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LOGISTICS & MARITIME FORUM European trends and regional perspectives

15-16 February 2017, Piacenza Expo

Fresh Food Corridor project's challenges and opportunities

Maša Čertalič, Head of strategic development, Port of Koper





- Project's main characteristics
- Pilot example Koper
- Pilots plans and future activities
- Opportunities and challenges



## Project's main data



- <u>Project's title</u>: Sustainable, Fast & Reliable Cold Chain Corridors bridging EU and non-EU countries (Fresh Food Corridors)
- <u>Funding objective</u>: 3 Optimizing the integration and interconnection of transport modes and enhancing the interoperability of transport services, while ensuring the accessibility of transport infrastructures
- <u>Priority</u>: 4 Motorways of the Sea (MoS)
- Project's duration: 1.9.2014 31.10.2017
- Project's number: 2014-EU-TM-0531-S
- Partnership: 20 partners from Israel, Italy, Cyprus, France and Slovenia
- *Objectives*: relevant improvements on the route from Mediterranean to Northern Europe as:
  - Reduction of delivery time for goods
  - Reduction of CO2 emissions
  - Reduction of transport costs
  - Innovation / Introduction of new tecnologies
- *Total project's budget*: 21.405.945,45 €
- 50% co-financing: 10.702.972,72 €



## **Project's partners**



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- forwarders,
- terminal operators,
- port authorities,
- rail operators, technology providers
   etc.

### SLOVENIA: 📫

- Luka Koper (LP, Act. 5)
- Adria Kombi d.o.o.
- TPG Logistic

#### ITALY:

- MIT (Leader Act. 4)
- Veneta Lombarda Srl
- Rail Cargo Italy
- Venice Port Authority
- La Spezia Port Authority

#### CYPRUS: 🤝

- Cyprus Ports Authority

#### ISRAEL: 📼

- AVIV AMCG (Leader Act. 1,2,3)
- Mehadrin
- Mentfield
- Carmel Int. Shipping
- Bynet Systems
- MSC Israel
- Sherry Technologies

#### FRANCE:

- Eurorail France H&S
- Marseille Port Authority
- LVANTO
- Seayard



## Fresh Food Corridors – Pilots routes









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#### <u>1st season 2015 /2016:</u>

- Number of completed block trains: 5 (2x Koper, 1x Venice, 2x Marseille-Fos)
- Gen-sets solution

#### Testing block trains per corridor:

- to verify costs and operations efficiency on the logistic chain
- to test the equipment with outside higher temperatures
- to test the same logistic chain with more sensible goods (peppers, tomatoes)



# Other pilots and ICT activities planned



#### Parallel pilot activities in FFC project:

- La Spezia Port Authority is studying and developing different scenarios (analyses) for possible corridors between EU and non EU countries (including US)
- Cyprus Ports Authority is developing a corridor ICT platform to monitor full fresh food chain and fasten administrative procedures related to transport of perishable goods



## Example of the 1st train from Koper



- 1. Capability to plan a block train in Israel
- Coordination vessel / port / train / final delivery
- 3. Gensets handling & Gensets reliability
- 4. Tracking containers' status
- 5. Transit time and costs comparison (ongoing)



### **Pilot train - Details**



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	Planned	Actual	
IL Departure Date	March 1 <sup>st</sup> 04:00	March 1 <sup>st</sup> 04:00	
Arrival to Koper	March 5 <sup>th</sup> ,16:00	March 5 <sup>th</sup> ,16:00	
Departure from Koper	March 6 <sup>th</sup> , 00:51	March 6 <sup>th</sup> , <b>02:50</b>	
Arrival to Rotterdam	March 7 <sup>th</sup> , 19:45	March 7 <sup>th</sup> , <b>17:58</b>	
#of containers	36	35	
#of gensets	36	34	
Conditions during Pre Pilot	<ul> <li>Cold and foggy weather in Koper – no significant impact on operations</li> <li>No strikes planned on route</li> <li>Train accident in Northern Germany effected train ride, but with no impact on arrival time</li> </ul>		

=> Transit time Koper – Rotterdam: **39 hours** 





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#### **Containers transferred to terminal**



Gensets mounted on containers





## Transport route – Gantt and daily progress









## ICT tracking improvements Monitored situation 24/7



Ashdod (Israel) - Installed the monitoring system at the door hinge and configured the Ashdod

Monitoring system developed and installed in collaboration with shipping companies





#### The tracking system follows the container till its final destination





## **Delivery times**



Route	Ongoing Practice	FFC Practice	Gap
MED to Scandinavia	28	12	<u>-16 days</u>
Transportation mode	Vessel + Truck	Vessel + Train	
MED to Northern - Europe (Long)	16	8	<u>-8 days</u>
Transportation mode	Vessel + Truck	Vessel + Train	
MED to Northern - Europe (Short)	7	8	<u>+1 day</u>
Transportation mode	Vessel + Truck	Vessel + Train	



## Acheivements & next steps



**Obtained results:** 

- Reduced transit time (5 to 8 days less) from Mediterranean to Northern Europe
- Reduced traffic jams on the road, on gates and on terminals
- Constantly monitored (containers position, humidity, temperature, location, doors' opening etc.)

#### <u>Next steps:</u>

- Data analysis for costs, emissions and transit times optimization
- Equipment and terminal capacities' optimization and improvement
- Installation of new technology to be applied on wagons, for a "cleaner" transport of goods through rails from Southern to Northern Europe
- Improvement of EU relationship with third countries



## **Opportunities and challenges**



- Creating a sustainable and competitive service in real life
- Expanding the service to other ports in Europe
- Mature rail reefer technology and integrated comprehensive innovative support

### Thank you for the attention!