



Intermodal Freight – Scope and objectives

URSA MAJOR neo addresses the intermodal issues of freight transport on the longer distance, aiming at improving the integration of intermodal ports for container and/or ferry located at both ends of the URSA MAJOR corridor in the freight traffic routes linking North-Sea-Ports, the Rhine and Ruhr area, metropolitan areas in southern Germany and northern Italy down to port terminals in Italy.

The aim of this sub-activity is to give an overview of the state of the art of the integration between the Traffic Management Plans of the ports with the road infrastructure managers and with rail-road terminals along the corridor, in order to identify challenges and opportunities for optimising the management of freight transport flows from/to the TEN-T core network ports and reducing congestion at the port gates especially during peak times, when large containerhips unload thousands of containers within a day.

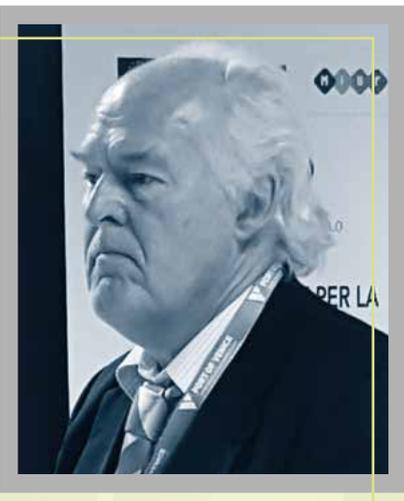
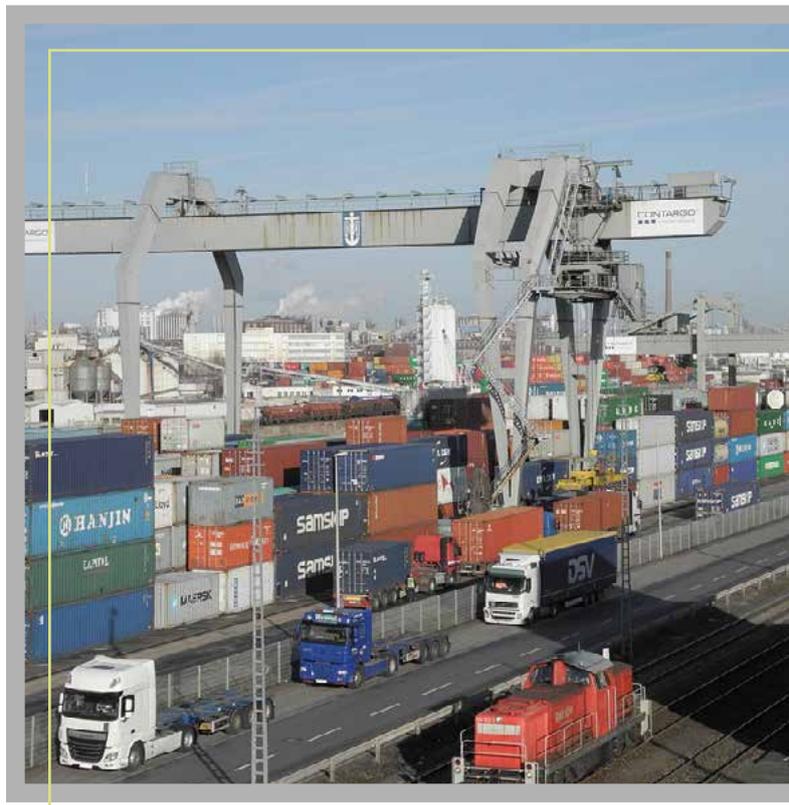
Starting from the single projects to be implemented by the ports and the Rail Road Terminal involved in URSA MAJOR neo, the objective is to produce a shared Intermodal Freight Report identifying ITS actions to be developed in order to optimise freight transport flows to the hinterland urban nodes via roads, waterways and rail.

The report, to be ready in July 2019, will be drafted as an action plan towards the deployment of advanced ITS systems, including both cooperative and non-cooperative ITS tools, providing ports, rail road terminals and logistic operators with advanced logistic services and road operators/authorities with improved traffic flows. The analysis will be conducted at twofold levels, analysing both the country specific issues as well as the TEN-T Core Network Corridor dimension.

Port operators involved in the UMneo project will directly benefit from this sub-activity as they will be supported in the implementation of their respective ITS projects through the exchange of experiences and best practices.

Furthermore, transport stakeholders, both at national and EU level, will also benefit from the circulation of the report, as it will provide them with effective ITS Deployment Guidelines to foster the integration of ports and rail/road terminals in the TEN-T logistic networks, thus improving the decision-making process of logistics operators, supporting modal shift and enhancing traffic safety and security.

In this context, the aims of URSA MAJOR can be met - deploying ITS services to improve freight traffic on the TEN-T road network for better navigation, fewer delays and more certainty, and safe and convenient truck parking.



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