

ICT for Low carbon, multimodal transport logistics

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Context

- Impact of freight transport is important, from energy consumption and GHG point of view
- Very fast growth compared with transport activities, due to globalization
- SMEs have the majority of the market
- Two differentiate parts: long haul and urban distribution
- Privacy is important for commercial actors, exception when relation with public bodies and infrastructure operators

Aspects

- Co-modality is key to reduce emissions and increase energy efficiency
- Consolidation of ways to CO2 emissions estimation
- Dynamic routing, reliable maps and guidance are necessary to technically evolve
- Smart infrastructure using coop. systems
- Intelligent cargo, based on information systems and a wide use of RFID and sensors

Aspects

- R+D seems very advanced regarding market. How to approach it? How to motivate it?
- Logistics stakeholders need demonstrations of business applicability, including impact and ROI
- Regulations and policies have a big impact in business requirements
- What should be the Hw vector to include SME? Smartphones?
- Specific topics: hazardous freight and security aspects

Summary

- Two separate branches: long haul and urban distribution
- Infrastructure management must be included
- SME involvement
- Work program should consider freight transport in additional topics than 6.7