

STRATEGY FOR FOSTERING COORDINATED MULTIMODAL FREIGHT TRANSPORT THROUGH ICT SYSTEMS - PORT OF ROSTOCK

DELIVERABLE D.T1.3.5

Version 1

OUTPUT O.T1.2

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1. Introduction

Within the COMODALCE project, outputs of the WPT1 include a “Strategy for fostering coordinated multimodal freight transport through ICT systems” (D.T1.3.2-10)”, described as “strategy for fostering multimodal transport through ICT systems setting a vision, objectives and priorities in a mid- to long-term perspective, including a detailed wish list of measures to be tested in the pilot action”.

This document includes the strategy elaborated for the Port of Rostock,



2. Methodology

2.1. Setting vision, mission, key values

The definition of vision statement, mission statement and key values provides a strategic framework for the planned measures.

VISION (Vision statement focuses on tomorrow and set the target aims to be achieved)
Our vision is to enable automatic detection of multimodal freight units entering the terminal on rail to ensure proper tracking and tracing as well as monitoring of the condition of the transport equipment along the entire logistic chain.
MISSION (Mission statement focuses on today, what challenges shall we face towards the vision today)
Establishment of scanning facilities at the right location to ensure a continuously control and checking procedure. A replacement of paper work by new technologies is mandatory to achieve the overall aim.
KEY VALUES (The principles and values that are the basis of the vision of the strategy)
Use of up-to-date technologies to enhance rail based multimodal freight transports along the corridor in order to make such transport chains more competitive to road or other means of transport.



2.2. Setting strategic goals

Medium term (5 years):

1. Goal no. 1: Replacement of paper work with up-to-date IT tools
2. Goal no. 2: Enhancement of data transfer between involved stakeholders to ensure permanent data flow and status reports along the logistic chain

Long term (10 years):

1. Goal no. 4: Increase the degree of automation of data exchange as most as possible
2. Goal no. 5: Connection of all logistic service providers engaged in the logistic chains in a comprehensive terminal information and handling system

For each goal, please fill in the following table

Perspectives	Goal	Measurement
1. Environmental and safety perspective	n/a	n/a
2. Internal processes perspectives	A strict focus on deeper IT-integration of processes is necessary. Even a rethinking of the staff is needed here.	Number of new software components installed; training of staff to use new technologies
3. Innovation and growth perspective	n/a	n/a
4. Customer / Partner perspective	Discussion with stakeholders and partner how to implement new technologies and IT-components; Cooperation with them in implementing components and interfaces	Comparison of processes before and after the implementation of the project in order to rate the success of the IT-development
5. Financial perspective	Funds from the European Union based on their goal to foster cooperation as well as better connect regions; own financial resources in addition to funds as bank loans or from the cash flow	Numbers of IT-components fully implemented and financed with what financial sources

VISION:

Our vision is to enable automatic detection of multimodal freight units entering the terminal on rail to ensure proper tracking and tracing as well as monitoring of the condition of the transport equipment along the entire logistic chain.



2.3. Wish list of ICT measures

According to the AF, local strategies include a “detailed wish list of ICT measures to be tested in the pilot actions (WPT2)”.

Accordingly, please include the items of the wish list in the table here below.

Please remember to ensure consistency between the wish list of ICT measure, the strategic goal here above (4.2) and the pilot action you will implement:

Wish list of ICT measures			
Title	Short description	Link to the strategic goal	Link to the pilot action
1.	Automatic detection of freight units transported on multimodal trains	goal no. 1	Yes, when the train pass the scanning gate, all units transported on that train will be detected and the information connected to it transferred into the terminal management system
2.	Condition monitoring of transport units	goal no.1	Yes, as the scanning facility will take pictures from each unit which are stored in a data base to document e.g. damages
3.	Data transfer between logistic service provider	goal no.2	Yes; information about the respective unit will be exchanged via interfaces with transport operators and handling companies