Freight logistics and Customs service providers: ITS solutions to facilitate intermodal transport

Working Party on Intermodal Transport and Logistics (WP.24)

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Who do we represent

• Brussels based organisation representing the interest of logistics service providers and freight forwarders
  • National federations and confederations
  • Associate and Related interest representatives

• Policy scope: EU legislation in transport, logistics and Customs

• Companies of all kind: Global players, SMEs and regional operators, small and family businesses

• Numbers
  Over 19.000 companies
  Business coverage: ≈ 90% of Customs, 70% maritime, 90% air, 50% road and rail operations in Europe
Our role

- Removing barriers and burdens
- Practices to overcome or get around the barriers or reduce the burdens
- Build understanding
  - Convey the ‘language of business’ to politicians and European Commission and the language of politicians and the EC to industry
  - Between stakeholders (shippers, freight forwarders and carriers)
ITS Solutions to facilitate Intermodal Transport

Current solutions:

• Software as a Service (Saas) offers TMS solutions as a shared software solution over the internet (SAP, Oracle etc)

• Customised in-house software to support logistics functions (rating, planning, time control, end to end order management)
Challenges

• Lots of small business lacking knowledge, time and money
• Lack of interaction between different data exchange system used by shipper, 3PL and carrier
• Reluctance to abandon customised systems for logistics (e-platform)
• Costs of integration (too many standards within different modes of transport)
Challenges

• Lots of non-standard paper, mail and faxes being used predominantly paper based
  - Need for signature
  - Requirement to accompany cargo
  - Technology limitations:

• Technology mismatch:
  - Sophisticated electronic booking and invoicing systems vs. Paper waybills and consignment notes

• Inefficiencies and inaccuracies
Challenges in Summary

Complexity of freight transport information exchange in an intermodal context:

- **lack of interoperability** along the supply chain
- Need for provision of information several times for different purposes
- Solutions are available but implementations on a large scale are slow to appear
- It is not only about technologies, but about change in organisation and behaviour
- Sharing of information requires trust and co-operation
- Interoperability requires standardised solutions
Challenges from a legal perspective

• **Patchwork of liability regimes**
  – International conventions, national legislation, contractual agreements, professional practices...

• **Strong modal distinctions**
  – Liability
  – Documents

• **Lack of harmonisation and clarity**
EU White Paper Vision

Enable interoperability for paperless freight transport in a multimodal context

- Across modes
- Across countries
- Along the whole supply chain: planning, execution, monitoring and reporting

⇒ Zero paper documents, zero waiting time at hubs, technology independent
⇒ Driver carbon emissions, modal shift etc

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A Flexible Solution

Unimodal

Multimodal e-Waybill (MWB)

Multimodal e-Waybill (MWB)

"Necessary and Sufficient"

Con.

Car. 1

Car. 2

Inland Waterway

e.g. CMR

CIM

...
Possible outcome of Efreight

- Interoperability of transport ICT systems = make actors understand each other easily
- Interconnectivity for SMEs
- Run transport business processes smoothly across organisational boundaries
- Reduce administrative burden and facilitate multimodal transport
- Enhanced supply chain visibility and security
- Optimisation of logistics chains may help to increase also environmental performance and cost efficiency
Digitalisation of documents

- Digitalisation of FIATA documents
- Moving away from paper-based documents: more reliable information exchange, reduced administrative burden, enhanced accuracy of data
- Advantages of using a standard, multimodal waybill (electronic transport document) rather than individual/proprietary multimodal bills
Thank you for your attention