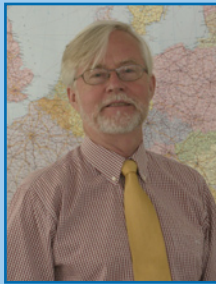


### Editorial



Lars Källström  
BMT Transport Solutions, GmbH

Dear Reader,

Welcome to the first issue of the FREIGHTWISE project newsletter. The newsletter will serve you by providing information for the whole duration of the project. Twice a year until 2010 you can receive our newsletter with news on progress and findings reached.

FREIGHTWISE is a large project, with more than 50 firms and institutions from the whole EU25. Later newsletters will tell you more.

I am taking this opportunity to thank all the partners for their commitment to the project during the long period of discussions with the Commission since the submission of the proposal in December 2004. Almost all of the partners have chosen to stay on, which I interpret as an indication that the objective and the approach is still valid, and in the commercial setting, as well.

With this first newsletter I am also welcoming Jenny Gyngell as the project coordinator of FREIGHTWISE. BMT Group has decided to transfer the project management to the Research Directorate at the Head Office in the UK. Jenny will be supported by Jan Tore Pedersen as technical director for FREIGHTWISE.

I hope that you will find this newsletter informative and useful. If you have comments or questions, please do not hesitate to contact us. You can always reach us through our website: [www.freightwise.info](http://www.freightwise.info)

Yours sincerely

## FREIGHTWISE and its place in the European strategy

### Intelligent Freight Transport is high on the EU agenda

The FREIGHTWISE contract was signed on 30 October 2006, almost two years after the proposal was submitted. Before starting the work we asked ourselves if the objectives and the approach had to be adjusted to fit into the present European transport context.

The mid-term review of the European Commission 2001 Transport White Paper indicates that the enlargement of the EU, the quickening of globalisation and environmental concerns have made transport more important issue in the European society than

in 2001. The revised transport policy emphasizes the importance of mobility for economic growth at the same time as it declares that sustainability, energy efficiency and respect for the environment must be ensured.

A new word has also appeared – co-modality – to indicate the need for all modes to be as efficient as possible in their own right. The combination of modes into intermodal chains could then make an even better use of capacities and further reduce the environmental foot print of transport.

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## Objectives and aims of the FREIGHTWISE project

**The overall objective of FREIGHTWISE is to promote the modal shift from exclusive road use to intermodal freight transport. The intention is to support road, short sea shipping, inland waterways and rail transport for closer cooperation among modes. This main objective is to be achieved by improved supply chain management, greater**

**access to information, and enhanced data exchange.**

The FREIGHTWISE project is intended to create innovative opportunities for users of intermodal systems that facilitate large and small stakeholders engaged in industry, transport, or merchandising; involving both public and private partnerships.

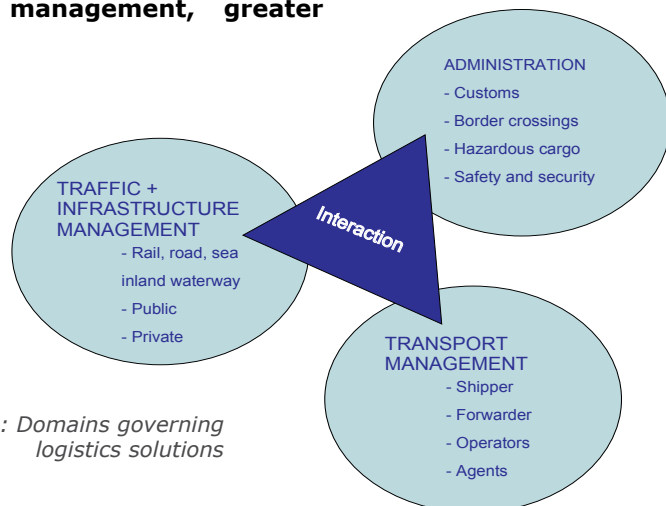


Figure 1: Domains governing logistics solutions

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## FREIGHTWISE and its place in the European strategy

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### FREIGHTWISE objectives in line with European priorities

FREIGHTWISE aims to provide solutions for improving intermodal freight management across organisational borders and modes. During our kick-off in Brussels in November 2006, our project officer John Berry verified that logistics and telematics as components of intelligent transport systems are high on the Commission's agenda, and the new Logistics Action Plan. He also indicated that proposed legislation on supply chain security would further enhance interest in issues related to intermodal freight management.

### A growing interest from the industry

Equally positive is that our key industrial partners are participating in our business cases, despite the delay. In some cases, the interest has increased, which is encouraging given the importance of the involvement of the industry in our development work. The growing interest shows that shippers see an increased need for management across modes involving a number of partners.

*Lars Källström*

## Objectives and aims of the FREIGHTWISE project

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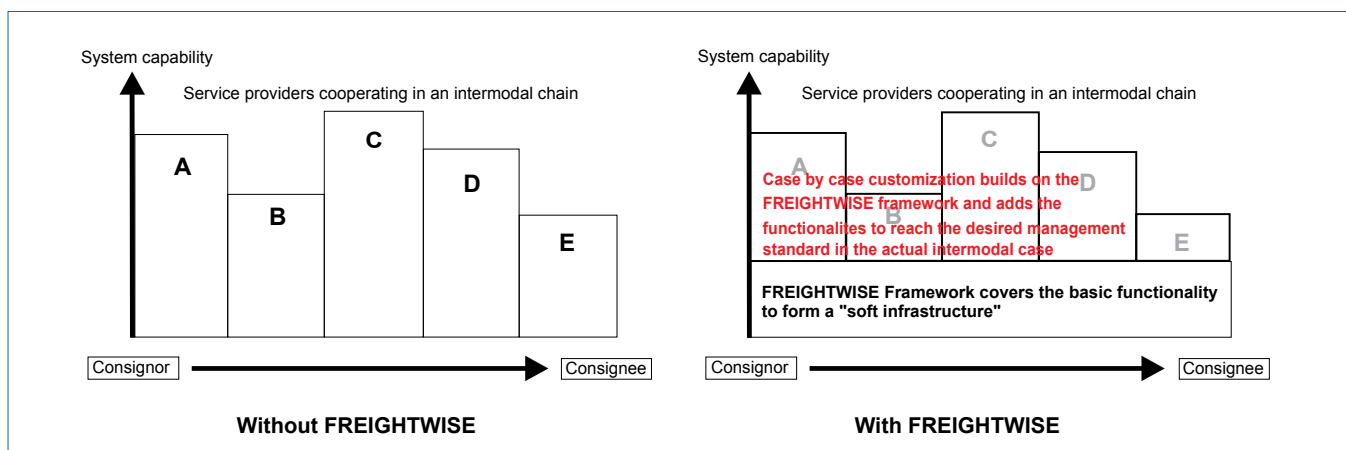


Figure 2: Idea of FREIGHTWISE

A formal architecture, the FREIGHTWISE Framework (FWF), will be developed with supporting input from business cases. The FWF will develop the necessary stakeholder, business, and process models for functions necessary for planning and managing inter-modal transport chains. In Figure 1, individual domains and their interaction can be seen. The state of the art is largely lacking "interaction" among the various stakeholders.

Some integrating concepts, software and business platforms are available, but do not adequately serve the entire business community.

A Virtual Transport Network will be designed composed of a combination of services advertised on the web using standardised protocols, which will be made available through specific transport links. The system will support the automatic and manual selection of services to create

a transport chain. Advanced standardisation will be prepared in order to eliminate gaps in business processes and support information communication technologies.

Figure 2 illustrates the FREIGHTWISE idea - to provide a basic set of rules and technical characteristics for building of new inter-modal management solutions. It also determines the need for completion of the basic framework with customised solutions that answer the specific requirements of each business case.

Demonstrations will show how the proposed FWF can be implemented in practice, and ensure solutions that are commercially feasible. The overview demonstrates that the FREIGHTWISE cases include numerous typical stakeholders and different types of modal combinations with a wide geographic coverage.

*Detlev Fischer*

## News

### Action Plan

To prepare the Action Plan announced in the 2006 Communication on Freight Transport Logistics, the European Commission organised a public conference on freight transport logistics on 8 May 2007 in Brussels. Freightwise presented the basic ideas of the Freightwise Framework. Freightwise was represented by Jan Tore Pedersen.

### Keep Europe Moving

DG TREN is sponsoring four special sessions in the 2007 ITS Europe Congress in Aalborg 18th-20th June 2007. One of these sessions centres on the Transport White Paper Review "Keep Europe Moving" and its key issues. One of these is Connected Freight. Freightwise has been invited to give a presentation in one of these sessions. The presentation will be given by Jan Tore Pedersen.

### WP11

WP11 can be identified as a platform for the Freightwise Framework. WP11, led by AMRIE, has a strong economic transport dimension - in terms of understanding the forces which govern the market and which have an impact on strategic development. The work is ongoing through the collection of information on "Freight market structure and requirements for intermodal shift". A Report will highlight the intermodal transport market and its environment, its demand and supply characteristics, modal drivers, its legal framework and the principal requirements for a significant improvement with particular reference to intermodality and the implementation of integrated services.

### WP12

The WP12 "Requirement Generator" has been very active. The RTD Projects and Policies Workshop was held at the ITMMA house in Antwerp on March 15, 2007. The involved partners are analyzing relevant past projects and EU policies that might have an impact on the FREIGHTWISE framework development. A workshop with political representatives is being planned which will disseminate the goals and direction of the project to people in the right places to support these goals, and solicit their feedback.

### WP13

The Framework Architecture has had a progressive start. WP13 has produced a plan for developing mode independent messages (MIM). A structured version of functionality and messages according to the functions has been produced and will be basis for the structuring of the message repository. WP13 has also started the process of reviewing existing architectures like the ARKTRANS, Karen, and Themis. These findings will be used as building blocks for the Freightwise architecture. We have also verified parts of our findings with case A1, Norske Skog, to be ensured we are aligned with the business cases.

### WP16

WP16 has two main topics: dissemination and training activities. The dissemination part was started with

preparation of a detailed plan of activities. TuTech provided the first version of the project website, which is being further developed. A brochure describing of the main aims of the project has already been drafted by TuTech. CDV, with the support of other participants of the FREIGHTWISE project, plans to prepare newsletters twice a year - you are reading the first issue now. CERTH prepared an introduction of the possible nature of lecture courses, that will be used by the partners and other organisations for Master Courses in logistics, supply chain management, business management, or systems engineering.

### WP19

Policy focused work intends to prepare innovative and practical recommendations for the development of freight intermodality in Europe, and it is led by the Hellenic Institute of Transport. Promotion of intermodal freight transport in a European-wide sense is proven to be a key industrial and technological development that influences the performance of the specific market. It is intended to draw attention to the significance of the competence, to show spots where examination can solve or lessen active problems, and recognize modifications in policy making. Now, there is interest from the EC for an input to the Directive for Intermodal Freight Transport Systems. The ultimate objective of this work package is to define the content of such a proposal. Currently, the production of the identification of multipliers, policies and directive initiatives aims to provide an inventory of organisations and people who can promote the FREIGHTWISE project in line with the current and future intermodal transport.

### Case A: North West

The forest and steel industry in Scandinavia has long distances to the markets in central Europe requiring highly competitive inter-modal solutions involving road, rail and maritime transport. Case A1 aims at improving Norske Skog service from Skogn, Norway to the UK via Clydeport's terminal at Greenock, Glasgow. In Case A2, SCA in North Sweden intends to develop the management of its rail transported paper products, nationally and internationally in cooperation with the Swedish National Rail Administration. Port of Gothenburg looks to improve its service to local forwarders and truckers as part of its strategy to develop a better port community system. Modelling and analysis of current operations have started based on a detailed analysis of the present physical and information flows.

### Case B: North East

Waiting times for trucks at border crossings and port entrances, environmental disturbance, and transport costs could be reduced if better information were available. The Finnish case will be a pilot project to develop an information system for a cross-border transport network, providing information on arriving and waiting traffic at terminals or border crossings. The route includes cross-border sea links (Finland - Estonia), and land transport links (Finland - Russia and Estonia - Russia) and terminal transfer points.

**Case D: Central**

The objective is to demonstrate an innovative solution for providing SMEs with low cost inter-modal management capabilities by implementing a portal for inter-modal transport management on a network of services in transport hubs and on links from Benelux to the Baltic. An Internet based portal, with the necessary security measures installed will provide new user categories.

**Case E: Benelux**

The main objective is to promote the usage of electronic message exchange, and to demonstrate how to make better use of traffic information for strategic, tactical and operational planning, and for more efficient utilization of port and road operations. Case E consists of two sub-cases. Both cases are progressing with a detailed analysis of the current operations and specification of their improvement needs. For the first case Port Infolink has had meetings with the various actors in the port (sea side and land side) to specify the needs for electronic and standardised transport order messages. In the second case Jan de Rijk investigates the potential of a so-called "Expected Delay System", which should include all kinds of expected delays as input to the Advanced Planning System. Case co-ordinator of the two cases is Mobycon, who have already made a first inventory of the available traffic forecasts in The Netherlands.

**Case F: Elbe**

The Elbe case seeks to improve the shipment of heavy cargo, i.e. big parts for major industrial plants. In Dresden, Siemens produces transformers for export overseas which are transported on the Elbe to the export terminal in Hamburg for further transport overseas. The present operation is burdened by a number of problems due to the lack of cooperation between the different carriers and forwarders and extensive administrative requirements. The inland waterway transport company, Deutsche Binnenreederei, together with the inland port operator, Sächsische Binnenhäfen and the export terminal operator, Wallmann & Co, they want to provide added value to the shipper by developing a transport

chain management service from production site to export terminal.

**Case G: South East**

The objective of this business case is to support rail-based solutions for import/export to/from Greece, Thessaloniki, via the Balkan states to Germany by improving inter-modal management systems throughout modes, borders, public administrations and private companies in both new and old member states. BC G is progressing with a detailed analysis of the current operations at the involved industrial partners. Meetings between the case coordinator TREDIT and the involved partners take place regularly to ensure the timely progress. Based on the modeling of current operations, the FREIGHTWISE architecture will be used as a blueprint for the specification of the necessary improvements in the partners' operations, so that the developed services can be operationally integrated into their workflow.

**Case H: South West**

Exploring the preconditions for improving inter-modal transport solutions of industrial producers is the goal of the Case H. Further, it is intended to provide a mechanism for the general review of logistics strategies by integrating the production sites with logistics solutions. The opening technical meeting took place in Port of Gijon in the middle of April.

**Case J: South Central**

Both feasibility studies of this case analyse the economic, technical and organisational environment concerning investment in developing inter-modal management systems. While sub-case J.1 aims to quantify the benefits of the ICT application scenario versus a technology-free purely road transport service, sub-case J.2 analyses the feasibility of developing advanced information systems for an existing rail service.

**Next Project Event** The Hellenic Institute of Transport will be hosting the next Project Management Committee meeting on the 23rd and 24th of May at its premises in the Centre of Research and Technology Hellas (CERTH) technology park in Thessaloniki.

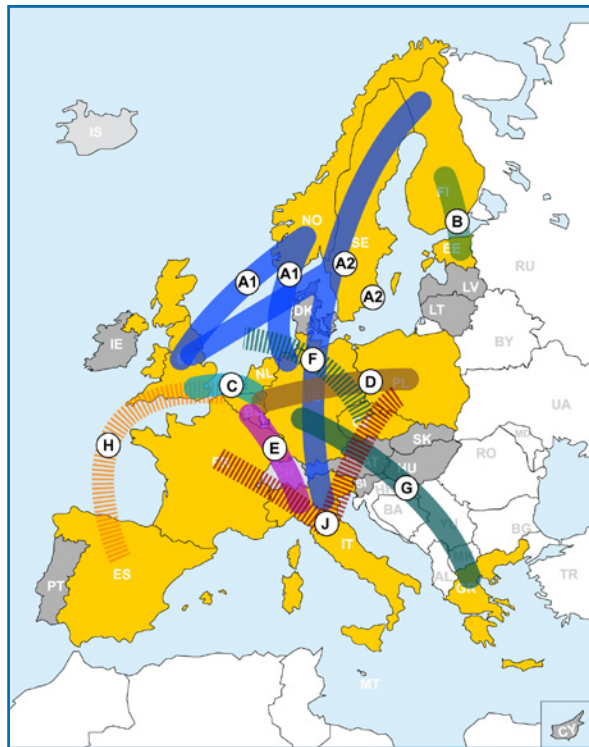


Figure 3: Geographical coverage of the FREIGHTWISE business cases

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