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Title: Spanish Port Hinterland Intermodal Information System – FUTUREMED Pilot
Presenter: Susana Val, Transport Research Group Manager & Associate Research Professor (Zaragoza Logistics Center)
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FuturMed

- Aims to improve the **competitiveness of port systems** in the MED area by improving accessibility through technology and procedural innovations, and guaranteeing sustainability of transport

  - Interoperable management information systems
  - Reduction of externalities

- **Technology side:** **interoperable management information system** that will make Med Ports more attractive

  - Removing current bottlenecks
  - Transport flows smoother and swifter
  - Increasing interaction between port operators, customers and stakeholders
  - Integrating the currently fragmented information on ports characteristics, activities and specialization

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The Spanish Port Hinterland Intermodal Information System (SPHIIS)

- BSH, manufacturer, shipper
- PLAZA
- PORT OF VALENCIA

- improve the efficiency and visibility of intermodal seaport-hinterland containerized transport corridors on transnational maritime door-to-door transport chains
- integrate port systems with inland logistics infrastructures
Improvement of information exchange

- simplify procedures
- integrate different involved partners
- automating information exchange

information currently exchanged
- **Public** administrations (Customs, Railway Infrastructure Manager, Port Authority)
  - EDIFACT messages over Web Services
  - Mandatory or semi-mandatory solutions
- **Private** logistics industry
  - Not standardized
  - Any kind of file format within email
  - Try to automatize

development of interoperable IT solutions
- the most extended technologies, open standards and solutions
- provide a common semantic
  - aligning information between actors
- build simple and affordable solutions
  - implemented and supported by SME
- hosted by a public administration
  - confidence
  - data protection
- interoperable with existing services provided by the administration
Proposed solution

• development of adaptations and/or new services or applications in the different systems (PCS, TOS, TMS)

DRAWBACKS

• B2B typology.
• No central repository hosting all the information related to a transport chain
• Different information is held by different actors. They must exchange required information
• Implementation complex and expensive
• It doesn’t provide a central-closed system where every transport chain actor can interact

COARRI - Container discharge/loading report message
COPRAR - Container discharge/loading order message
CODECO - Container gate-in/gate-out report message
Outcomes

Simple applications
- XML schemas and messages editor tool
  - Edit third party message schemas following the EDIFACT standard
  - Create new message schemas following the EDIFACT standard
  - Create a translation between different message schemas
  - Edit and validate messages against a schema
  - Create new messages from a schema
  - Import and export messages from/to Excel format

Web services tool
- A service for receiving EDIFACT messages
- A client function for sending EDIFACT messages
- A link with the editor tool for edition, translation between schemas and to Excel format
- A tool for managing received/sent messages

Processes configurator tool
- Defining processes
- Messages can be sent between different partners and in different tasks
Conclusion

• Current situation in the supply chain corridors is far from an optimal exchange of information
• Necessary standards are already defined, but they are complex and difficult to implement
• The integration port-hinterland with the proposed exchange information system will make the MED area ports attractive, dynamic and competitive
• Results will be transferable to other corridors in the Mediterranean area.