

6th European Conference on ICT for Transport Logistics

Title: **Spanish Port Hinterland Intermodal Information System – FUTUREMED Pilot**

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- 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

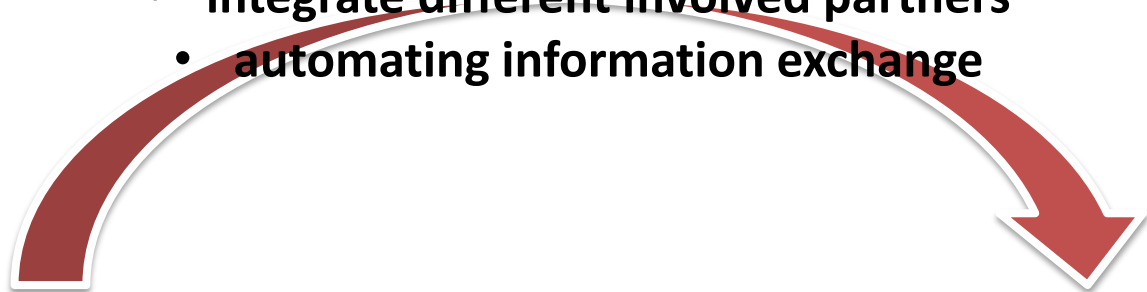
- improve the efficiency and visibility of **intermodal** seaport-hinterland **containerized** transport **corridors** on transnational maritime door-to-door transport chains
- **integrate port** systems with **inland** logistics infrastructures

terminal operator



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

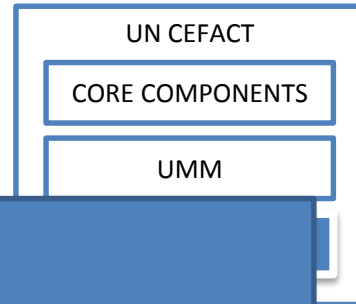
development of interoperable IT solutions

- 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



ACTOR

(SOA)



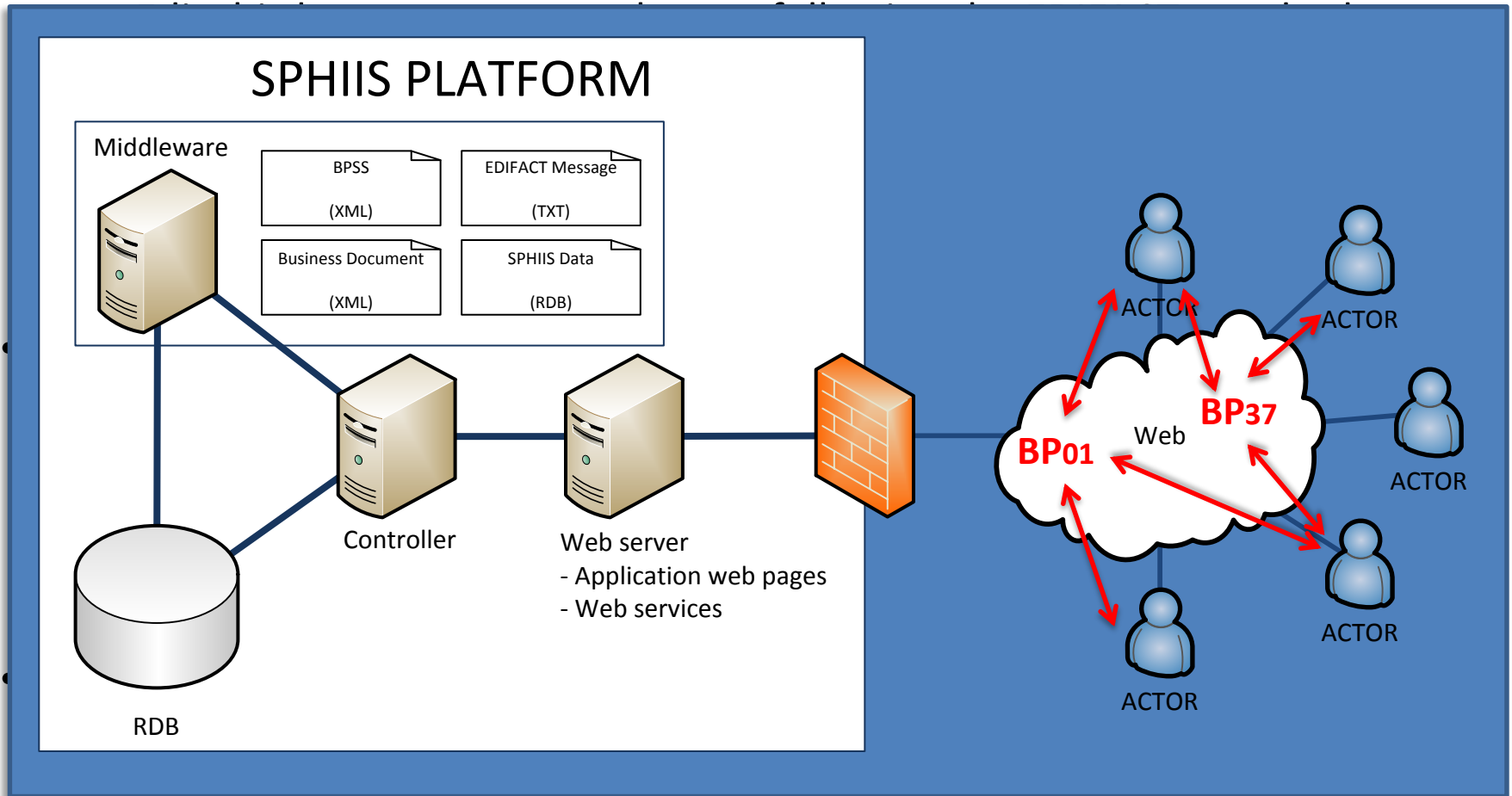
FUNDACION
Valenciaport



Outcomes

Simple applications

- XML schemas and messages editor tool



messages can be sent between different partners and in different tasks



Conclusion

- Current situation in the supply chain corridors is far from a optimal exchange of information
- Necessary standars 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.

