

South East Europe Transnational Programme

Project Idea Form

Project idea's title

Freshlog Perishables Intermodal Distriparks Network

Priority

(choose priority and indicate the relative area of intervention)

<input type="checkbox"/> Priority Axis 1	AoI _____
<input type="checkbox"/> Priority Axis 2	AoI _____
<input checked="" type="checkbox"/> Priority Axis 3	AoI 3.3 - Improve framework conditions for multimodal platforms
<input type="checkbox"/> Priority Axis 4	AoI _____

Project Idea Promoter

(name of the institution)

University of Ljubljana, Faculty of Maritime Studies and Transportation

Contact Person

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Is the applicant the project's potential Lead Partner?

☐ Yes ☒ No

If not, is the potential Lead Partner already being chosen?

☒ Yes ☐ No

Background (main problems or challenges to be addressed)

The project idea comes from intensive growing macro trends in the logistics supply chain of perishables with continuously increasing South-North flows in the SEE area (originated by the increase in demand for the Mediterranean fresh produce in the North-Eastern part, and improvement of export by North-East Countries of SEE area to the Southern Countries of different kind of perishables.

The improvement of logistics chains of perishables in the SEE area corresponds to the needs of the project partner Regions, considering that these are the more involved in the perishables trade in SEE area (producer-exporter/consumer-importer). The project corresponds with the needed modification of perishables logistics chains as the first constrain for the intermodality introduction.

Local situation for the area of Cesena and Taranto is based on high congestion of lorries for perishables transport (transport not saturated in the outward journeys and frequent empty lorries for return journeys), while the area of Thessaloniki, Koper, Skopje and all Croatia are characterized by the presence of logistics structures not yet updated to the changed market requirements.

Objectives (main and specific objectives to be achieved)

The project will enhance the co-ordination of infrastructure planning activities presently focused on the national level (national investment priorities etc.), to a transnational level, avoiding patchworks of uncoordinated national measures. FRESHNETWORKPARKS will have a direct impact on national transportation master plans by developing viable measures (in a transnational context) and by communicating these measures to national decision makers. FreshNetworkParks will enhance cooperation and communication between neighbouring regions in different countries and consequently contribute to the idea of "EUREGIONS".

Improvement of efficiency of the monomodal transport of perishables products in the SEE area with reduction of number of lorries on the roads and thus costs of transport and pollution.

Introduction of intermodality - among sea-rail-road - for perishable products in the SEE area with focus on directions (S-N and E-W along the V., X. and other TEN and TINA Corridors).

Improvement of the quality and freshness of the products and their food safety.

Main foreseen activities

The project will start with a critical assessment of perishables supply chain in the SEE area in order to establish good basis to develop original "Perishables transport model" for perishables at the feasibility level with the introduction of intermodality in the SEE area. Both of these two activities will be concluded with an international workshop. **The results of the perishables transport model will be used to implement several pilots and demonstrators collected in a network, in order to suggest a perishables terminal network development in the SEE area in different scenarios.**

The Croatian activities will primarily research the possible development of perishables distribution from Slovenia - Port of Koper to Croatia and to the eastern and central European SEE countries. The study will adopt the spatial, transport/logistics and financial approach.

The Macedonian activities will primarily enable the involved authorities to identify critical success parameters for the setup of a Distripark for perishable goods.

Expected outputs and results

Development of feasibility projects for new logistics structures at the supply and demand level for perishables connected in network, as best practices to be followed in the SEE area.

Prove the possibilities to improve logistics efficiency in the SEE area with the best practices adoption at the transport and logistics level. With singular structures as emerging in the Imonode project we can mention:

- Cesena (I) Distripark (1st step feasibility) without any connection with a network and without any IT tool will permit an improvement of 15% in lorries saturation, 25% in national reverse logistics and 25% in cross-docking instead of picking. The Virtual Market Place (1st testing activities) obtained an improvement in lorries saturation around 13,5% in Italian destinations without any other material tool.
- TLT Koper Distripark (SLO) with wide Transport Logistics background - perishable distribution to Eastern,

Central and Northern Europe, with example in FYR Macedonia and Croatia.

The first output will be a study related to the state of the art of the present perishables logistics supply chain in the SEE area, with the production of a deliverable in this way.

The second output will be a feasibility study related to the perishables intermodal transport modelling in the SEE area with the related deliverable.

Through these 2 outputs 7 pilots will be developed with the corresponding demonstrators as concrete terminals for perishables connected in a network that represent the output of this activity, usefull to set a study report on perishables network development in the SEE area in different scenarios. In this case the deliverable will be the final deliverable with related conclusions.

Innovative character of the project idea

1. Thinking in networks and systems, not in axis.
2. A performance evaluation of the perishables traffic including ports and railway connections as a network without any national borders.
3. Co-operation of all concerned sectors (politicians, railway companies, logistics platforms, port administrations, trans-shipment centers, customers, perishables producers etc.)
4. Dynamic calculation of an optimized transnational and cross-border service from origin to destination based on actual data (costs, time...).
5. International information and quality management system including the actual data of all participants in the transport network.
6. Synthesis of regional and national studies and improvements to an international system.

Partnership

Partners involved at this stage

ERDF Partners	University of Ljubljana, Faculty of Maritime Studies and Transportation, Slovenia BDO EOS Consulting d.o.o., Slovenia Agroter di Della Casa Giordano & Co s.a.s., Italy Chamber of Commerce of Forlì Cesena, Italy Chamber of Commerce of Taranto, Italy Center for Research and Technology Hellas, Greece Central Market of Thessaloniki S.A., Greece Development Agency of NorthWest Thessaloniki. Greece
IPA Partners	Faculty of Transport and Traffic sciences, Zagreb, Croatia PE Agroberza Skopje, FYROM Ministry of Agriculture, Forestry and Water Economy, FYROM Resen Municipality, FYROM
ENPI Partners*	
Partners requested	ERDF

* ENPI Funds won't be available for the 1st Call. Partners from Ukraine and Republic of Moldova can be involved by applying for the 10% rule.

	Partners	
	IPA Partners	
	ENPI Partners	

Estimated Total Budget

1.700.000,00 EUR

Does your project idea foresee the application for the 10% rule*

<input type="checkbox"/> Yes. Please, explain in detail what will it be used for and the relevance for the project	<input checked="" type="checkbox"/> No
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Estimated duration

(in months)

24

☒ I would like my project's idea to be published on the Southeast Europe Transnational Programme's website and presented during the SEE kick off event.

* The 20% rule is not applicable for the 1st Call.