



Initiatives in achieving international interoperability in freight information exchange

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Standardisation



- «Public»

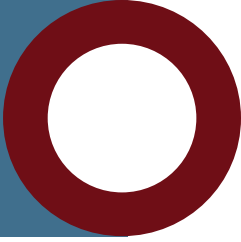


European Committee for Standardization
Comité Européen de Normalisation
Europäisches Komitee für Normung



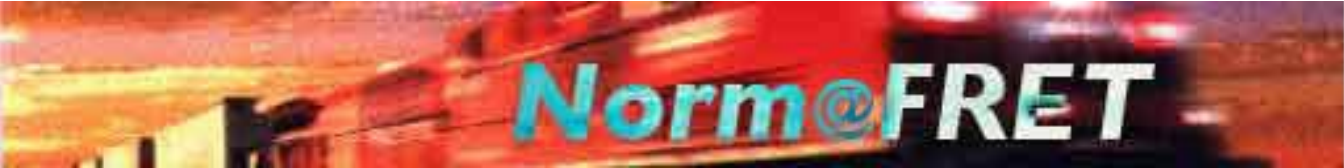
- «Industry Communities»





National Initiatives

- Purpose Pharos was ... the use of electronic data interchange, EDI, based on the international Edifact standard.

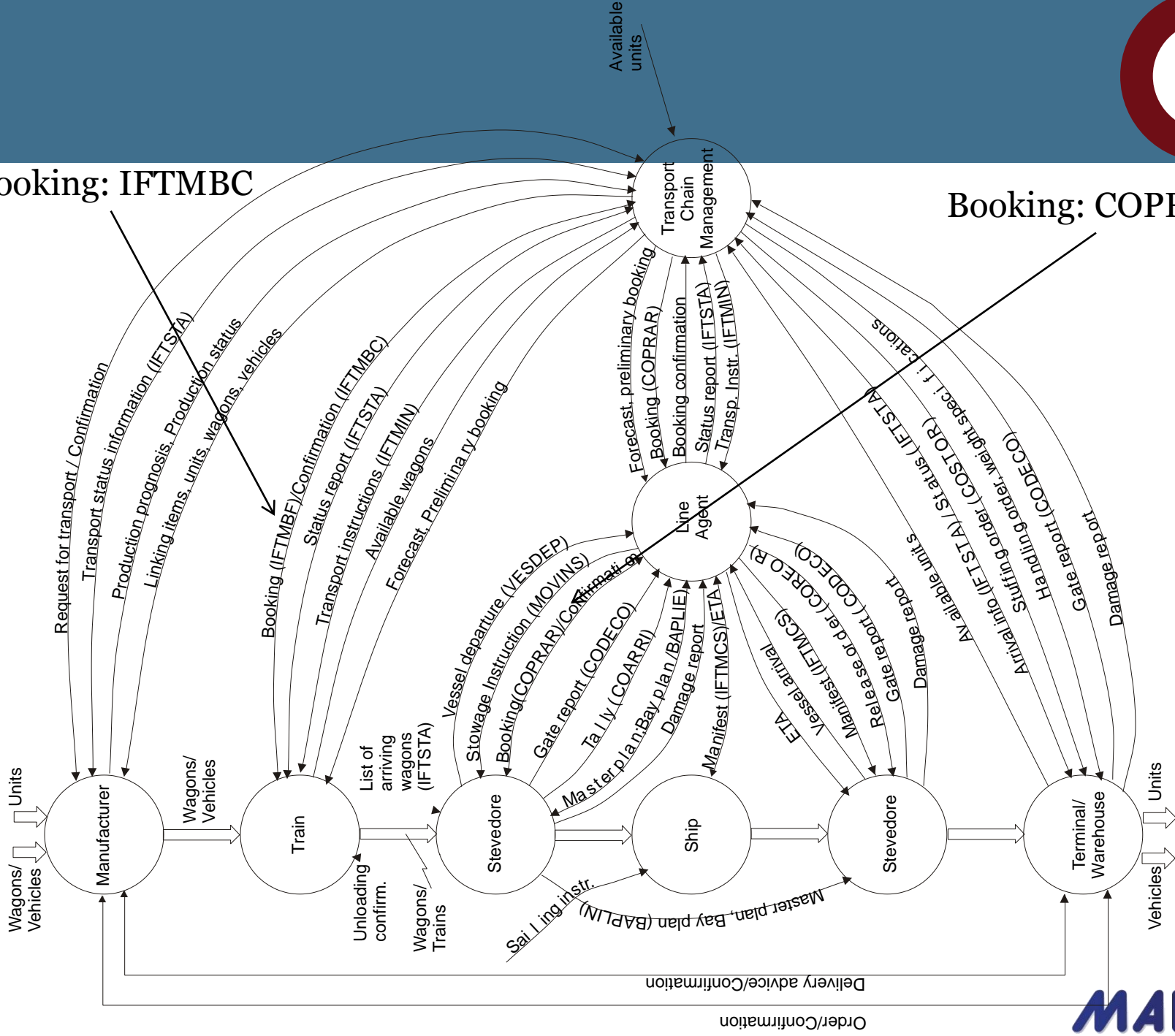


- Created 2004, administered firstly by the French Chambers of Commerce Association (ACFCI) and then by TTP /I-Trans World Class Industrial Transport Pole of Competitiveness (Nord/ Pas de Calais/Picardie)

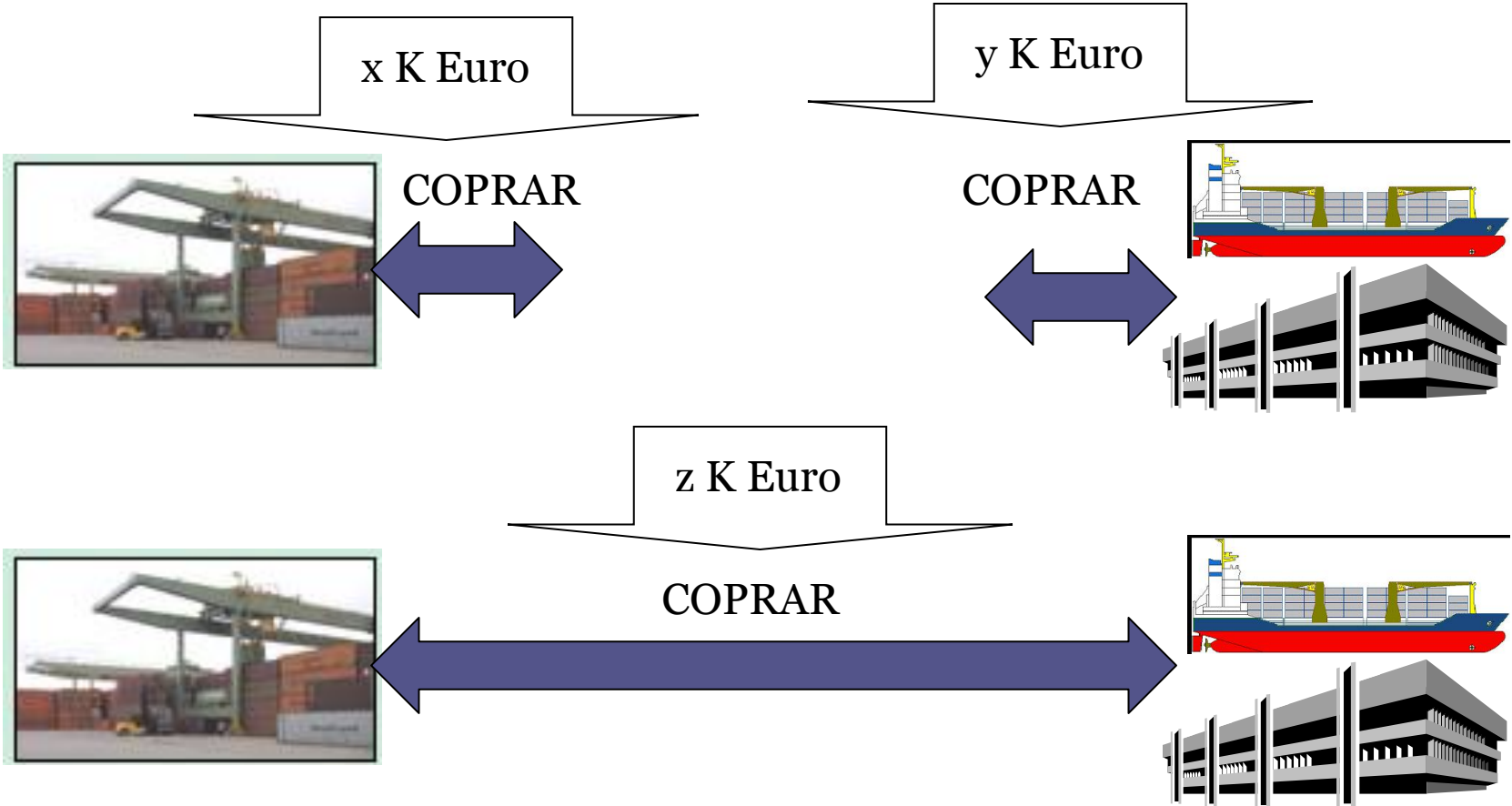


Booking: IFTMBC

Booking: COPRAR



One "EDIFACT" Challenge





- FREIWISE

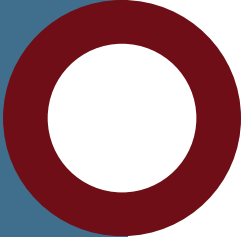
- ✓ A reference architecture for intermodal transport and the integration of relevant IT systems — including legacy systems — in the business cases and beyond.

- ✓ Took the liberty of looking at need for information

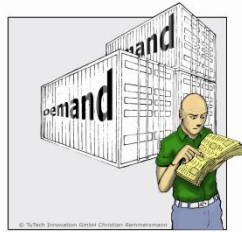
- ✓ Inspired and built upon Norwegian initiative



Roles



Transport User



Transportation
Network Manager



Transport Regulator



Transport Service Provider



- **E-Freight RoadMap**

- ✓ **Define a standard framework for freight information exchange (in cooperation with presently active major initiatives) covering all transport modes and all stakeholders in door-to-door logistic chains.**
- ✓ **A single European transport document for all carriage of goods (waybill), irrespective of mode along with all the necessary legislative support.**
- ✓ **Establish a single window (single access point) and one stop shopping for administrative procedures in all modes.**

Common Framework



DG TREN

DG RTD

DG INFSO

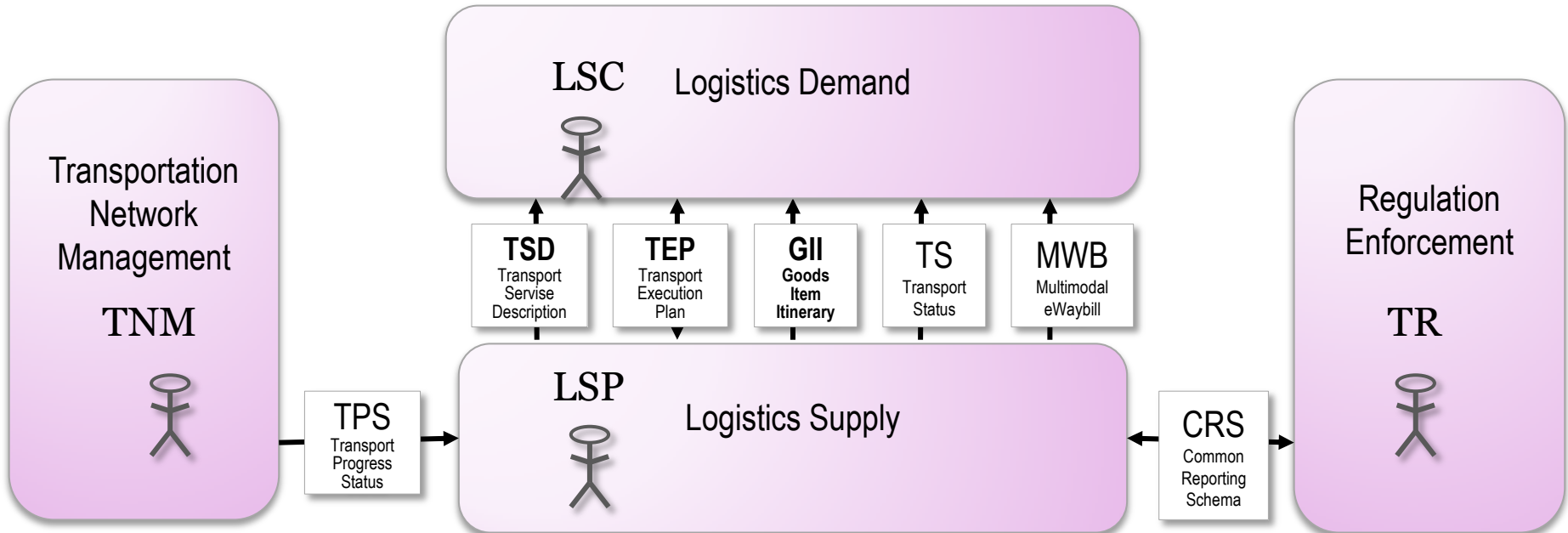
DG ENTR



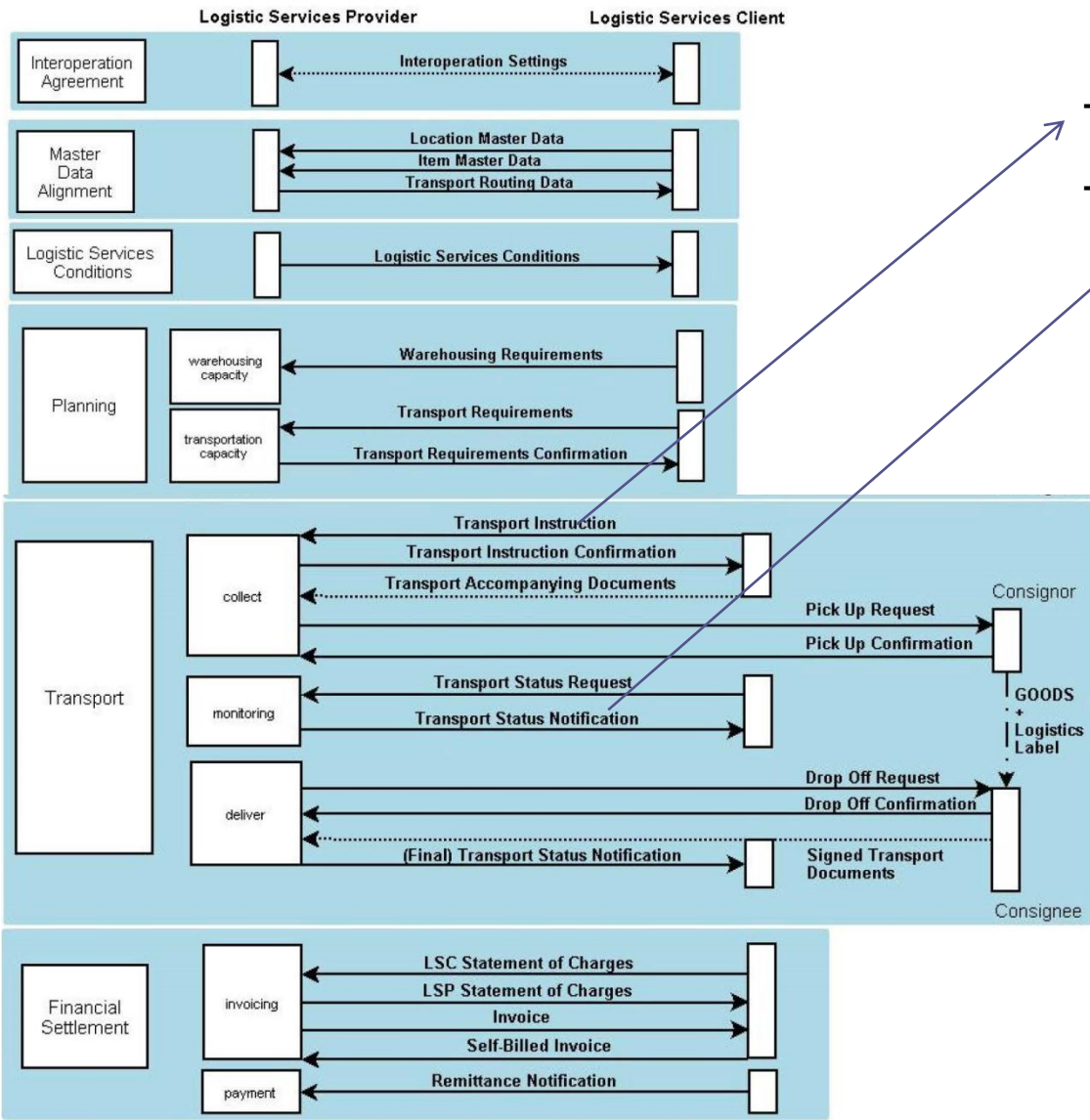


Common Framework

- A Reference Model de-composing the transport and logistics domain into manageable subdomains
- Functions performed by roles pertinent to each sub-domain
- Processes of the key functions in the transport and logistics domain
- Information models structuring the information being exchanged into standardised messages



Logistics Interoperability Model



Transport Instruction
Transport Status Notification





UN/CEFACT vs UBL

- Reorganisation of UN/CEFACT in 2012



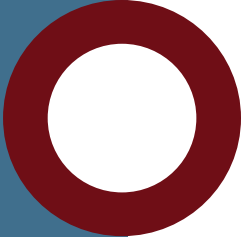
- Core Components



- Messages



- Governance



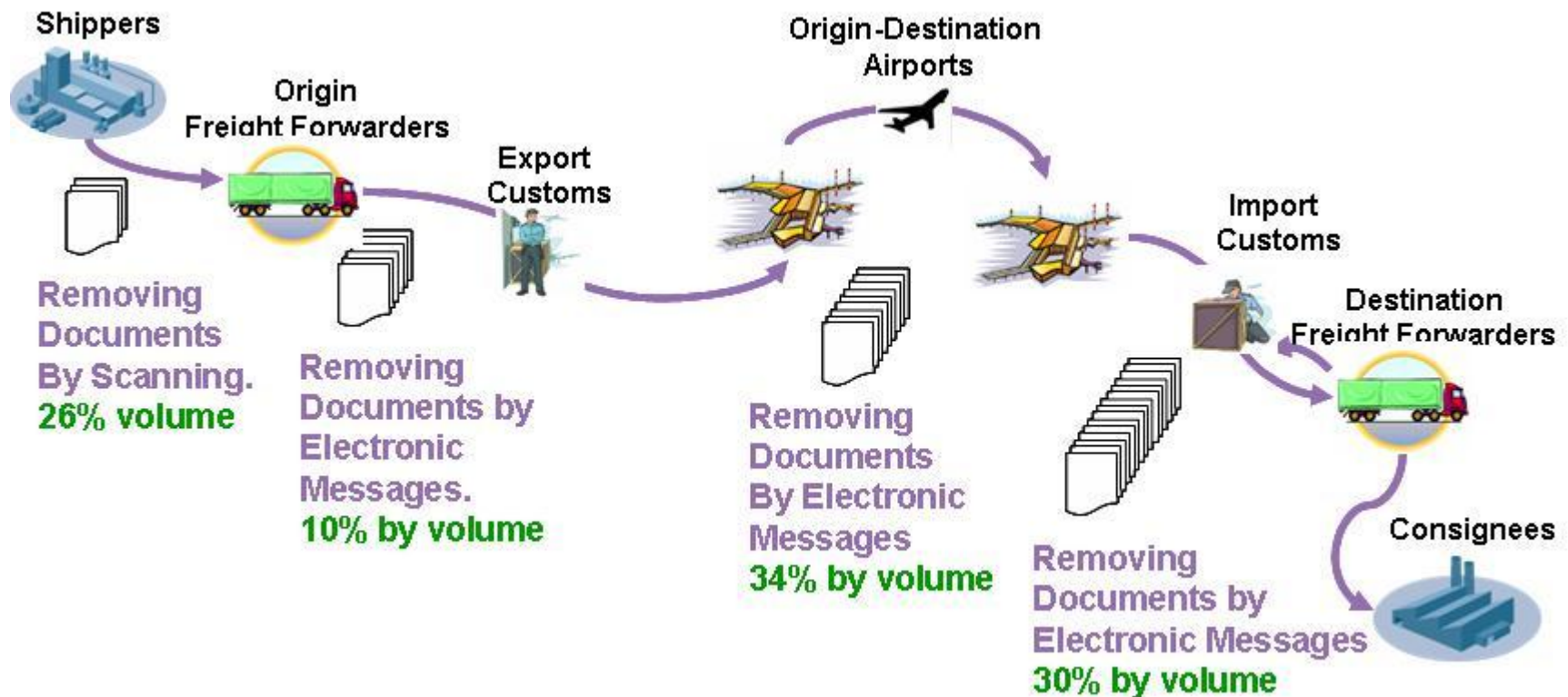
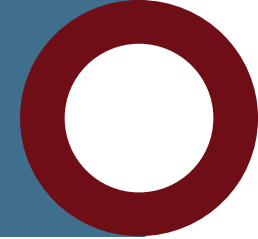
IATA e-freight

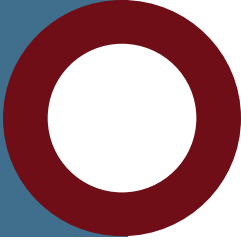
- What is it?
 - ✓ A joint air cargo industry programme of carriers, forwarders, ground handlers and customs, led by IATA
 - ✓ Aimed at eliminating the need to transport all paper documents for air cargo shipments
- Why?
 - ✓ 1.2b US\$ air cargo supply chain cost saving, driven by 80% reduction in cost of paper-work
- When?

IATA Board of Governors June 2006 mandate:

- ✓ Pilot e-freight in 5 locations by end 2007 – 6 pilots launched Nov 5th 2007!
- ✓ In 2008, implement e-freight at 8 additional locations
- ✓ 100% e-freight in 2010 where feasible

Removing the paper





IATA e-freight:

- 13 documents in scope:
 - ✓ Those supported by international standards by 2010
 - ✓ Represent 50-60% of all documents transported
- Currently have 6 pilots and need to rapidly increase e-freight capability by:
 - ✓ Removing document scanning
 - ✓ Develop and implement electronic standards for 3 documents
 - ✓ Testing the implementation methodology



NEAL-NET

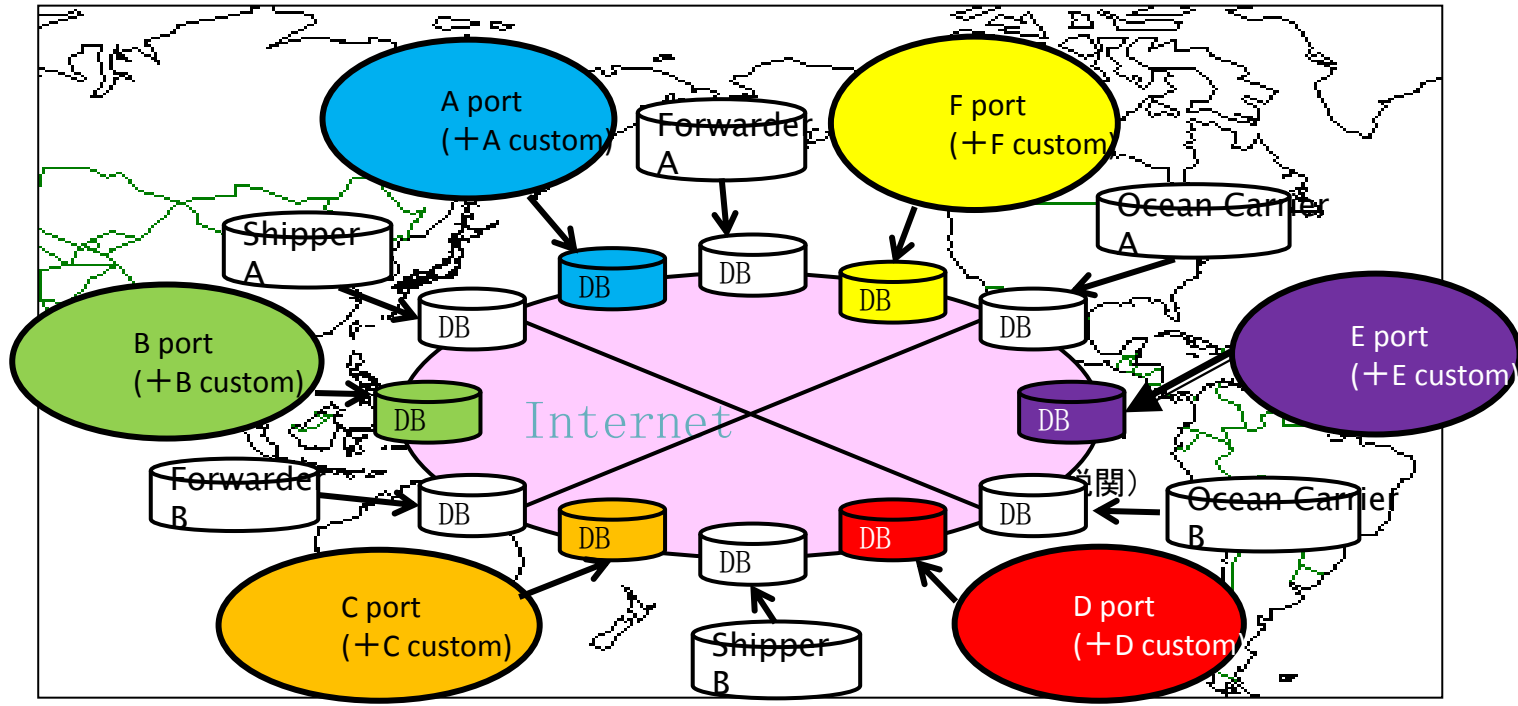
Northeast Asia Logistics Information Service Network

- Logistics information sharing with the perspective of combined transport and entire supply chain.
- Define the interface standards of public logistics nodes, such as highway freight stations, airports, railway freight stations and ports.
- extension and application of EPCIS Standards



APEC SCV (Japan)

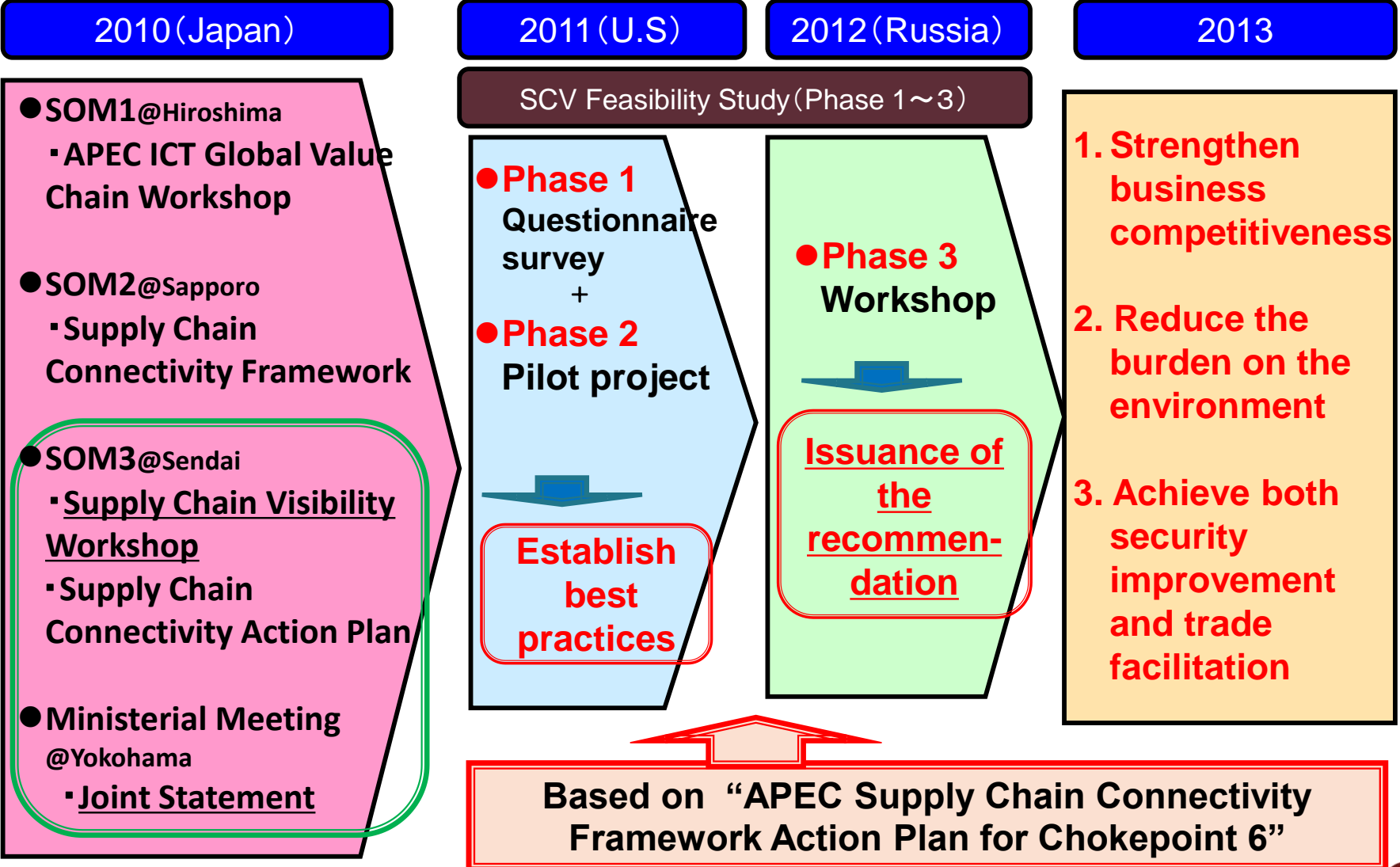
- Aim: Visibility platform
- EPC Information Services (EPCIS¹)



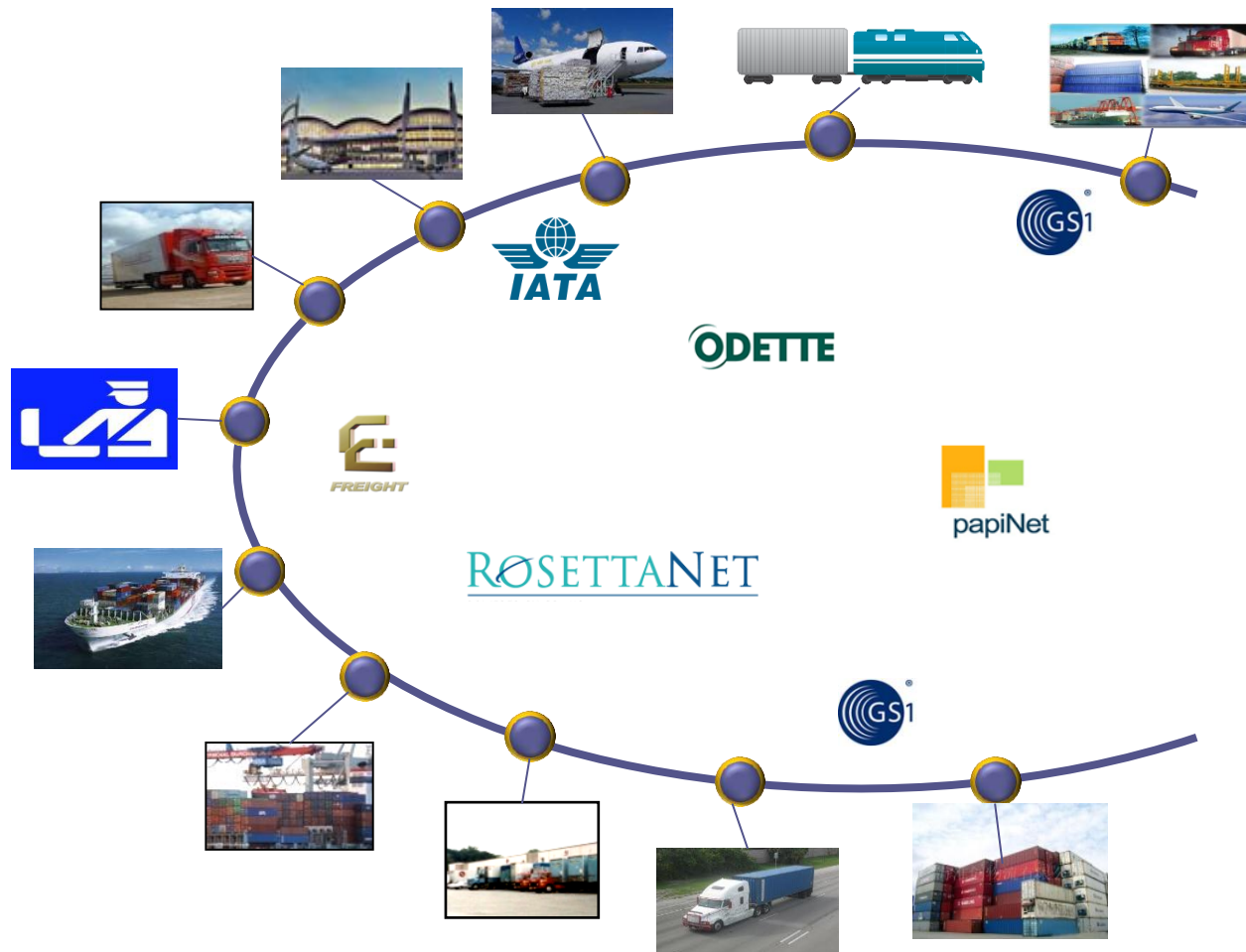
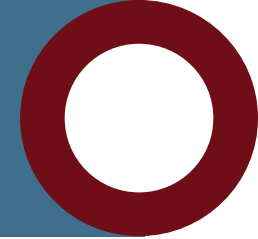
¹ EPC Information Services – a GS1 standard



Supply Chain Visibility Initiative



Connectivity through main standards





MAX.GW 30,000 KGS
TARE 8,820 KGS
MAX.CW 21,180 KGS
CU CAP 76.4 CBM
2,700 CU FT

Thank you!

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