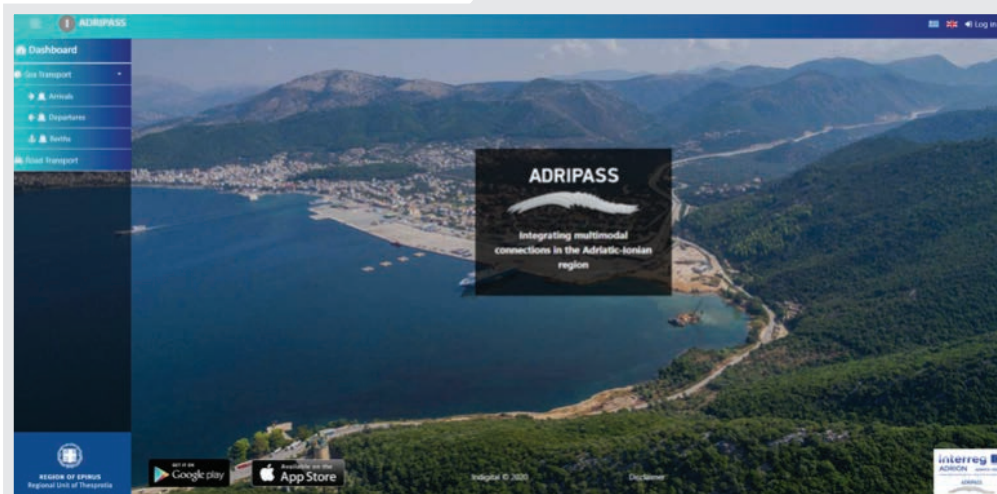

Figure 8

ADRIPASS platform front page

order to provide RUTH and OLIG various type of useful information about the transport load presented through charts and dashboards in a comprehensive and user-friendly way.
The platform for PCS flows analysis is available on the website: https://adripass.indigital.gr/

The platform uses various tools such as digital boards, offering adequate information about the current and previous performance of the transport flow. Such a device may host and visually include high volume data in order users be able to compare actual performance in terms of goals, standards and past performance.

Sea transport includes flows to and from the port of Igoumenitsa of the connections with Corfu and Italy. Regarding domestic connections, the platform presents the number of passengers, trucks, cars, buses and motorbikes that arrive or depart from Igoumenitsa to the port of Corfu, Lefkimmi (Corfu) and Paxoi. Respectively, data of the connections with Italy in the ports of Apulia, Marche, Emiglia-Romagna, Veneto and Friuli Venezia Giulia Region are available through the platform.
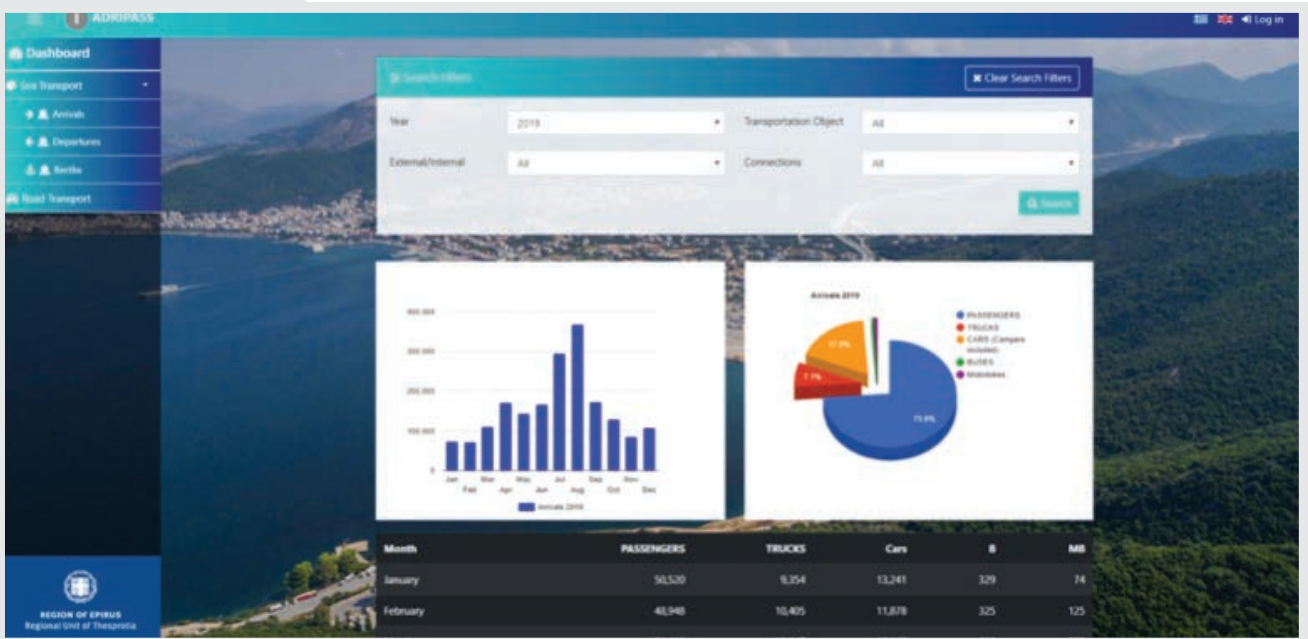

Figure 9   *Sea transport - Arrivals 2019*

In addition, the platform provides berth data for all vessel types (ferries, cargo/ passenger ships, car ferries, tankers, fishing boats, cruisers and tankers).

Apart from sea transport flows, the platform includes road data traffic on Egnatia Motorway within the Regional Unit. The system provides data from the Tyria toll station (to/from Igoumenitsa), which is located at the borders of R.U. of Thesprotia and R.U. of Ioannina, within Epirus Region. In collaboration with Egnatia Motorway, the platform provides road transport data of the four vehicle categories (motorbikes, passenger cars, buses/ 4-weels trucks and trailers).

The platform provides information on a monthly basis of sea transport flows from 2006, while road transport data are available for the past five years.

Moreover, the system is accessible from other transport stakeholders and public authorities as well, with limited however user permissions, providing them with a customised level of information adjusted and based on their needs.

In addition, business intelligence (BI) tools provide the users (RUTH/ OLIG) extend data allowing more efficient decision making on transportation issues, which in turn will improve their operational effectiveness. In addition, the business intelligence tool facilitates scenario planning on forecasts of transport flows. The BI tool operates through the Qlik (https://qlikcloud.com/) online platform, which is connected with the ADRIPASS platform database. RUTH and OLIG users with administrative role have access to the specific BI tool. Through the BI platform, the user can correlate and to further exploit sea and road transport data.

This analysis of PCS data concerning the above flows is an important activity both for OLIG and RUTH. Obviously, for the Port, gathering and presenting in a comprehensive way all data concerning flows of passengers, vehicles, freights and ships will act as a business intelligence tool for the improvement of its administrative and operational purposes.

Nevertheless, the importance is significant for RUTH as well, because the organisation will improve the planning capacities in the field of transportation taking into account the strategic position of Igoumenitsa in the West Balkans. It will also help RUTH to provide data to several transport stakeholders facilitating the design and implementation of medium/long term transportation strategies for the area, in collaboration with other transport organisations.

AR virtual-navigation mobile app

The second activity is addressed mainly to vehicle drivers (trucks, TIR trucks, buses, cars) which by using Augmented Reality (AR) tools is designed to serve as a virtual tour mobile application (available on Android and iOS) in order to provide drivers with useful information about the route that has to be followed from the arrival to the Port from Egnatia Motorway up to the boarding and backwards. The mobile app presents useful information about the location of critical points of interest within the port area, i.e. terminals, control checkpoints, tickets/ security cards, as well as the relevant documentation needed at each critical point. Through the mobile app the vehicle driver approaching the Port of Igoumenitsa has the opportunity to receive navigation information through AR tools.

Figure 10   *ADRIPASS AR navigation app*

Each point of interest is shown inside of the mobile device's camera based on the current user's location as well as the location of each point of interest in the port. Through the use of mobile device's compass sensor each point of interest is located. Displaying each point of interest, the user can see the name of the point and the distance from it. By clicking on this point, GPS technology directs at the selected location.

In addition, the mobile app is connected with the platform providing key statistical data of sea and road transport flows in the Regional Unit of Thesprotia area.

The mobile app aims to facilitate better connection from/ to the Port and Egnatia Motorway, in order to streamline freight traffic flow and minimise the truck traffic congestion in the city of Igoumenitsa.

The AR mobile app is available on:

Google Play: https://play.google.com/store/apps/details?id=com.indigital.adripass

App Store: https://apps.apple.com/app/id1477491530

Pilot action no.5 – Pre-investment study in the port of Durres, Albania

The Port of Durres (DPA) aims to modernise the sharing and exchange infrastructure through the implementation of an Integrated Port Community Information system (PCIS). The Port of Durres considers the implementation of the PCIS a significant need for providing organisational and managerial tools that will increase the cooperation, transparency and effectiveness of the Durres Port Community operations and data exchange.

There are four operational terminals in the Durres port:
- General cargo terminal owned and operated by DPA
- Ferry terminal which is given in concession and is operated by AFTO (Albanian Ferry Terminal Operator)
- Container Terminal operated DCT (Durres Container Terminal)
- East Terminal is operated by EMS by concessioner (Albanian Port Operator)

The purpose of the study is to define all needed requests that the Project has to resolve regarding detailing technical and functional specifications, time and budget calculation for effective and successful implementation of the Integrated Durres Port Community System in collaboration with the interested companies for the implementation of the system. This system is essential in order to increase the communication speed, the organisational interoperability of the port community with the result of improved quality, transparency in decision making and strengthening of the Institutional "memory".

The PCS system is the main infrastructure system to exchange information and documentation, messages among the users and other existing external information systems of various port community stakeholders through enabling the integration with their systems, aiming to streamline freight traffic flows between the ports and the hinterland on the TEN-T corridors, by improving communication and coordination with private companies and public institutions.

This study includes all the necessary information starting with an introduction of Durres Port Authority, an explanation of the current situation, of the objectives and goals and a detailed analysis of the expected results. Also, the study includes SWOT analysis and an analysis of a PCS system including its functional design (detailed analysis for vessel, truck, rail, administration staff, geographic area to be covered, target groups or stakeholders, legal basis and system security).

The vessel related operations module is seen as a tool to manage administrative requirements associated with receiving ships in port, including services provided by tugboat and pilots, vessel mooring information including additional vessel services during its stay in port and obligations related to its departure.

The truck module will include all operating regarding arriving trucks that will have to be announced via PCS. Terminal operators will then have access to the list of announced trucks with all relevant information about the cargo.

The rail related operation module will handle all arriving rail wagons that have to be announced by the responsible party via PCS Integration Platform, which will validate received information, sent by rails other systems (for ex. TOS).

The study also includes a budget analysis for the PCS implementation and specifications regarding hardware and the

Figure 11   *Aerial view of the port of Durres, Albania*

components of the study are:

- Software - distribution, installation and integration of an application (information system).
- Hardware equipment - the delivery and installation of hardware equipment.
- System Implementation Services - This will include the testing and demonstration of system use, as well as DPA assistance in the testing process as well as functional acceptance.
- Training - Part of the project is the training of DPA staff in terms of the technical and operational aspects of system use.
- Initial support (on-site) -the support in place for the system special module's starting activities, as well as the DPA control on the initial activities related to the use of the system.
- Support on-site - part of the project is the technical and functional support and support of system operation. The support will be provided remotely or on the delivery note to the Bidder's technical staff (creation and maintenance of an assistance center).

One of the most important points, explained in the study, is the security of the PCS. The security elements applied must be of a high standard and have a broad application in similar institutions. For this, the database and the application are required to meet a set of conditions under technical terms. The system is minimally required to integrate with LDAP as the active directory. This integration will serve as a minimum for the administration of users, groups, roles, and operations on documents or group of documents in accordance with technical specifications. Any user should be logged while the system should support the implementation of security standards in the creation and administration of users in accordance with ISO 27000 (as well as subsequent versions). Documents and information security should minimally include defining and modifying rights for each document, group / type of document, the structure and categories of documentation. Unauthorized access will not be allowed and any attempt to break should be documented. Users of the PCS should only get Access to data they are entitled to view. This point is a guarantee for the stakeholders who will be included in the system.

As a result of the study DPA has obtained the following results:

- Identify members who will interact in PCS.
- Identification of administrative and operational procedures as well as the services that the PCS system must provide.
- Ensuring interaction with other neighbouring ports.
- Analysis of the existing IT system to identify the necessary interventions by PCS.
- Defining functionality groups.

Thanks to the ADRIPASS project, the pre-investment study has achieved and met its expected objectives, goals and outcomes. The study has defined all technical and functional specifications, time and budget for the effective and successful implementation of the Integrated Port Community System of Durres in cooperation with the stakeholders.

DPA is planning self-financing for the implementation of the PCS and at the same time is partner in a new project which will finance some modules of the PCS implementation.

Part VI *ADRION transnational institutional cooperation*

Transnational Strategy for the improvement of multimodal transport and accessibility in the Adriatic-Ionian region

Chamber of Commerce and Industry of Serbia (CCIS)

The central role of the Chamber of Commerce and Industry of Serbia within the ADRIPASS project is to coordinate and ensure complete implementation of the ADRION transnational institutional cooperation, as the responsible partner for this activity, with full support and contributions of the whole partnership.

The main activities of CCIS are to ensure coordination of the work on the ADRION transnational institutional cooperation through the adoption of a joint methodology for implementing it by means of continuous, direct communication and technical coordination meetings as well as to ensure implementation of the two main actions – setting up the ADRION transnational Strategy and a Cooperation network for improvement of multimodal transport in the region.

To enable partners and their associated partners and stakeholders to extract the key messages to be implemented in the main deliverables, CCIS prepared guidelines – the Concept on how to involve relevant stakeholders. All partners contributed to this inputs collection by creating the Report on consultations with stakeholders.

The ADRION transnational institutional cooperation lays the basis for mainstreaming the results of ADRIPASS' at a high institutional level, ensuring durability and transferability of the project. ADRION transnational institutional cooperation is based on the methodologies, tools, analyses and results of the Action plan based on an analysis of shortcomings in ports and at Border Crossing Points, as well as the results of the pilot actions (implementation of ICT tools for streamlining freight flows in the ADRION region).

One of the main outputs of the the ADRION transnational institutional cooperation is the Transnational Strategy for the enhancement of efficiency of multimodal transport and competitiveness of the transport sector in the Adriatic-Ionian region. The action plans completed in the previous phases of the project (the Final transnational action plan for transport facilitation in the ADRION region and the ICT Action plan for improving multimodal transport in ADRION regions) will be transferred to the national ministries belonging to the Advisory Board and key policymakers and institutions in the region, such as the European Commission (DG MOVE, DG REGIO and DG NEAR), EUSAIR Transport Steering Group no. 2, Regional Cooperation Council (RCC), CEFTA and UNECE. Based on the input from partners on the cooperation and consultations with associated partners and stakeholders, the mentioned Transnational Strategy will be defined and shared with the representatives of the other Macro Regional Strategies: Baltic, Danube, and EUSALP.
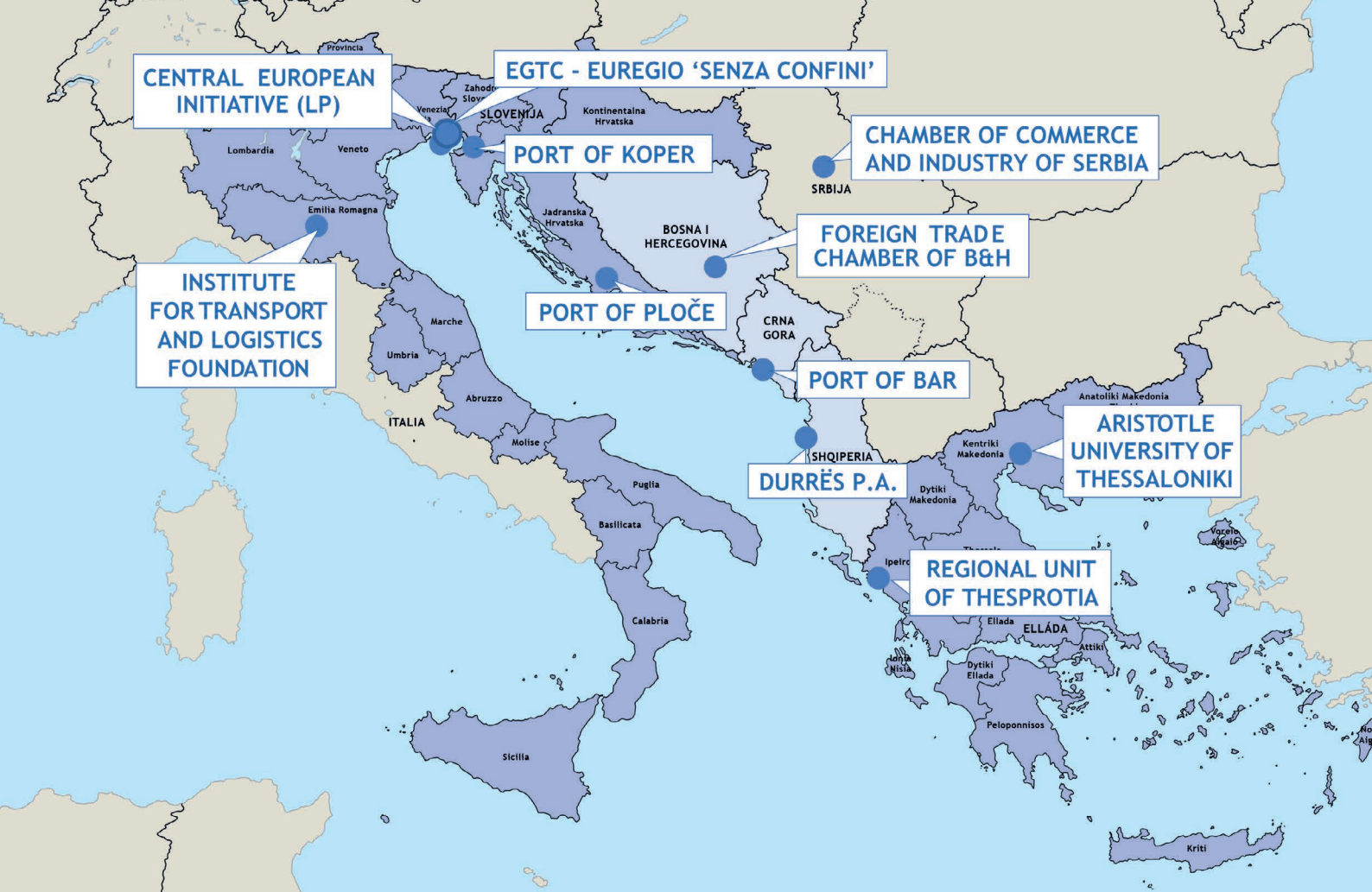
Besides those mentioned, one of the regionally important stakeholders which are expected to be actively involved is the Permanent Secretariat of the Western Balkan Transport Community Treaty, where the Strategy should also positively support and impact the work of the Transport Facilitation Working Group. The Transport Facilitation Working Group was set up after the Vienna Summit held in August 2015, in the framework of the "Berlin process", suggesting priority actions to be taken in the area.

The Cooperation Network, as the last main output of the ADRION transnational institutional cooperation, shall ensure the long-lasting effects of the project and the basis for a substantial contribution to future transnational cooperation among ADRION region competent national authorities, stakeholders and key players of the Transport and Logistics sector in the area and beyond.

The Cooperation Network shall be created through a process of drafting a Transnational Strategy for enhancement of multimodal transport efficiency and competitiveness of the transport sector in the region and will be announced by signing a Memorandum of Understanding (MoU).

In those terms, the primary responsibility of CCIS is to extract the Key messages from the stakeholders'consultations and the endorsed Strategy for implementing it in the Memorandum of Understanding. This MoU will be signed by the Project Partners, Associated Partners and invited institutions during the final conference, and will aim at ensuring the highest level of political commitment and durability towards its concrete implementation, setting up a permanent transnational Cooperation network.

Map Labels

CENTRAL EUROPEAN INITIATIVE (LP)

EGTC - EUREGIO 'SENZA CONFINI'

PORT OF KOPER

CHAMBER OF COMMERCE AND INDUSTRY OF SERBIA

FOREIGN TRADE CHAMBER OF B&H

INSTITUTE FOR TRANSPORT AND LOGISTICS FOUNDATION

PORT OF PLOČE

PORT OF BAR

DURRËS P.A.

ARISTOTLE UNIVERSITY OF THESSALONIKI

REGIONAL UNIT OF THESPROTIA

Project budget in EUR:
1.423.893,50

ERDF and IPA II funding in EUR:
1.210.309,46

Duration: 36 months

11 project partners
11 associated partners

8 Countries involved:
Albania
Bosnia & Herzegovina
Croatia
Greece
Italy
Montenegro
Serbia
Slovenia

Project Partners

Central European Initiative
Executive Secretariat (Italy)
Lead Partner

Institute for Transport
and Logistics Foundation
(Italy)

Chamber of Commerce and
Industry of Serbia
(Serbia)

Aristotle University
of Thessaloniki
(Greece)

Regional Unit of Thesprotia
Region of Epirus
(Greece)

Port of Koper
(Slovenia)

Durrës Port Authority
(Albania)

Ploce Port Authority
(Croatia)

Port of Bar
Holding Company
(Montenegro)

Foreign Trade Chamber
of Bosnia and Herzegovina
(Bosnia and Herzegovina)

GECT Euregio Senza Confini c.l.
EVTZ Euregio Ohne Grenzen mbH
EGTC (European Grouping of Territorial Cooperation)

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