6th European Conference on ICT for Transport Logistics

ICT for cooperative supply chain visibility within a port centric intermodal setting: The case of the Thessaloniki port-rail-dryport integration

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9.4 mTEUs

4.6 mTEUs

4.2 mTEUs

1.6 mTEUs

source: Containerization International, 2013
## Logistics Performance Index Global Ranking 2012 *

*World Bank Logistics Performance Index, lpisurvey.worldbank.org*

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The Thessaloniki Pilot: Current situation & ICT challenges

**Current ICT**
- Container Terminal MIS (FRETIS)
- TRAINOSE Container D2D MIS
- RFID wagon tracking system

**Missing links - criticalities**
- Limited visibility (Container)
- Non-existing visibility (bulk)
- Non-existing Rail availability inquiring/booking system
- NO systems integration (one stop shop solution)

**ICT challenge**
- Port-Rail-Dryport Visibility Platform
- Improved SC interoperability
- Rail capacity booking mechanism
ICT for cooperative SC visibility - The FUTUREMED solution

F1: Cargo handling orders/instructions
Booking, Loading Plan, Storage location
Confirmation on wagon loading/unloading start/end

F2: Transport means status (availability, ETA etc.)
Ship Arrival Notification (bulk)
Rail Arrival Notification
Wagon availability control
Wagon/ capacity Reservation/ booking (full wagon or a capacity based reservation)

F3: Cargo status
Wagon Loading/ unloading
Entry/ exit to port
Cross Border Terminals
Cargo monitoring, status report (‘damage’ report)
Cargo/wagon arrival/ departure confirmation
ET of wagon/ cargo arrival

F4: Pricing/Invoicing

F5: Handling operations (internal)
Internal movements, Container handling in yard (optimised according to train pre-arrival)
Conclusions

- A trade supply chain is only as strong as its weakest link
- Port – Rail integration for competitive Mediterranean Port - centric Supply Chains
- Focus on soft, value adding Solutions
- Cooperative ICT solutions can decrease the perceived complexity for intermodal transport and subsequently its sub-exploitation
- The pilot challenge:
  - to integrate the currently fragmented visibility along the port-rail-dryport
  - to provide value in a real business setting by integrating and extending existing ICT systems through standardised information exchange mechanisms
  - to identify transferable solutions (e.g. rail capacity booking mechanism, optimal container yard management for rail operations) suitable for similar MED port environments
Thank you

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