

Editorial



Jan Tore Pedersen
BMT

Dear Reader,

With the issue of this second newsletter Freightwise has passed the end of its first year of development. The level of activity is high in the 9 work packages and the 9 business cases.

When the EU Commission issued its Freight Transport Logistics Action Plan on October 18th, one of the actions included was "Internet for cargo". Behind the term "Freightwise Framework", this idea of Internet for cargo has been and will be the focus of the Freightwise development. Ultimately this should make it as easy for all to organise movement of freight in general as it is to organise air travel without the use of a travel agency or express parcel transport with one of the large carriers. In addition, it should be possible and profitable for small and medium sized companies to offer and organise their transport services in such a way that they can easily be integrated into efficient transport chains. With such a concept implemented, the transport users should be able to choose transport solutions based on economy, environmental benefit and energy efficiency.

One prerequisite for achieving this ambition is to ensure more efficient information exchange between all participants in intermodal transport than what is offered by today's EDIFACT based approaches. Freightwise will cooperate intimately with the Freight Information Highway initiative of the US Department of Transport. The American approach is different from Freightwise, but the goals are the same.

In the light of the Action Plan, it is obvious that Freightwise is in the mainstream of current EU policy development. Expectations are high as to the outcome of the project, which again demands focus and quality in all aspects of Freightwise activities.

Yours sincerely

Jan Tore Pedersen
Freightwise Technical Manager

Review of the 1st FREIGHTWISE Conference

**Newcastle upon Tyne,
31st October 2007**

Comments in italics are by the author, not any speaker.

John Berry, the project officer for Freightwise at the European Commission, opened the conference with a frank and open explanation of a revolution in Transport Policy at DG TREN. The new concept of co-modality was explained. It means the complementary and efficient use of transport modes separately and together. *Co-modal isn't mono-modal or intermodal or multi-modal, it is a policy to exploit all modes as efficiently as possible, jointly and separately.*

The Freight Logistics Action Plan was fully detailed by John Berry with some key points for the Freightwise audience. These key points are the focus of interest of DG TREN:

- ITS and eFreight
- Freight transport bottleneck analysis
- Comparative benchmarking of logistics
- Standardisation and collection of data
- Intermodal Loading Units – probably mandating CEN to define a standard
- Extensive and ongoing debate about weights and measures, giga liners etc.

It should be noted that globalisation since the 1960s has been driven more by the ISO container more than the World Trade Organisation (WTO).

Jan Tore Pedersen of BMT then explained the scope and history of Freightwise. He said that Freightwise is a project that is moving from an EU-directive based approach to a more commercially led one. The vision is to achieve freight systems that replicate the air transport booking system via the internet.

He stated that the freight market is too fragmented to have a centralised system like the airlines. EDIFACT is expensive and many, especially small companies, cannot afford it. The complexity of intermodal transport needs to be hidden behind 'levels of abstraction'. Freightwise is building on the work that was done in the ARKTRANS project. This work found that there are essentially only four roles in intermodal transport management:

- Transport User,
- Transport Service Provider,
- Infrastructure Manager,
- Transport Controller.

An organisation may perform multiple roles and standardised static data is used to describe a transport service. When this standardised information is published on the internet then existing technologies can search and optimise it. Such tasks as route optimisation can collect and manipulate the data. It is the role of Freightwise to define how that data is created, stored and available. The solution Freightwise is looking for is simple and yet it allows the emergence of complex decentralised client-server user systems, suiting the complex deregulated liberal economy we have in the EU. It puts an incremental layer over and above legacy systems.

Next, Frank Knoors from Sequoyah showed in his presentation the variety of models for co-operation in building logistics systems, and presented how Case D is approaching its business case, using a model which is not as decentralised as that outlined by Jan Tore. From this we can see that the project has co-existing differing exploitations of the core architecture, feeding

Review of the 1st FREIGHTWISE Conference

continued from page 1

the experiences back to the case framework in an interactive process.

According to Frank Knoors some core capabilities have to be supported by an ICT system by creating a logistics footprint, a road map to excellence, and by reflecting the communities of stakeholders that freight corridors and trade lanes form. Collaborative efforts should be undertaken to set up the functionalities which are necessary to support the community logistics. For this it is necessary to have one point of entry to a multiply hosted system. By this many-to-many complex relationships can be managed. *This is a less decentralised and more closed model than that envisaged by Jan Tore, and yet is as valid an exploitation of the Freightwise vision.*

A main characteristic of freight is that transport is largely organised by SMEs which means that co-modal alternatives need to be efficient and easy to use. This requires that the visibility of information is high; costs are low and the information simple to access.

The conference wanted to focus on the business cases. Partners, industrial and otherwise, came and presented. It is obvious that the cases are large and significant. They are focused on real business needs. They are at the opposite end of the simple four roles that Jan Tore Pedersen talked of, dealing with complex, real world issues.



Presentation of John Berry in the Newcastle conference

Stefan Kunze presented the Case F "Elbe" by explaining the scope, nature, and potential volumes of this waterway corridor. He showed that road and rail transport is congested along the route of the river and that the river can offer competitive transport alternatives for high value cargo including containers. Freightwise will provide a tool to improve transport quality and reduce management costs.

Lars Ringsby introduced the audience to a case for improving the quality of rail transport by the use of RFID. He described the SCA Transforest transportation network which handles extensive paper distribution in Sweden, operating on a just-in-time basis. RFID readers integrated with wagon monitoring infrastructure operated by the rail infrastructure owner provide benefits to the shipper, the track and wagon maintenance organisations. More than 140 wagons are being equipped with an RFID tag on each side. Tests of the use of RFID are also going on with other major rail user in Sweden and the standardisation issue is rapidly becoming very important. This rail case in Freightwise will contribute to a consensus.

Constantinos Antoniou explained the integrated management of exchanging stock and cargo in the

case G South East. This case has a clear objective: It wants to absorb the increased freight transport demand through harmonisation of information exchange by appropriate technology, the management of empty wagons, forwarding of transit containers, integration of both ICT and physical logistics. It has a huge scope across Greece, fortunately they are defined clearly by the linear and defined nature of a rail network.

Adriano Cadrecha - Port of Gijon in Asturias, Spain -

and Francisco Lago - research engineer in the R&D department, knowledge innovation, of Arcelomittal - presented Case H "SouthWest". It has the potential to be a major case in Freightwise, despite major changes in ownership, since the proposal was written. The subject investigated in this case is how to substitute the current transport management system (TMS) with a new system with automatic data transfer (or integration) between the port and a steel company, but designed as open so other transporters and transport users can utilise the system.

Chairman's Summary

Freightwise is a complex and multi-layered project with multiple many-to-many relationships - and that is just within the project. Freightwise has 12 business cases, each one almost the scope of an FP5 project, with a series of vertical work packages, in themselves at least another project alone.

At the top level the Freightwise Framework is a distillation of the complexity to a level of 4 roles, a static data package, and the basis of an ISO/EN norm that could develop and from which multiple services,

platforms, and business can be built and compete in the open market, just as most transport operators do.

At the case level Freightwise is a series of business cases, not always perfectly fitting the 'idealised' vision, because the local is also particular, but also from the particular the vision can be tested and refined and retested.

Jan Tore Pedersen's concept of "levels of abstraction" is crucial to Freightwise, both to formulate, test and revise the Freightwise Framework but also to run., manage and understand the project. The first conference delivered the multi-layered aspect of the project well and contributed to the overall understanding and synergy.

Thomas Zunder, Chair of the Conference

Oslo-Drobak Workshop

The Freightwise Framework is important to harmonise and keep Freightwise and its results common. More internal co-operation, based on the experience of both Business Cases (BCs) and Workpackages (WPs) is needed after the first year of the FREIGHTWISE project. The need for feedback from BCs and WPs to WP13 (Architecture) has arisen, for further developing the Freightwise Framework (FWF), resulting in the workshop in Oslo Drobak, in the middle of January 2008. The technical coordinator also participated.

Case presentations were shown, based on conclusions from as-is studies and specific plans for re-engineering. Requirements and expectations of BCs regarding the work of WP13 were expressed to support strategies on how to continue the work and thus reach the goals of the project. Explanations on how to use the FWF in the case studies were offered by MARINTEK/SINTEF,

which promoted a common understanding of the issues with the generic specifications of roles, functionalities, information and work processes.

Also conclusions and recommendations from WP14 and WP15 to FWF were set up. There was an open discussion on validation (WP17) of the results in the project. Standardization needs and recommendations, including the terminology, were debated. Simultaneously three workshops also took place in Drobak - with the focus on merging the FWF with the cases. The workshops covered the most important topics - roles and responsibilities, the processes and the information elements.

After the workshop, an opportunity was agreed to show results in FWF for further comments, using the project web site.

Eva Gelova



141 Rail Wagons Equipped with RFID Tags

SCA Transforest now has only one additional rail wagon left to equip as part of their business case (Case North-West) in Freightwise.

The wagons operate in a logistics system handling extensive paper distribution in Sweden, operating on a just-in-time basis. RFID readers are integrated with

wagon monitoring infrastructure operated by the rail infrastructure owner providing benefits to the shipper, are the track and wagon maintenance organisations. Integration with the shippers transport management system is an important objective for the business case. Another aspect is standardization as RFID is also tested for other major rail users in Sweden.

WP 19 Summary and achievements

The main objectives of WP19 are:

- to develop policy recommendations, technical guidelines, functional specifications and standardisations, which will turn the FREIGHTWISE framework for the development of freight intermodality in Europe into reality,
- to formulate a repository of arguments in favour of intermodal transport based on FREIGHTWISE evidence, and
- to draw attention to the significance of the intermodal approach by identifying the most effective communication channels and by engaging in interaction with policy makers.

To this end, WP19 has performed a concise overview of existing relevant EU policies in the freight transport sector, and placed them in the setting of FREIGHTWISE.

In this work, barriers towards intermodality have been identified at several levels, such as standardization, harmonization and legislation. Furthermore, the relevant and influential 'multipliers' of the project's objectives in both Eastern and Western European countries have been identified, while the project's High Level Advisory Board (HLAB) has been set up for internal guidance, promotion and policy support purposes.

Finally, a first draft of policy recommendations has been derived to facilitate the promotion of Intermodal Freight Transport Management Systems (IFTMS) based on the FREIGHTWISE concept. This effort will conclude in a set of policy suggestions mirroring Directive 2001/16/EC on the interoperability of Trans European rail systems with concrete guidelines and functional specifications for IFTMS.

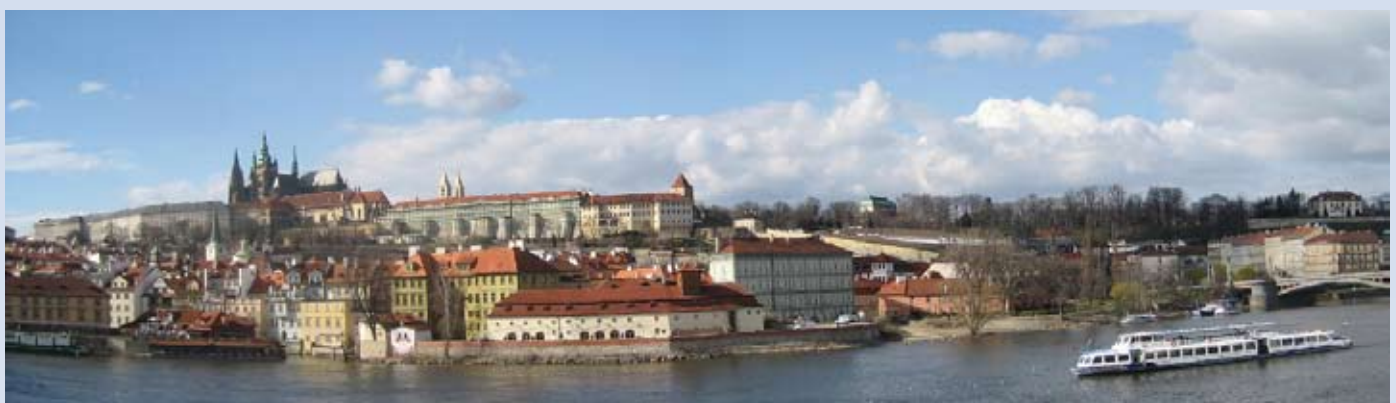
2nd FREIGHTWISE Conference

The FREIGHTWISE project invites you to its 2nd annual international conference

1-2 December, 2008, Prague, Czech Republic

for more information contact: Karen.McTigue@ncl.ac.uk

Tel: +44 191 222 5821



CONTACT:

Freightwise Project Manager: Simon Wright

Visiting and postal address:

BMT
Goodrich House
1 Waldegrave Road
Teddington
Middlesex, TW11 8LZ

Website: www.freightwise.info

Switchboard: +44 (0) 208 943 5544

Fax: +44 (0) 208 977 9304