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Authors and contributors

Initial	Name	Organisation	Role
JR	Jenny Rainbird	BMT Ltd	Author
IK	Ioannis Koliousis	DDL	Contributor
MS	Michael Schygulla	PTV	Contributor
JTP	Jan Tore Pedersen	MARLO	Contributor
AS	Algirdas Šakalys	VTGU	Contributor

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Role	Who	Date
Deliverable leader	JR	18/11/2014
Quality manager	JTP	18/11/2014
Project manager	JR	18/11/2014
Technical manager	TK	18/11/2014

Disclaimer

1 Executive summary

The purpose of this report is to provide information regarding concerted activities with both the current INTERREG and TEN-T funded research projects which are relevant to the European Union e-Maritime initiative.

The report includes the following INTERREG projects

- Port Integration
- SuPorts
- Sustain
- MED.I.T
- CODE24
- EWTCII

and the following Ten-T projects

- AnNA
- Monalisa 2
- MOS4MOS
- MIELE
- WiderMos

The report provides a brief overview, the objective and the e-Maritime links for these projects and also the contact details and website for further information.

This report does not include information regarding e-Maritime links to FP7 projects funded by DG MOVE which are included in section 2.10 ‘eMAR collaboration projects’ in the Periodic Project Management report, for period 3.

List of abbreviations

PCS	Port Community System
ERDF	European Regional Development Fund
TEN-T	Trans-European Transport Network
RFID	Radio-frequency identification
UHF	Ultra high frequency
CMM	Container Movement Message (eMAR EMSF)
SESAR	European air traffic control infrastructure modernisation programme
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IMO	International Maritime Organisation
INTERREG	Inter-regional cooperation programme
PCS	Port Community System

2 Introduction

The purpose of this report is to provide information regarding concerted activities with both INTERREG and TEN-T funded research projects which are relevant to the Europen Union e-Maritime initiative [1]. This report does not include information regarding e-Maritime links to FP7 projects funded by DG MOVE which are included in section 2.10 'eMAR collaboration projects' in the Periodic Project Management report, for period 3.

2.1 INTERREG

The INTERREG IVC programme provided funding for inter-regional cooperation across Europe. It was implemented under the European Community's territorial co-operation objective and financed through the European Regional Development Fund (ERDF). The current programme covers the period 2007–2013 and will continue under the name INTERREG EUROPE from 2014 to 2020 [2].

2.2 TEN-T

The Trans-European Transport Network (TEN-T) Programme was established by the European Commission to support the construction and upgrade of transport infrastructure across the European Union [3]. The TEN-T Programme provided funds to support important transport infrastructure projects, in line with the overreaching goal of European competitiveness, job creation and cohesion. The TEN-T Programme had a budget of €8.013 billion for the 2007-2013 framework and the programme continues with EU Funding for TEN-T in two sets of funding instruments,

1. the Connecting Europe Facility

2. the Cohesion Fund and the European Regional Development Fund .

These funding instruments have a timespan of seven years from 2014 to 2020.

In this report the focus is on projects from 2012 onwards, a full list of projects can be found on the European Commission Innovation and Networks Executive Agency website pertaining to water [4] and river information systems [5].

3 INTERREG projects

3.1 Port Integration

3.1.1 Overview

The premise of the project is to address the ever-increasing volume of traffic on Europe's roads and towns and increase the usage of coastal shipping, inland waterways and rail for the movement of goods.

To address this imbalance in the transport modes the project aimed to optimise the interface and links between maritime transport and hinterland transport operators - including road, rail and inland waterways and make more efficient use of trucks.

3.1.2 Objectives

The project has three main objectives

- A more reliable combination and coordination of individual transport operators and modes.
- More effective communication of what such transport opportunities can offer.
- Improved communication between all actors in the supply chain.

3.1.3 Relevance to EU e-Maritime Initiative

The Port Integration project has identified e-Maritime as a sub objective of the project particularly with relevance to the improvement of maritime transport corridors.

The second part of the Port Integration maritime and port interfaces study was focused on identifying existing of foreseen ICT solutions at four different European port clusters and how these solutions relate to the e-Maritime policy objectives.

The study included
Existing Experiences

- Description of existing experiences in using Single Windows and Port Community Systems.
- Identification of the main drivers for creating such systems
- Description of relations between the participants of a collaborative ICT solution. Agreements and management solutions between participating IT Systems and organizations.
- Main changes on organization structures of involved stakeholders due to ICT projects.
- Organisational problems. How to involve and commit different parties.
- Some legal aspects to deal with
- Financing shared platforms and systems
- The importance of dissemination and training

Common Processes involved and related Data exchange

- Presentation of key processes involved
- Explanation of meaning of the data exchange and the dialogue with other actors for the attractiveness and the speed of turnover in the port.

Common Concepts and Technologies

- Presentation of the main concepts and ICT technologies which are being used to enhance the efficiency of maritime transport and port interfaces in selected ports (including business and IT architecture aspects).
- Description of the main benefits and risks of implementing the main concepts and technologies presented (comparison of the situation between "before" and "after" the implementation).

Facing Interoperability

- Assessment of integrated and interconnected solutions in different scenarios (authorities, economy, other ports).

A full report is available for download from the project website here http://www.portintegration.eu/index.php/study-2.html

3.1.4 Contact details and website

3.1.4.1 Lead partner

Free and Hanseatic City of Hamburg, Ministry of Economy, Transport and Innovation
Alter Steinweg 4
20459, Hamburg
GERMANY

3.1.4.2 Contact Person

Contact Person: Michael Stange
Tel: +49-40-42841-2093
Fax: +49-40-42841-1330

3.1.4.3 Project website

http://www.portintegration.eu/index.php/start.html

3.2 SuPorts

3.2.1 Overview

SuPorts was a European INTERREG IVC project which aimed to assist local ports in the implementation of environmental strategies and to facilitate their access to suitable environmental management tools, enabling them to remain competitive by contributing to a more sustainable EU. The project was completed in 2013

The rationale behind the project was that most EU ports are small ports often combining shipping, fishing and leisure activities. Despite their small size they have important economic, social and environmental links with their surroundings. Together, the thousands of European local ports have a large cumulative impact. They face environmental challenges while trying to comply with EU environmental legislation, and higher expectations from their users and local residents, but they lack the tools to respond to these challenges.

3.2.2 Objectives

The project aimed to enable an exchange of experience in order to identify and promote better practice in the fields of dredging, protection of the marine biodiversity, the involvement of stakeholders and the development of environmental management tools appropriate for smaller ports. Partners worked together to customize existing environmental management tools, such as self-diagnosis, indicators, and environmental management systems.

3.2.3 Relevance to EU e-Maritime Initiative

SUPORT acknowledges the links between maritime policies and the environmental aspects. It publishes the view that many sectors of the economy are active in coastal zones: port operations, transport, fisheries, industry, energy and tourism. As a result, many policies have a maritime dimension, but most of them are still managed sector by sector. The project promotes an integrated maritime policy.

3.2.4 Contact details and website

3.2.4.1 Lead partner

Seine-Maritime County Council (SMCC)
Avenue Grand Cours
71107, Rouen Cédex 1
FRANCE

3.2.4.2 Contact person

Contact Person: Catherine Perepelytsya
Tel: +33 2 35 03 50 36
Fax: (33-0) 2 35 03 51 85

3.2.4.3 Project website

http://www.seinemaritime.net/suports/

3.3 Sustain

3.3.1 Overview

Funded through the INTERREG IVC programme, SUSTAIN was a 3-year project part-funded by the European Regional Development Fund. It was a Regional Initiative addressing environment and risk prevention and the sub-theme water management with a budget of €1.8m.

3.3.2 Objectives

The objective of SUSTAIN was to create a tool based which uses a set of easily measurable sustainability indicators to enable Authorities to measure the sustainability of our coasts.

3.3.3 Relevance to EU e-Maritime Initiative

The sustain project makes use of maritime data to assist costal authorities in risk assessment and decision making. During the project the data for the relevant indicators is fed into a newly developed policy tool, DeCyDe-for-Sustainability. This is a user-friendly, spreadsheet tool that allows the Core Indicators to be scored numerically, to support the self-assessment and to determine, whether an Authority is moving towards a sustainable end-point. Implementing the tool is done through participatory workshops where discussion about the Issues, Indicators and Data is as important as the numerical value obtained.

3.3.4 Contact details and website

3.3.4.1 Lead partner

Coastal & Marine Union (EUCC)
PO Box 11232
2301 EE, Leiden
NETHERLANDS

3.3.4.2 Contact person

Contact Person: Alan Pickaver, Maria Ferreira
Tel: +31 71 5122900
Fax: +31 71 5124069

3.3.4.3 Project website

http://www.sustain-eu.net/index.htm

3.4 MED.I.T

3.4.1 Overview

The MED.I.T.A project main subjects are the maritime transport and the connections among ports, dry ports and freight villages. The project is based on the establishment of a network between ports and dry ports that permits easier and faster movements of goods in Mediterranean area using low cost technologies like passive RFID UHF.
The network was established through the project MOS4MOS by Port of Livorno and Interporto Toscano. The project is a procedural and technological network aiming to execute a Motorway of the Sea for overcoming the territorial boundaries by making a unique system and shared procedures. The pilots within the project enable a study of the origin and destination of goods, typology and carried quantities. The project involves four European countries of the Mediterranean including Italy, Spain, Greece and Montenegro.
The funding is from the MED Programme, European Territorial Cooperation 2007-2013

3.4.2 Objectives

MED.I.T.A. project aims at implementing a "Cargo Community System" using technology transfer from the experience gained from Port of Livorno and Interporto Toscano in the TEN-T project "MOS4MOS".
Objectives of the project are to:
1. Reduce waiting time needed to check-in, which causes nowadays long queues at gates;
2. Reduce pollution produced by stopped vehicles and not-optimized paths;
3. Create a virtual network implementing automatic control of vehicles' load and reading information about followed path;
4. Create ad hoc data mining process to give back statistical information about the paths used by goods and their classification;
5. Implement a unique platform in order to share information among members of MED.I.T.A. project or other authorized interested parties.

3.4.3 Relevance to EU e-Maritime Initiative

eMAR has provided knowledge and standards, including the Container Movement Message (CMM), Access-point technologies and basic aspects to building effective PCS. More precisely, the Access Point technology has been reviewed in order to assess whether the RFIDs implemented on Trucks with the objective of monitoring movements as well as origin and destination statistical analysis of cargoes.

3.4.4 Contact details and website

3.4.4.1 Lead partner

Interporto Toscano Amerigo Vespucci S.p.A. Toscane, Italy.

3.4.4.2 Contact person

Mr. Claudio Bertini
eMail: bertini@interportotoscano.com Tel: +39 0586 984459

3.4.4.3 Project website

http://meditaproject.eu/

3.5 CODE24

3.5.1 Overview

The project 'CODE24' intends the interconnection of economic development, spatial, transport and ecological planning along the trans-European railway axis (TEN-T) no. 24 from Rotterdam to Genoa. Corridor 24 covers a number of the most important economic regions in Europe. The major European north-south transport axis across the Netherlands, Germany, France, Switzerland and Italy is linking the North Sea port of Rotterdam and the Mediterranean port of Genoa. Its catchment area comprises 70 million inhabitants and operates 50% (700 million tons/year) of the north-south rail freight. The opening of the Lötschberg Tunnel in 2007 and the Gotthard Tunnel (expected in 2017) and the parallel expansion of the feeders will further improve the importance of Corridor 24. Nevertheless, some major bottlenecks and a lack of trans-regional coordination still threaten the potential of the axis, limiting its economic and spatial development. CODE24 was approved under the Strategic Initiatives Framework of the INTERREG IVB NWE programme.

3.5.2 Objectives

CODE24 aims at a coordinated transnational strategy to support the improvement and the development of the corridor. The overall objective is to accelerate and jointly develop the transport capacity of the entire corridor by ensuring optimal economic benefits and spatial integration while reducing negative impacts on the environment at local and regional level. By focussing on regional aspects in the corridor area and joint development strategies, the project will strengthen the position of regional actors and stakeholders. It will provide planning tools and tailor made solutions to remove major bottlenecks and enable pro-active stakeholder participation. This encompasses both: the development of the railway system as well as a sustainable spatial development.

3.5.3 Relevance to EU e-Maritime Initiative

The eMAR partner, PTV is cooperating in the project regarding best practices and organizing the mobile exhibitions. Results and best practices are being shared between both the CODE24 and the eMAR project as eMAR is researching the Hinterland transport planning and optimization in similar corridors.

3.5.4 Contact details and website

3.5.4.1 Lead partner

Verband Region Rhein-Neckar
P7, 20/21, D-68161 Mannheim

3.5.4.2 Contact person

Jörg Saalbach
Tel: +49 621 / 107 08 43
Fax: +49 621 / 107 08 34
joerg.saalbach@vrrn.de

3.5.4.3 Project website

http://www.code-24.eu

3.6 EWTCII – East-West Transport Corridor 2

3.6.1 Overview

East West Transport Corridor project The EWTC II project is a continuation to the successful EWTC project completed in 2007. The EWTC project was a cooperative project between 42 different partners in Denmark, Lithuania, Russia and Sweden with a total budget of 3,24 MEUR co-financed by the Interreg IIIB Baltic Sea programme. The purpose was to address the increased cross border traffic in the transport corridor between Esbjerg, Denmark and Sassnitz, Germany in the west to Vilnius, Lithuania in the east, aimed to strengthen the transport development through infrastructure improvements, new business solutions for, logistics, Intelligent Transport Systems (ITS), outreach activities to the Far East and co-operation between researchers. An increased transnational cooperation along the corridor was considered important in order to be able to deal with bottlenecks in the corridor.

3.6.2 Objectives

The main project objectives are:

- To develop an innovative pilot testing ground where modern technology and information systems contribute to increased efficiency, traffic safety and security as well as reduced environmental impact in the corridor.
- Support economic growth within and in the regions close to the corridor, particularly in ports and inland hubs by stimulating new business models for e.g. railway transport. In the long run, the transport corridor has the goal to develop a corridor that matches European policies and market demands for growing transports.
- To support development of transports between BSR, Russia, Far East, China and Black Sea to develop trade and stimulate economic growth.

3.6.3 Relevance to EU e-Maritime Initiative

Some specific EWTCII project activities related to: a “single window” solution to its users (i.e. information concerning the cargo needs to be introduced only once in the system) along the EWTC; establishment of a network for communication and information exchange between partners in EWTC (using modern IT technologies); development an information architecture for the EWTC and identification key interfaces for interoperability are on same line with some tasks of the eMAR project. Some of EWTCA II Project outcomes were developed during performance of third eMAR pilot case study.

3.6.4 Contact details and website

3.6.4.1 Lead partner

Region Blekinge, Sweden

3.6.4.2 Contact person

Mr. Mathias Roos
mathias.roos@regionblekinge.se

3.6.4.3 Project website

http://ewtc2.eu/

4 Ten-T projects

4.1 AnNA

4.1.1 Overview

ANNA aims to support (system) integration in Maritime Single Window development:

• within the participating countries (between the various services/administrations) and
• to allow for suitable communication between the national systems, including SSN, based on functional requirements to be further identified.

The goal of the ANNA action is to facilitate and foster an effective and sustainable Maritime Single Window development that:
• Allows smooth interaction of data between the user and national administrations involved;
• Optimally meet the needs of the maritime industry;
• Adheres to the Rule of Law;
• Recognizes existing (partial) systems;
• Safeguards the varying ambition levels of individual Member States;
• Is future proof, i.e. substantially enhancing interconnection in the logistic chain on the long term.

4.1.2 Objectives

The major objectives of the AnNa project are:
1. Assist in the definition of minimum requirements to implement the Maritime Single Window including harmonisation and standardisation;
2. Realise inventory of key characteristics of (existing and proposed) “national” Maritime Single Window solutions including (existing and proposed) links to other systems (e.g. SSN, Customs, Inland, …) per individual country and form consensus on the future scope of cooperation in order to meet the considerations and requirements as set out in the Directive 2010/65/EU with respect to “multilateral” harmonisation and standardisation, ultimately to secure the wider goals of the Maritime Single Window;
3. Develop a Master Plan in two strands reflecting the needs to meet the minimum requirements and anticipate on potential extended collaboration including further cooperation and harmonisation post-2015
4. Identify particular issues requiring additional attention (e.g. legal, organisational, technical, …) to ease the efficient implementation;
5. Initiate pilot activities to assess viability and confirm final scope;
6. Scrutinise the national deployment of the Directive according to pre-established criteria;
7. Identify pending legal, organisational and technical issues;
8. Develop a roadmap setting out the short- (2012-2013), medium- (2013-2015), and long-term (2016-2020) steps to implementation and detailed work programmes for the specific issues/activities as required;
9. Develop an interactive consultation with the various stakeholders also to further involve and commit them for a successful implementation;
10. Establish an effective working relationship with the EC and stakeholder organisations.

The emphasis of ANNA is that it is initiated and coordinated by the EU Member States themselves and will reflect on the aspects identified as being of most benefit by them, i.e.:

- Further enabling and securing reliable data;
- Further enabling effective risk evaluation (pollution, health, etc.);
- Simplifying procedures for users;
- Upgrading the present reporting requirements;
- Facilitating port functionalities;
- Reducing costs;
- Identifying value for money investments;
- Preparing for new challenges.

4.1.3 Relevance to EU e-Maritime Initiative

The focus of the proposed ANNA action plan centres on three parts, namely:
1. Development of a Master Plan 2015: a common implementation framework for Directive 2010/65/EU to ensure appropriate (European) interconnectivity in accordance with the specifications as developed by the coordinating (eMS) expert group describing and elaborating the requirements to implement the Directive as well as communality issues between the countries. This Master Plan relates to issues concerning the minimum implementation of Directive 2010/65/EU whilst facilitating, where practicable, more advanced implementation, and thereby cooperation, by (some) Member States.
2. Development and execution of (national) pilot projects: ultimately leading up to deployment in 2014. The pilot projects will be clustered amongst three categories with a focus on:

- electronic data submission by the reporting party (the front desk);
- the national (internal) solution (the mid office); and,
- electronic data exchange between the participating countries including existing exchange mechanisms (the back office).

3. Development of a Master Plan "Extended Collaboration": identifying the next steps post-2015 requiring further collaboration, e.g. to develop a system that allows ships to report only once when sailing between different EU ports; connecting the Maritime Single Window to national logistics platforms, elaborating on e-Freight developments and other initiatives.

eMAR has harmonised it's approach with consideration to the developments in the ANNA project and has performed a mapping of data elements for the NSW as part of the work in WP4.

4.1.4 Contact details and website

4.1.4.1 Lead partner

NL Ministry of Infrastructure and the Environment

4.1.4.2 Contact person

Roeland van Bockel (project coordinator ANNA)
P.O Box 5044 Delft, 2600 GA, The Netherlands, +31652599769

4.1.4.3 Project website

http://www.annamsw.eu

4.2 Monalisa 2

4.2.1 Overview

MONALISA 2.0 takes its point of departure in the results and experiences from the ongoing MONALISA project (2010-EU-21109-S), co-financed by TEN-T under the Motorways of the Sea Programme. MONALISA 2.0 will re-use the results and experiences from the development within the aviation sector and its SESAR (Air Traffic Management) programme, which has been strongly supported by the European Union through the Framework Programmes and TEN-T during the past decade.

4.2.2 Objectives

The overall objective of MONALISA 2.0 is to strengthen efficiency, safety and environmental performance of maritime transport, at the same time as the administrative burden of the maritime sector will be reduced.

Nine Member States are involved in the studies, which include:
•Testing concrete applications and services which would allow short-term commercial deployment for the navigational part of Sea Traffic Management
•Taking joint private-public action to elaborate better standards for maritime route exchange through a common interface and data format
•Demonstrating concrete services using new technology to enhance maritime safety, making search and rescue and mass evacuations more efficient than today and by addressing port safety
•Transferring the results of previous EU investments in air traffic management and other sectors into the maritime sector
•MONALISA 2.0 will be beneficial to maritime transport world-wide and the ongoing work within IALA, IMO and EU.

4.2.3 Relevance to EU e-Maritime Initiative

The vision of the project was to provide innovation in the whole transport chain by making real-time information available to all interested and authorised parties and taking maritime transport into the digital age. It is a visionary concept designed to make a tangible contribution to maritime transportation in terms of safety, efficiency and environmental protection. It has a two-fold objective: one aimed at contributing in a concrete way to safe, efficient and environmentally protective maritime navigation and the other to focus specifically on EU strategy in the Baltic Sea Region.

The salient features of the MONALISA Project are depicted through four activities as follows:

- Dynamic and Proactive Route Planning (DPR) otherwise known as “Green Routes”;
- Electronic Verification of Officer’s Certificates;
- Ensuring the Quality of Hydrographic Data on Shipping Routes and Areas;
- Global Sharing of Maritime Data.

The project documents are available to download from http://monalisaproject.eu/documents/

4.2.4 Contact details and website

4.2.4.1 Lead partner

Swedish Maritime Administration
SE-601 78 Norrkoping
Sweden

4.2.4.2 Contact person

Ms. Eva Pérez García,
Phone : +34 96 393 94 00
eMail: eperez@fundacion.valenciaport.com

4.2.4.3 Project website

http://monalisaproject.eu/

4.3 MOS4MOS - Monitoring and Operation Services for Motorways of the Sea

4.3.1 Overview

MOS4MOS develops tools for ports to become efficient gateways for SSS freight. The main cargoes include Ro-Ro traffic and container traffic. More precisely, RORO services connecting EU ports to each other. These routes are also called the EU authorised regular services. The conflicts surround the freight transferred between terminals INside the customs area and terminals OUTside the customs area. Additionally, Container services being carried out within the European Union, and issues surrounding the terminals within the customs area, intermodality, freight concentration, and multimodal corridors. Last but not least short sea services (SSS) that connect EU ports with other intermediate ports outside of the European Community area.

4.3.2 Objectives

The main objective of the MoS4MoS Action was to design and demonstrate a set of prototypes that will improve the operational coordination of transport flows and facilitate tight co-ordination between the various administrative services and operators at port level.

The test prototypes were applied to existing door-to-door MoS supply chains in the Mediterranean region, namely in: Spain-Italy, Spain-Slovenia, Spain-Greece, Slovenia-Greece and Italy-Greece.

4.3.3 Relevance to EU e-Maritime Initiative

eMAR has reviewed the Port Community System (PCS) that was developed within MOS4MOS and more precisely the sea related modules. Additionally, a thorough review of the impact assessment has been undertaken. The broader concept has been analysed and the technologies to monitor effectively cargoes, transport units and personnel have been reviewed as well as the systems that automated these technologies.

4.3.4 Contact details and website

4.3.4.1 Lead partner

Port Authority of Valencia
Avda. Muelle del Turia
s/n 46024 Valencia, Spain

4.3.4.2 Contact person

Ms. Eva Pérez García,
Tel: +34 96 393 94 00
eMail: eperez@fundacion.valenciaport.com

4.3.4.3 Project website

http://www.mos4mos.eu

4.1 MIELE – Multimodal Interoperability E-services for Logistics and environment sustainability 2010-EU-210005-S

4.1.1 Overview

Taken form the Miele web site:

The administrative burden can be quite high for shipping companies if they have to deal, by using a mix of paper and electronic procedures, with different local systems for each port and each authority involved in the process. To avoid these difficulties, both IMO and the European Commission have put in place initiatives to simplify and harmonise the process. IMO (FAL Committee), has defined a set of common requirements and standards (UN/EDIFACT) for electronic transfer of information, in order to achieve uniformity in procedures. The EC (Directive 65/2010) has ruled on a roadmap towards the establishment in all Member States of a "single window" in order to deal with reporting formalities in electronic form and only once. Moreover the EC has established an initiative ("e-Maritime"), aiming at the cooperation between all maritime transport stakeholders to promote consistency to those operations conducted through Internet-based services.

While an agreement on a common system is unlikely to be reached in the short term, technical means to achieve the "interoperability" of the existing systems can be made available more easily. Such a system ("MIELE middleware") has been developed in this project, as a process layer receiving messages from the existing ("legacy") systems, and forwarding them to the appropriate counterpart in such a way that the message can be received and correctly interpreted by both competent authorities (single windows or B2A) and dedicated business systems (B2B). In this way, by adding a single component to their existing systems (the plug-in to the MIELE middleware) all the interested operators can tap into a common resource (the MIELE platform) that takes care of dispatching the message to the appropriate counterpart.

The experience in other countries with single windows and interoperable systems (Korea, just to mention one) suggests a great simplification of the communication burden for the operators, a huge saving in equipment, traffic and manpower, an increase in efficiency and competitiveness, and a dramatic reduction of handling errors.
The MIELE pilots within the national systems participating in the project are designed to evaluate specifications and constrains of the existing systems and to demonstrate the feasibility and the advantages of a common interoperable solution.

4.1.2 Objectives

The goal of the MIELE project was to design the architecture of an ICT platform ("MIELE middleware") able to interface existing systems for ship reporting formalities (such as national/port "single windows" or proprietary port community systems), in order to make them fully interoperable, as required by the Directive 2010/65 EU. The platform was tested through pre-deployment pilots in Italy, Cyprus, Germany, Portugal and Spain (the "National Vertical Pilots"), where the local ICT systems for ship reporting are made interoperable by interfacing with the MIELE Middleware.

Therefore the National Vertical Pilots are demonstrators of both the feasibility of a national single interface ("single windows") and of their interoperability, as requested by the Directive.

The project was shaped as a study taking the form of a pilot action, and included the following steps:

- Mapping the needs of relevant stakeholders;
- Designing and developing the MIELE middleware;
- Developing specifications for adapting, upgrading and integrating existing ICT systems (national single windows, port single windows, port communities, private operators' ICT systems) in order to be interoperable with the MIELE middleware;
- Demonstrating systems interoperability through the MIELE middleware;
- Designing the framework for the exploitation of the MIELE middleware and the full deployment of its services after the completion of the pilot action.

4.1.3 Relevance to EU e-Maritime Initiative

The Miele project observes the lack of harmonisation related to reporting to authorities in the different EU member states and has developed a solution that enables Miele partners and others easily to report to maritime and port single windows in the participating countries.

The solutions that are implemented will satisfy the requirements for the "ship reporting directive", and will, most likely, be in use for a considerable time.

4.1.4 Contact details and website

4.1.4.1 Lead partner

Circle
Via Bombrini 13/3 –
16149 Genova
Italy

4.1.4.2 Contact person

Mr. Alexio Picco
e-mail: picco@circletouch.eu

4.1.4.3 Project website

http://www.miele-action.org

4.2 WiderMos

4.2.1 Overview

The WiderMoS project aims to build a corridor model with the support of a Corridor Management Platform where companies may exchange information and documentation, making possible to achieve a more efficient, easier and competitive transport model for each corridor, and using this knowledge to develop a common Governance Model for such corridor management. The WiderMos project started in August 2013. The project has 16 partners from Germany, Italy, Poland, Portugal and Spain.

4.2.2 Objectives

WiderMos comprises three activities:

- *MoS prospective study & Corridors Governance Dimensions* the aim of the activity is to a deliver a MoS Prospective Study on 2020 and to further analyse some key critical dimensions linked to the TEN-T corridors governance model.
- *Corridor Management Platforms Pilots*. WiderMos will develop 5 pilot projects, in the ports of La Spezia in Italy, Barcelona in Spain, Rostock and Kiel in Germany and Leixoes in Portugal, focused on the development of an ICT based Corridor management platform (acting as a Logistic Single Window). This will allow seamless shipment management and communication within the supply chain.
- *Dissemination and capitalisation*. The main focal point for dissemination activities will be the project web site. In addition to the web site, the dissemination activities will be implemented through social network (a specific WiderMos group has been set up in LinkedIn and Twitter), through relevant projects and initiatives and through 3 press releases and 1 press conference.

4.2.3 Relevance to EU e-Maritime Initiative

Even though the WiderMos project deals with management of freight in a combination of Motorways of the Sea and land-based TEN-T corridors, there are issues that are relevant for e-Maritime. Since WiderMos is focused on logistics involving waterborne transport, status information is important. Hence, provision of vessel movement information is vital. Essentially WiderMos is a user of e-maritime capabilities, and will relate to them in whatever form amd format they appear.

4.2.4 Contact details and website

4.2.4.1 Lead partner

The Port of La Spezia, Italy

4.2.4.2 Contact person

Mrs. Federica Montaresi

4.2.4.3 Project website

http://www.widermos.eu

5 References

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[2]INTERREG EUROPE (2014) Improving regional development policies and programme, Published by INTERREG IVC Joint Technical Secretariat, France, march 2014, Available at: http://www.interreg4c.eu/fileadmin/User_Upload/PDFs/Publications/INTERREG_EUROPE_leaflet_-_design_final.pdf

[3]TEN-T (2014) INEA, European Commission, Available at: http://inea.ec.europa.eu/en/ten-t/ten-t.htm

[4] TEN-T Water mode projects, Available at: http://inea.ec.europa.eu/en/ten-t/ten-t_projects/ten-t_projects_by_transport_mode/water.htm

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6 Glossary

UHF	Ultra high frequency radio frequencies in the range between 300 MHz and 3 GHz
Access-point technology	A technology for exchanging electronic documents The basic operations of an Access Point are: 1. The sender of an electronic document sends the document to a Access Point using mechanisms agreed with their Access Point provider. 2. The Access Point identifies the service required and also identifies the Access Point for the recipient. 3. The Access Point delivers the document to the recipient's Access Point. 4. The receiving Access Point delivers the document to the recipient. See http://www.peppol.eu/peppol_elements/-transport-infrastructure/peppol-access-points