



EU funded E-freight, logistics and supply chain initiatives

... collection of **'parts of the pie'** ultimately facilitating a coherent and holistic transformation of the worldwide freight organization

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Partly based on input received from project 'E-freight' (version 13/12/2011)

** Classification of projects on next pages was sent to (most) project coordinators and EU project officers January 2011*

E-FREIGHT

DG MOVE

- E-Freight (B-C-D-F)
- E-Mar (A-C)
- Freightwise (B-C-F)
- Props
- Rising (C)
- Skema (G)

DG Research

- Integrity (E)
- Smart-CM (B-D-E)

DG INFSO

- Euridice (C)
- L4Life (C)
- Smartfreight (C)

DG Enterprise

- Cassandra (C-D-E)
- Contain (E)
- Discwise (C)
- Support (E)

DG Climate - Energy – Taxud?

A) Standardisation of Legislation ; B) Standardisation of Data ; C) Standardisation of systems / IT Innovations for trade compliance ; D) Single Window; E) Security & Risk analyses; F) Harmonisation of processes; G) Undefined

DG MOVE

- **E-Freight:** contribute to the goals of the Freight transport Logistics Action Plan (Oct 2007) and ITS Action Plan (Oct 2008) by developing:
 - **Standard framework** for freight information exchange covering all transport modes and all stakeholders
 - **Single Transport Document** for carriage of goods with all the necessary legislative support, irrespective of mode
 - **Single Window** (single access point) for administrative reporting in all modes
 - Simple, **harmonised border crossings procedures** for all modes of transport for all EU member states
 - Simple procedures and necessary infrastructure for establishing **secure** and efficient transport corridors between Europe, USA and Asia (EIA is member E-freight Advisory Board).
- **E-MAR*:** e-Maritime strategic framework and pilot implementation.
- **FREIGHTWISE:** support modal shift of cargo flows from road to intermodal transport using road in combination with short sea shipping, inland waterways and rail, by means of improved management and facilitation of information access and exchange between large and small, public and private stakeholders across all business sectors and transport modes.
- **RISING:** overall objective of identifying, integrating and further developing information services such as River Information Services (RIS) in order to efficiently support Inland Waterway Transport (IWT) and logistics operations.
- **SKEMA** : establishing a Sustainable Knowledge Platform for the use of stakeholders in the Maritime Transport & Logistics industry
- **PROPS:** builds on previous EU and national activities undertaken to promote and develop short sea shipping individually and as part of multi modal logistic chains. It provides a knowledge management system for SSS and a Platform to enable access to, and comparisons of, the various commercially available e-booking systems.

DG Research

SMART_CM: project aimed at improving the reliability and predictability of door-to-door container chains. Working along with existing initiatives such as that of AEO and the Green Lanes implementation. It enables logistics data visibility for authorised entities, smartly combined with added value services for market players. Whereas traditional supply chains are prisoners of their own in-house chains, SmartCM enables sharing information among partners and competitors in any logistic network. Particular achievements is the proof of concept of the neutral platform and various layers of Value Added Services and the Demonstrations offering value for both for the logistics industry and Custom authorities.

INTEGRITY: project aimed at improving the reliability and predictability of door-to-door container chains. Development of Shared Intermodal Container Information System (SICIS) allowing authorised companies and authorities to access planning and status information of selected transports. Supply Chain Event Management (SCEM) approach allows to forecast problems well before they might occur. Matching logistics data with security information, e.g. from electronic seals, container security devices, and scanning equipment together with the integration of the AEO (authorised economic operator) approach allow to satisfy both the logistics industry and Customs Authorities fulfilling their duties thus creating win-win situations.

Research policy DG RTD : overall research should respond to the policy context aiming for Europe to put in place a Pan-European logistics infrastructure capable of minimizing the impact of transport and logistics on greenhouse gas emissions and maximizing its impact on European competitiveness. It responds to a quest for breakthrough logistic innovation to solve critical problems such as road system congestion, intermodal/multimodal transport underuse and city logistics inefficiency.

DG INFSO

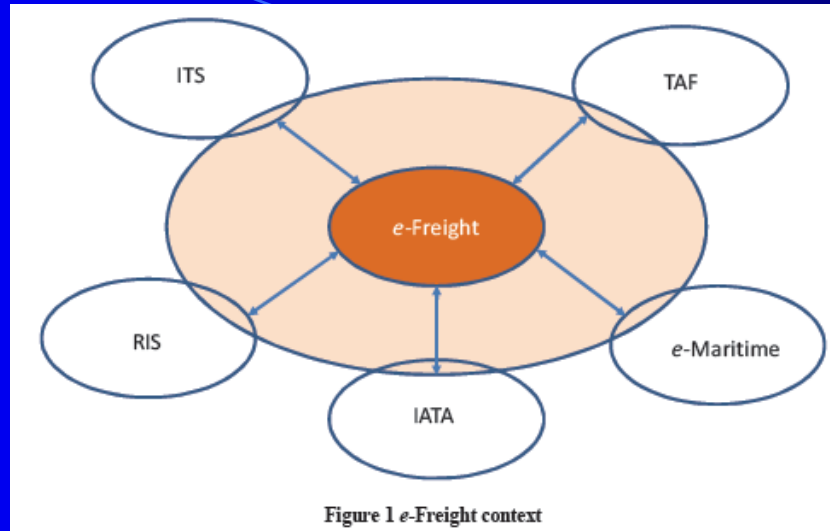
EURIDICE: building information services platform centred on the individual cargo item and on its interaction with the surrounding environment and the user.

SMARTFREIGHT: Coordinate all freight distribution operations within a city by means of open ICT services, on-board equipment, wireless communication infrastructure and CALM MAIL implementation in on-board and on-cargo units, for all freight vehicles

L4LIFE: Logistics Industry Coalition for Long Term, ICT based Freight Transport efficiency

DG ENTERPRISE

- **CASSANDRA:** addresses visibility needs of business and government in the international flow of containerised cargo to and from the EU by integrating existing information systems in global supply chain. The project will demonstrate how this integral data can be used to introduce a risk based approach to supply chain management and it will facilitate a new way of sharing data between business and government for public supervision tasks.
- **CONTAIN:** Container Security Advanced Networking
- **DISCWISE:** Develop, Demonstrate and Deploy a Reference Architecture for Interoperability in the Transport and Logistics Sector.
- **SUPPORT:** raise the current level of port security by integrating legacy port systems with new surveillance and information management solutions. Ports will be given tools to establish the necessary and sufficient security level to satisfy evolving international regulations and standards while efficiently supporting the complexity of the real port environment.



Vision e-freight

“Zero paper documents shall be needed for planning, executing and completing any transport operation within EU independent of “ :

- Market parties involved
- Authorities involved
- Loading unit
- Transport corridor
- Cargo type
- Transport mode or combination of modes
- Type of service demanded
- Liability regime