# Round Table on Information and Communications Technologies for Innovative Global Freight Transport Systems

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## Potentials of Open Access Web Based Services
### Summary
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## Introduction

This initiative proposes an approach to a "Global Intermodal Transport System" to support the use of different modes of transportation improving efficiency, economy, safety and sustainability.

The system should support the user in selecting the best alternatives for an intermodal transport like Amadeus does in the field of air transport.

In the selection of the alternatives the system could consider the "environmental cost" supporting and promoting the concept of "Green Transport".

This goals has been often pursued in the past without achieving significant results, today thanks to interesting experiences carried out in many countries and the flexibility offered by the technology of Open Access Web Based Services the objective appears more accessible.

In the following, starting from ongoing experience of Elsag Datamat (ED) in nation-wide projects in the field of Logistics and Transport, this note proposes the model of a Global Intermodal Transport Systems as an interoperability layer built on existing systems and based on open access web-based technology.

## The Ongoing Experience

Since the beginning of the last decade ED has been deeply involved in the field of Transport and Logistic through the development of nation-wide and local projects.

A short overview:

- **UIRNet** (national project):
  intermodal center project on license of Ministry of Transport, that consists in a platform for the management of the Italian logistic network. The mission is to improve the efficiency and the security of national logistics system.

- **SlimPORT** (national project):
  innovative project approved by Ministry of Economic Development in the sector of Port Security, Logistics and Intermodality, that integrates modular solutions to increase the performance of operations in port environments (last sea mile - first land mile). In the framework of this project it will be experimented the Metrocargo system, an innovative solution for fast loading/discharging containers from railways to trucks and vice versa.

- **SIS-TEMA** (national project):
  industrial innovation project, approved by Ministry of Economic Development, aimed at improving the efficiency of the maritime cluster and the competitiveness of logistics operators following the philosophy of "sustainable mobility".

- **VTS – *Vessel Traffic Services* –** (national project):
  integrated system for maritime control and for emergencies at sea; the customer is the Italian Ministry of Transportation, the client is the Italian Coast Guard.

- **E-Port project** (Genoa Port – Best Practice)
  project developed for Genoa Port Authority to improve maritime terminal gate-in/gate-out procedures.

- **Logis project** (Venice Port – Best Practice)
  Port Community System operating in the Port of Venice.

In the same period the Italian Ministry of Infrastructures and Transport issued ARTIST (ARchitettura Telematica Italiana per il Sistema dei Trasporti) Architecture, a guideline to achieve interoperability between ITS applications.

In this framework all above mentioned projects may be regarded as different views of a more comprehensive model. The maximum effort in now focused in getting a true interoperability between all these systems and the last launched project Uirnet is a clear step in this direction.

### The Obstacles

The more common obstacles to overcome are:

- Local/National systems consolidated.
- Reluctance to share data often relevant from commercial point of view.
- Low confidence in advantages.
- Fear of an increase in transport costs.

### The Strategy

In this process we may foresee two possible scenarios:

- In countries where nation-wide projects or best practices are already established, the model should provide the interoperability layer between all the applications.

- Where the evolution process is not yet it will be possible to adopt the best experiences available.

In all cases the technology must support the process never being a constraint.

## The Operation Model

- Evaluate all nation-wide/projects and best practices and related rules and regulations in order to define the operation framework.

- Integrate European Networks available to get data when necessary (SafeSeaNet, TachoNet..).

- Build the interoperability layer where possible, otherwise propose solutions/best practices evaluated.

- Share with users advantages and objectives.

- Activate the system by steps, starting with the most important features (i.e. Dangerous Goods monitoring) on selected axes (e.g. Corridor 24 – North Sea-Mediterranean Sea, The custom corridor Tianjin-Genoa).

- Set up effective information campaigns.

- Decide who will be in charge of managing the system.

- Establish an aggressive commercial plan with aggressive tariffs.

## The Challenge

- Is ITF – OCSE a candidate to promote and manage this system?
- ED (Finmeccanica) may share its experience, who else would join?

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