

# EDICT PRESENTATION TEMPLATE



# EDICT: KEY ASPECTS

<b>Project name:</b>	Enhanced Data Interoperability for Combined Transport stakeholders
<b>Project acronym:</b>	EDICT
<b>Project starting date:</b>	1 September 2022
<b>Project duration:</b>	24 months
<b>Total budget:</b>	3,126,000€
<b>Total contribution</b>	1,563,000€
<b>#WPs:</b>	4
<b>Number of partners</b>	9 (UIRR = coordinator)

The image displays the logos of the nine project partners. The logos are arranged in two rows. The top row includes UIRR (a stylized 'A' with 'UIRR' below it), CESAR (a blue cube-like icon with 'CESAR' text), combinant (a red square with a white 'C' and 'combinant' text), duisport (a blue cube-like icon with 'duisport' text and 'excellence in logistics' below it), and HUPAC (a red stylized 'H' with 'HUPAC' text). The bottom row includes kombi verkehr (a red square with a white 'S' and 'kombi verkehr' text), Port of Rotterdam (a blue cube-like icon with 'Port of Rotterdam' text), Rail Cargo Operator (a red square with a white 'C' and 'Rail Cargo Operator' text, with 'Member of ÖBB' below it), and WIEN CONT (a black stylized 'W' with 'WIEN CONT' text).

# WHY A DIGITAL GROWTH PROGRAM

- Demand for rail freight is **expected to grow** via Port of Rotterdam. **Digitization is a crucial** part to be able to facilitate this growth.
- Market parties experience the rail operation within the Port of Rotterdam as **complex and inefficient** (information exchange between the parties is mainly done manually)
- Market parties have indicated that there is a **lack of communication and cooperation** within the chain
- The market wants a **solid base for the exchange of rail related data**

# DIGITAL GROWTH PROGRAM RAIL 'BASIS OP ORDE'

- 2 year (2022 & 2023) digital growth program rail 'Basis op Orde'
- Part of government program regarding measures to improve the rail chain
- 25 parties from the rail sector are entering into a partnership in relation to the digitization of the information exchange within the chain in the Port of Rotterdam, which contributes to an improved digital basis.
- The conditions for working together within the program are being captured in a cooperation agreement, which will be signed before the end of the year
- Financed by Ministry of 'I&W' & Port of Rotterdam
- Port of Rotterdam and is coordinator and facilitator
- Portbase is partner for development of (part of) the deliverables

# GOAL

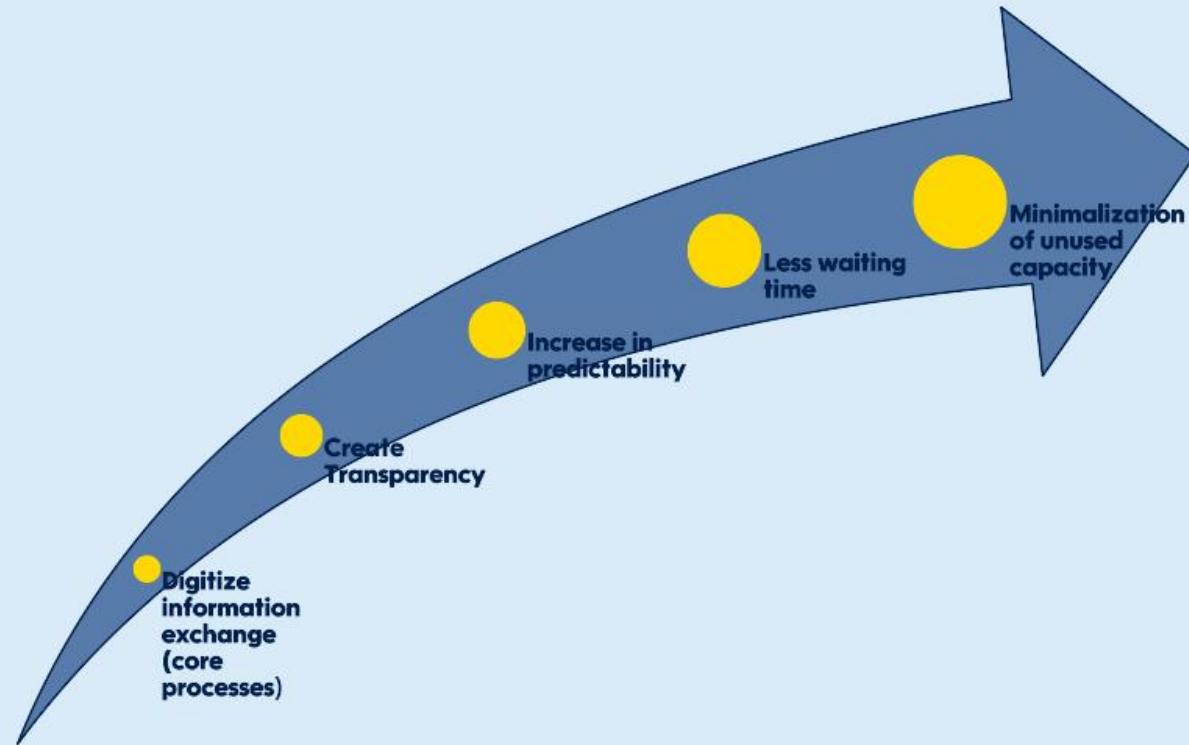
To improve the **transparency, efficiency** and **resilience** of the rail freight process and rail supply chain for each party involved within the Port of Rotterdam, by:

- **cooperating** and **communicating** within the chain and
- optimizing the **use of resources** and
- improving the **predictability** of rail freight transport.

With an eye on **customer value** and on **costs** (value).

**The scope of this program will develop and improve the digital base of the rail chain within the Port of Rotterdam. This is the foundation for the future improvements ( e.g. dynamic planning)**

# ADDED VALUE FOR THE RAIL SECTOR



# GROWTH PROGRAM: START WITH THE DIGITAL BASE



## Administration & Transparency

- Currently there is hardly any digital information exchange between the chain parties (operator, traction providers, terminals). Mostly information exchange done manually.
- This is the main step towards creating a solid base for data exchange between parties
- Seamlessly share data, new data streams, digitize core process and reduce manual actions

### Top priorities

- Central request terminal slots
- Digital exchange train composition
- Digital exchange terminal handling at container level
- Container status available to operators and carriers via MCA Rail
- Notifications in case of deviations in pre-notified containers and actually loaded / unloaded (incl. RID / UN)

## Insight & predictability

- When the first core processes have been digitized, this data can be used for analysed and data science.
- Via analyses and data science improvements can be identified and predictions can be made. This will improve efficiency of rail freight chain

### Top priorities

- Forecast ready terminal checkout
- ETA (forecast) train (RNE TIS connection)
- Digital wagon master check

## Optimisation & coordination

The rail ecosystem becomes integrally 'controlled' by an umbrella organization. Through optimization solutions advice is issued to adjust train schedules and to achieve maximum efficiency for the whole chain.

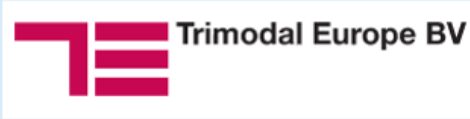
Not part of growth program  
feasibility study needed

## Open innovation

By making data available new initiatives be started up. In way, external parties also have an impact on the rail ecosystem.

- Data will be prepared and made available for external parties
- Through professional data authorization it is verified who has access to the data and with what purpose
- Both start-ups, scale-ups, research and educational institutions are examples of parties which can be part of the rail innovation eco-system

# PARTICIPANTS



DB Cargo Nederland





# Thank you for your attention!