



Need for improved and standardized data exchange

Roland Klüber – UIRR / Consilis

Motivation: Increase understanding and interoperability of data sharing



- **First findings:**
 - Needs and hurdles of door-to-door data sharing are not fully clear to all stakeholder groups
 - Only relevant data needs to be shared
 - Road-rail is lacking behind the standardisation of processes and data sharing compared to other modes
- **BRIDGE Solution:**
 - Listen and respond to CT end-customers' needs
 - Collect relevant parties to work together on the removal of hurdles (known & unknown)
 - Identify fast and long-term solutions (with more flexibility to adapt)

CargoiQ initiative aims to improve freight shipments



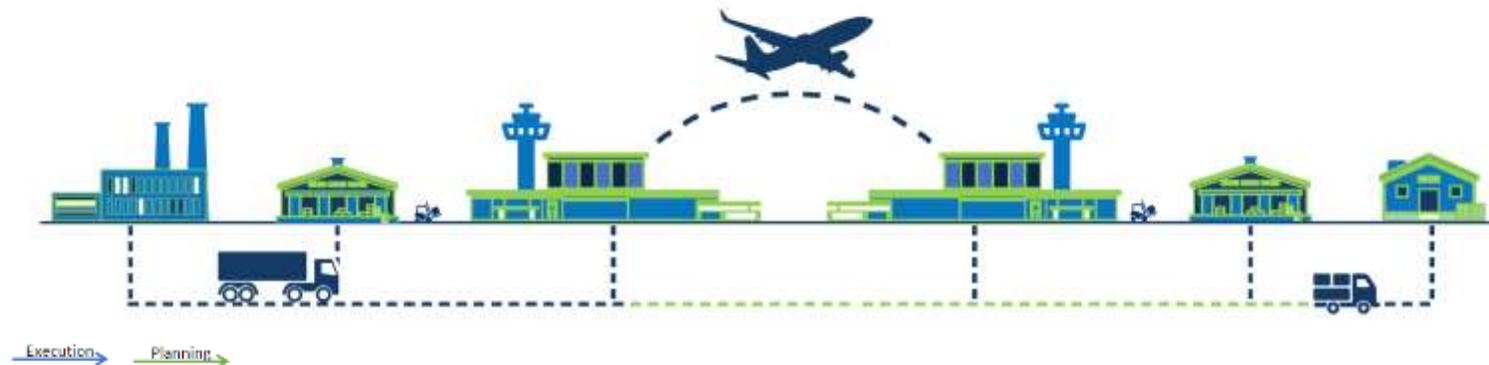
- CargoiQ:** 1) not-for-profit airfreight quality standards group supported by IATA
2) The group consists of 80 stakeholders (incl. IT providers)

Identify Operators & Check Against Requirements

- 1 Create initial overview of operators are involved: warehouses, road and air carriers, GHA's, etc
- 2 Translate agreed requirements into verifiable abilities
 - **Regulations** - *What Care implications apply that need to be met?*
 - **Capabilities** - *Can the chain provide, measure, treat and inform?*
 - **Capacity** - *Can timings be met by process design, equipment and system capacity?*
 - **Compliance & Certification** – *Need Relevant Certifications (CEIV, TAPA, GDP, Customer Specific, etc.)?*
 - **Allowed time** – *total time, time allowed per operator and allowance for handovers*
- 3 Execute Check and Verify Intended Operators, if possible through predefined product and service packs



- Airfreight initiative to establish door-to-door processes started in 1997 (Master Operating Plan)
- Top-down, bottom-up and transparent and planned execution
- 2022 renewed with focus on digitalisation and data quality
- **Caution:** Not all is adequate or possible for road-rail transport



www.cargoiq.org/_files/ugd/722a02_d8bab0c71a1042b386d9f07d4fb5cd30.pdf

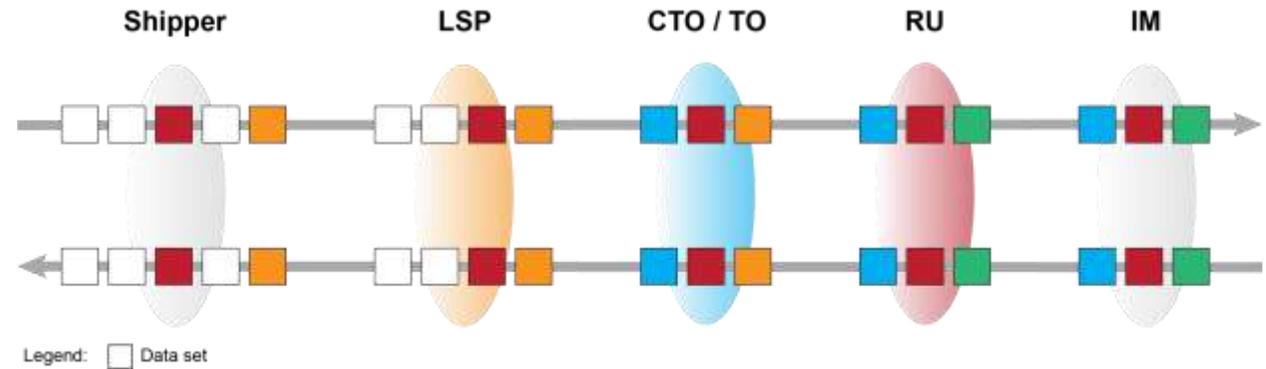


Data Sharing Concept of Minimum Viable Data Set



- **Why?**

- Avoid & overcome misunderstandings (D2D)
- Reduce avoidable costs
- Identify sensitive data
- Identify & avoid/address legal constraints

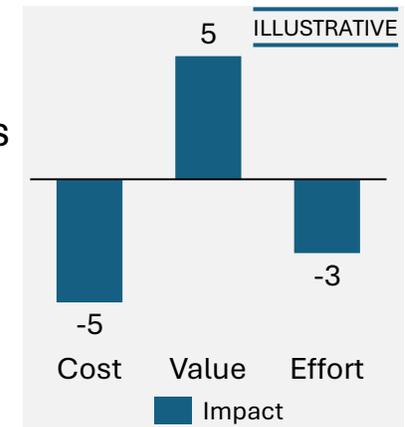


- **What?**

- MVDS describes the filtered information exchange between shipper to RU / IM to the consignor/consignee
- Focuses on the shareable part first (future extension / bilateral not excluded)

- **Targeted benefits for operations:**

- Relevant information is exchanged bilaterally/multilaterally towards the owner of goods
- Less information quantity exchanged, filtered & enriched at each stakeholder segment
- Reduced coordination and costs for all participants



Preparation: Conceptual work & additional interoperability between standards required

BRIDGE - ALICE collaboration options



NOW

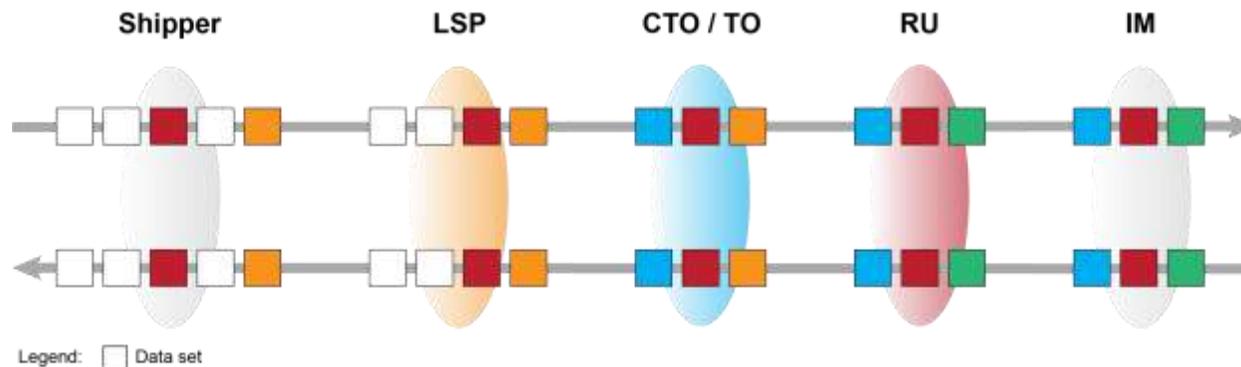
- Until Mid March 26 for WP2.1 (as-is)
- Until mid/end of May 26 for WP2.3 (gap analysis)

Collaboration Options:

- Workshop with Mentimeter questions (today)

FUTURE

- Participation in minimum viable data set Demonstrator (WP I.3) shaping until 2027



- a. Dedicated ALICE workshops
- b. Participation in BRIDGE workshops
- c. Participation in ALICE work groups on overlapping theme(s)



Thank you for your attention

Eric FEYEN

Project coordinator

efeyen@uirr.com



Co-funded by
the European Union