



Co-financed by the European Union

Trans-European Transport Network (TEN-T)



MoS 24

ICT based Co-modality Promotion Centre:

1st MoS 24 Seminar

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MoS 24 context

In the first phase of MoS 24, the project work was inspired by the following principles which are very relevant for Spediporto, taking into account the experience that the Association has developed in the port of Genoa:

- ✓ The **need for integration and interoperability** expressed by the different entities and contexts analyzed, which makes clear the current situation along the Corridor 24.
- ✓ The identification of the most **relevant and definite elements of the evolution operational process** in which ICT systems are placed, to better define the potentialities that can be exploited.
- ✓ The need for creating a Platform with a **strong independent and neutral connotation** raises the problem of identifying the proper organizational, managerial and administrative instruments allowing to guarantee the functioning and **the continuity of the interoperability Platforms**.



Spediporto approach to MoS 24

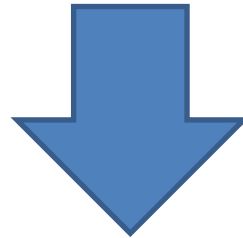
- ✓ Operating in a **single window perspective** is a crucial element for the operators represented by our Associations
- ✓ In the Genoa Port , which represents a fundamental component of the southern gate of the Corridor 24, this perspective should be finalised as follow:
 - assuring that all the Administrations involved in the control cycle operate in a real integrated context
 - opening the “sea side” information, making them available for the operative need of the port “land side” operators by the mean the coordination and the integration of the different ICT assets relevant for this purpose
 - in more general terms, promoting all the technological and organisational instruments allowing faster and smoother handling and transit of cargo in the Port

The above mentioned points are constitutive elements of those **logistic integrated systems** that the Genoa Port Authority is going to promote in order to guarantee and foster the coordination of the logistic nodes gravitating around the port of Genoa



Spediporto role in MoS 24

It's evident, also in connection with the previous speeches and presentations, that to the attention that the Port Authority dedicates to the **logistic nodes coordination** should correspond a definitive "take-off" of the management system of the **Logistic National Platform**



In this perspective the development of **a common project activity together with the European Commission** is a strategic factor and the commitment of Spediporto in MoS 24 derives from this kind of reason



MoS 24 value added for Spediporto

The services of:

- ✓ planning
- ✓ booking
- ✓ tracking and tracing

that MoS 24 aims at offering into intermodal and integrated terms, **meet and satisfy the need and market requirements** of the port and logistics operators and cover a field that at the moment was “unexplored”



Spediporto value added for MoS 24



Our National Association of the Freight Forwarders agreed to transfer into MoS 24 activities the contents of the specific agreement recently signed between the Freight Forwarders Genoese local section and the *Hamburg Freight Forwarders Association – VHSp* for the good of international forwarding and logistics.

Further, we are intensifying the cooperation relationships with other Forwarders and Operators Association located along the Corridor Rotterdam – Genoa.



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Spediporto European activities complementary to MoS 24

SEA-GATE

In this context, considering the importance of the topic, Spediporto together with Confetra and Federagenti has recently elaborated a proposal for the last TEN-T funds call, consisting in the project **SEA-GATE**.

The main objective of the overall project *SEA-GATE* is to achieve the **creation of an e-Community port** extended to all ports belonging to the TEN-T and in particular to the future "core network".

With *SEA-GATE*, we aim at doing a survey at European level about the transport documents still impeding the complete **dematerialization of the logistic process** in order to define a complete re-engineering process in the European logistic context.

For this purpose, *SEA-GATE* proposal aims to structure an ICT system based on common rules shared by all the subjects in port area and to develop **a network of "core nodes" interconnected and interoperable port**, both in terms of ICT interfaces with various modes of transport and the communication protocols between ports.



Spediporto European activities complementary to MoS 24

SEA-GATE

The most innovative aspect of the *SEA-GATE proposal* is the strong **presence of the Operators Associations** in the definition of the *SEA-GATE* operational goals.

What has to be highlighted is the strong integration of the *SEA-GATE* proposal with other projects referred to the service component to be developed in Corridor 24:

- ✓ intermodal tracing and tracking (**MoS 24**),
- ✓ European environment deriving from **Directive 65/2010 (MIELE)**
- ✓ studies that aim at enhancing the strategic role of Corridor 24 (**CODE 24**)

