

TIGER at a glance

The Tiger Project is entering into its pilots operating phase. Trains are already in operation in the TIGER's demonstrators. TIGER Project with its objective of Sea Ports decongestion via Dry Ports has been a forward looking and far reaching project conceived at a time of serious budget constraints and market volatility. The White Paper on Transport recently published by the European Commission has given further credit to the TIGER Project. The best and most effective way of achieving the White Paper ambitions is to move the traffic flows to and from the Sea Ports into the Hinterland via Dry Ports in an industrial way. Intermodal shuttle trains have been in existence for some time but what has been missing in the past in the maritime transport chain is the transport industrialization in economy of scale. The Dry Ports which are capable of absorbing the massive influx of maritime traffic can avoid the CTS standage inside the Sea Ports areas. The TIGER Project is implementing the extended quay concept into the Hinterland bringing the ships nearer to the ultimate customers. The transit formalities being the major causes of Ports congestion can take place in the Dry Ports. E-customs, E-freight and innovative planning production tools are viable solutions for making all controls directly in the Dry Ports. By so doing the CTS can be loaded at random from the ships on to the shuttle trains increasing the cycle time velocity and reducing the operating costs. Another innovation introduced by TIGER is the extended quay Port concept by applying the "near" and "distant" distribution approach. The TIGER Project provides a substantial contribution to modal shift.

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GFC

In the 2nd TIGER Project year the GFC has achieved substantial results for characterizing the demonstrator as a proper industrial service solution. Some implementation problems such as the very long procedure necessary for authorizing the RTE rail connection to Rivalta Scrivia railway station have been overcome. The solution found has been a new project including the RFI Rivalta Station into a unified signaling & switching unit securing a throughput of 30 couples of trains/day in/out of RTE rail yard.

Regarding the commercial effort for attracting the CTS traffic necessary for feeding the shuttle train service, a remarkable promotional action was carried out overseas mainly in the Far East and North Africa. Important results were

achieved such as the agreement with a Chinese Region and the port of Tianjin for importing CTS via Genoa port applying the extended quay concept to RTE dry port according to a preferential customs corridor using all the technological and infrastructural upgrades for a faster CTS rail transfer from Genoa to RTE. In particular a first step of integration between the CTS management systems in the terminals, the tracking system including e/customs functionalities and the Genoa Port Community system has been achieved through RFID technologies. Finally a complete e/seals pilot in collaboration with the Italian Customs Agency and the EU Joint Research Center has been tested successfully on the rail connection between VTE and RTE.

MARIPLAT



The first step adopted by MARIPLAT demonstrator for starting the official trains service commercial efforts has been the establishment of a clear market identity through the service logo represented in this editorial title. After eighteen months of planning and research activities involving all MARIPLAT partners, INTERPORTO BOLOGNA, SOGEMAR, TRENITALIA, RFI and ITALCONTAINER met in Bari on April 4th 2011 in the FS Group premises at Lamasinata station near the Ferruccio Rail terminal.

The opportunity was taken to overview the control room and the Terminal facilities where the trains coming from Gioia Tauro and Taranto ports are operated by bundling the Antenna trains originating from these two ports into a longer train

running on the Adriatic Rail Corridor from Bari-Ferruccio Terminal to Bologna Interporto. The train path authorization procedures as well as all the other connected activities such as tractions, wagons, terminals operations and technological interfaces, have been overcome. Negotiations are in progress between the MARIPLAT partners to share commitments and obligations according to the individual project undertakings for entering into full service profile. Some delays have occurred in the process of fixing up these commercial and operative obligations but it is hoped that, despite the strong competition of the North African ports against the two Italian transshipment ports of Gioia Tauro and Taranto, the service will soon start operations.

iPort

The Innovative Port and Hinterland Operations demonstrator (iPORT) finalised progressive implementation plans for two demonstration cases:

(1) A rail hub in Nienburg, located between Hamburg and Hanover, will focus on rail operation, exchanging wagon groups between several boxXpress hinterland services. The main goal is to compose trains dedicated to only one destination terminal and to serve these terminals in the seaports and in the hinterland via the rail hub. In doing so, the concept will decongest infrastructure, save operational effort and thus improve quality of rail

service within the seaports. The rail hub Nienburg started test operation by mid of July 2011 with weekly northbound services exchanging wagon groups between four trains.

(2) The Maritime Hinterland Terminal in Teisendorf follows a greenfield/close-to-the-market-concept and is designed to offer the complete portfolio of maritime logistic services. The position of Teisendorf is between Munich and Salzburg and covers a region with particularly high maritime and continental volume. Furthermore it is close to main axes of European

hinterland rail flows, which qualifies Teisendorf as potential gateway terminal as well. A main milestone for the project was the initiation of the spatial planning procedure in September 2011. After that, the plan approval procedure is expected. As soon as the final approval is given, the construction works will start. In order to support these terminal implementations, a storage capacity calculation model and a long term development strategy for inland terminals has been developed.

Intermodal Network 2015 (Megahub)

Due to unforeseen delays in the realisation of the MegaHub in Lehrte the demonstration was transferred to the Rail Hub München-Riem. This terminal is one of the largest and most efficient in Germany and has just been expanded by a brand-new state of the art transshipment module. München-Riem has a strongly increasing role in Hinterlandverkehr espe-

cially in the interconnection between the German seaports as well as a gateway for the transshipment of transport volumes to German and international terminals. The preparations of demonstration run at full speed. This includes the adaption of local regulations for train entrance with momentum, the development and implementation of specially adapted ICT-sys-

tems (e.g. train capacity management and terminal operation system) and capacity calculation model supporting the planning of the intermediate storage of loading units. A current challenge is the education and training of the personnel of the involved companies e.g. the terminal operator DUSS, the intermodal operator Kombiverkehr and rail way companies.

The TIGER Project Partners

Vital competencies include intermodality, inland dry ports and freight villages operations, port authorities, institutional regional governments, engineering, software and management system technologies as well as marketing and research. Sectorial association connected with rail industry are also present in the Consortium.

