HINTERPORT

APPLIED SOLUTIONS TO IMPROVE PORTS AND HINTERLAND CONNECTIVITY
ITENE IS A RESEARCH CENTRE founded in 1994 as a private association with non-profitable purposes and integrated by companies and institutions related to Packaging and Logistics.

MISSION: promote research and innovation around packaging and logistics.
CASTLE –
Cooperation Among SMEs
Toward Logistics Excellence

The Castle project is developed by 10 partners from Austria, Germany, Greece, Hungary, Italy, Poland, Slovenia, Spain.

The Castle overall objectives are:

• Improve local & regional policies in logistics for SMEs by the exchange of experiences among the Public Policies and the transfer of these experiences into the regional and local policies.

• Promote, through public policies improvements, the cooperation, networking/clustering of SMEs in logistics to strengthen the regional economies.

• Create the policy framework conditions for an entrepreneurial and logistics growth which is more sustainable and effective.

• Promote policies which grant a logistics culture at regional and EU level, in particular by improving logistics skills, training and education for SMEs.

• Improve the capacity of regions of innovating in logistics, as leverage to strengthen their economic competitiveness.

• Promote public actions to shorten the divide between transport & logistics effectiveness vs environmental protection & energy saving (win-win policies).

www.hinterport.eu
Project Objectives

- Improve Supply Chain Practice
- Improve Supply Chain Education
- Reduce Differences across Europe
- Set Standards
- Create growth and jobs
- Achieve better match between EC policy and business decisions

Project Advisory and Communication Board

Project Consortium

WP1 - Problem Description and Theoretical Foundation
WP2 - State of the Art in Promotion and Dissemination
WP3 - Translation of findings into strategy
WP4 - Development of methodology for best practice assessment
WP5 - Collection of cases illustrating issues of best practice and innovation throughout Europe
WP6 - Evaluation and transferability analysis
WP7 - Development of a Label/Certificate
WP8 - Development of training packages
WP9 - Recommendations and advise for continuation activities

Dissemination and Promotion Platform

Continuous Dissemination

Project Duration: 4 years until early 2010

www.bestlog.org
TIMI – Intelligent Intermodal Freight Transport

**Overall objective**

Improve management and facilitation of information access and exchange between large and small, public and private stakeholders across all business sectors and transport modes in order to support the modal shift of cargo flows from road to intermodal transport.

**Work Packages**

- WP0 – Intermodal Transport Modelling
- WP1 – Transport Planning
- WP2 – Transit Assistance
- WP3 – Security
- WP5 – Intermodality

**Consortium**

- ACCIONA TRASMEDITERRÁNEA
- ETRA INVESTIGACIÓN Y DESARROLLO
- FAGOR ELECTRÓNICA
- IBERMÁTICA
- INFOPORT VALENCIA
- INGELECTRIC
- INSTITUTO IBERMÁTICA DE INNOVACIÓN
- SERVIMAPS SIG
- TB-SOLUTIONS

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PROJECT 1.- Enhancing Co-Modality through optimization of logistics platforms performance

Analysis of logistics performance in modal shift operations (road - train) in the automotive sector.

- Optimal Vehicle Utilization
- Optimization of use of road transport (15 %) in modal shift areas. Less carriers/ high volume/ better rates.
- 10% savings through load train optimization.
- Identification of bottlenecks in logistics platforms.

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Valencia 14.03.08- The Valencia Green Logistics Congress, held in the new high-tech facilities of the Packaging, Transport and Logistics Research Center, ITENE, located in Valencia (Spain), brought together more than 200 of attendees from 22 different countries to deliver know-how and learn of the challenges “green” logistics offers the industry.

A selection of 30 high-level speakers from politics, industry and research side shared important experiences and ideas regarding the sustainable and economic efficiencies of using different ways of transport, while demonstrating that intermodality means not only CO2 emissions reductions but also energy and time savings for citizens making use of innovative businesses models.
Valencia Green Logistics Congress: a powerful intermodal alliance shows how R&D can achieve intermodal transport efficiency
PROMOTION OF HINTERLAND TRANSPORT COOPERATIVE SOLUTIONS FOR INTEGRATED OPERATIONS OF SEA-INLAND PORTS
Main Objectives

HINTERPORT project is a Common Learning Action funded by the Marco Polo Scheme, running from January 2010 until January 2012.

The project goals are:

• enhancing the knowledge in the intermodal freight logistics sector;

• fostering the integration of port and hinterland, offering to the ports an increased capacity through the collaboration with hinterland freight terminals;

• facilitating the efficient and secure movement of cargo in and out of the port by the means of environmentally sustainable transport solutions;

• establishing an interactive network of intermodality that relates different stakeholders.
Hinterport Consortium

The Hinterport Consortium consists of 17 partners plus 44 Associate:

- 4 dry ports,
- 1 national freight villages association,
- 6 representatives of Port Authorities and/or sea terminals,
- 3 transport operators,
- 3 transport institutes,

Coverage of 9 different countries:

Germany, Italy, Spain, France, Lithuania, Estonia, Slovenia, Greece and Belgium.

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Main Outcomes of the project

- **Thematic Blueprints:**
  an electronic handbook that includes information and customized parameters about validated success stories from across Europe transport business cases.

- **User friendly ICT means:**
  an e-learning platform and an ICT platform that allow individual training and exchange of information both.

- **Innovative training and dissemination programs.**

- **HINTERPORT Forum:**
  a very useful tool in exchanging information, in bringing together the final beneficiaries of the project results (European transport community) and in stimulating business relationship towards intermodality.
Hinterport TOOLS

Applications

HINTERPORT actions will create "understanding" of HINTERPORT outcomes, their "validation" and the "sharing" of final HINTERPORT results. The next different HINTERPORT tools contribute to these different phases:

**Blueprints Interactive**

The development of various thematic interactive Blueprints form an electronic handbook allowing the interested party to set customized values for a series of parameters in order to obtain targeted feedback directly related to its characteristics and priorities.

<Demo under construction>

**Learning platform**

The E-learning platform is the system that will allow the remote and wide undertaking of virtual training to raise the level of user accessibility and project penetration in the EU transport market during and after the end of the project.

<Demo under construction>

**ICT platform**

The ICT platform is the system used in the project to provide an efficient exchange of information combined with appropriate applications for the optimization of the physical flow in multimodal transport corridors.

<Demo under construction>

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ITENE’s ROLE

ITENE has focused its activity in collecting success projects and cases of integration of ports and hinterland.

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<td>LoW 3.2: Implementation of ports/dryports integration scenarios</td>
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<td>LoW 3.3: E-learning services for the freight transport community</td>
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<td>C4: Dissemination and training plan</td>
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<td>LoW 4.5: Organization of conferences/business matching events</td>
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LoW 2.1: Collection of success projects and cases

Success projects studied are located in 10 different countries:

- 9 of them in the UE (most of them located on Central Europe and South-Western Europe)
- EE.UU.

Status:
- 45.8% completed
- 41.7% On-going
- 12.5% Planned
LoW 2.1: Collection of success projects and cases

- This action aims to:
  - identify a clear and common vision of the most important characteristics
  - detect lessons to be learnt through the projects and cases studied.

- 24 success projects underline
  - ↑ railway and maritime transport transport enhancing modal shift;
  - Give the Port a key role in the global supply chain building new areas dedicated to activities NOT purely maritime.

- Best Practices:
  - All of them have a common goal,
  - Some can be applied directly
  - Few will require small changes in order to adjust them to a specific case

Different national contexts bring to different transport and logistics solutions and, thus, to a different success stories.
LoW 2.1: Collection of success projects and cases

- From the 24 cases studied, we can obtain 110 success actions that briefly summarized:
  
  - Most common actions (over a 25%) are related to the establishment of new intermodal services that are connecting the port with its hinterland (including inland terminals) and the development of their respective feasibility studies.
  
  - More than the 50% of the actions are aimed to promote combined solutions using railway transport as an alternative to the road transport.
Acción de éxito

Descripción

A. Establecer un servicio de transporte combinado, con uno de los modos el transporte por vías navegables.

B. Establecer un servicio de transporte combinado, con uno de los modos el ferrocarril, para conectar el Puerto con su Hinterland.

C. Desarrollar nuevas infraestructuras (Puerto seco; Plataforma Logística).

D. Establecer un servicio de transporte combinado, con uno de los modos el ferrocarril, para conectar: Puerto – Plataforma logística/terminal interior/puerto seco.

E. Fomentar soluciones de cambio modal de la carretera al transporte marítimo.

F. Construir un corredor multimodal para enlazar con redes transcontinentales.
LoW 2.1: Collection of success projects and cases

The common goal of projects studied:
Improve Port-Hinterland connections, developing new sustainable corridors and efficient intermodal terminals inland

Thus, Ports are well prepared to face in an efficient way changes in global maritime transport offering a well integrated network

TO FACE FUTURE ECONOMIC SCENARIOS, COMODALITY IS THE SOLUTION: INTEGRATE MARITIME, RAILWAY, ROAD AND INLAND NAVIGATION IN AN INTEGRATED AND SOLID NETWORK
LoW 2.1: Collection of success projects and cases

- Positive impacts derived from the success cases studied:

  - Approximately 80% decrease in congestion and CO₂ emission due to the modal shift from road transport to railway, maritime, and short sea shipping.

  - Approximately 50% decrease in costs: logistics and transport, and increase in freight flows (transported and managed).

  - Approximately 25% improvement in quality of service.

  - Approximately 20% simplified: increase in security, guarantee, and trust, with an improvement in documentation, customs, and cross borders.
LoW 2.1: Collection of success projects and cases

Possible Impacts

+ Improvement in freight management

Ports and Freight Villages → more competitive

Better Management
Better Performance
Stock reduction
LoW 2.1: Collection of success projects and cases

- Most of the cases cooperation/collaboration has been needed:
  
  Private Sector

  +

  Public Administration

- For the start up of these new services

- In order to share risks involved in these new tools of transport management.

Thus, strategic economic development will SUCCEED
## List of the HINTERPORT Events

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<th>THEME</th>
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<td>23.11.2010</td>
<td>Brussels</td>
<td>Conference: joint event with FP7 TIGER project</td>
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<td>February 2011</td>
<td>Antwerp</td>
<td>“Rail and barge as alternative for road transport between the port and the hinterland”</td>
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<td>May 2011</td>
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<td>“Joint business initiatives between actors for efficient connections between port and hinterland”</td>
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<td>July 2011</td>
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<td>“Transferability of best practices to other contexts”</td>
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<td>October 2011</td>
<td>Lithuania</td>
<td>“Lessons learnt from HINTERPORT project”</td>
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The HINTERPORT Forum aims at establishing an interactive network of intermodality related stakeholders across Europe functioning as an entity of reference for the intermodality features in the Port-Hinterland integration.

The HINTERPORT agenda addresses a number of Political and Operational Priorities, such as:
• Adapting procedures and methods in transport systems to meet today’s logistics requirements;
• Improving procedures and methods in sea and inland ports;
• Increasing the demand for non-road transport;
• Any actions aiming to improve the integration of the new Member States into the logistics chain.

Join us in boosting intermodality in Europe by stimulating business opportunities within the HINTERPORT Community! Your involvement will have on immediate influence on the HINTERPORT environment.

Sign up now at the registered area of www.hinterport.eu. The subscription is free of charge.
Thank you for your kind attention

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