



## PRESS RELEASE

### 'SMART Container Chain Management' (SMART\_CM) project kicked-off

#### **A win-win situation between global logistics industry and customs to forge a strong commitment for intermodal door-to-door container transport**

The European funded project "SMART-CM" has officially been launched during a Kick-Off Meeting in the PORT OF ANTWERP on August 28<sup>th</sup>/29<sup>th</sup>.

The project is an urgent response of key players along the logistic supply chain to make trade and transport more **efficient, secure, visible and competitive** not only in the EU but across the world in a global intermodal context, while respecting existing initiatives and pilot projects in the context of AEO and Green Lanes implementation.

By streamlining custom procedures and container management processes, value is added both for public administrations and private businesses in terms of more accurate and quicker information exchange while scarce capacity and connecting transport modes can be better balanced between continents and from port to hinterland.

A win-win situation both for customs and for logistic players is aimed at by developing:

- **Continuously monitoring of containers** passageway through the whole logistic chain by using cost effective, interoperable container security technologies and therefore increasing visibility and control;
- **Quick customs clearance of containers** at 'checking points' through technical integration of various technologies and neutral provision of customs related information in a standardized way for all customs authorities involved in the chain and therefore fulfilling increased security rules while gaining time;
- **Easy access to services**, tools and commercial transactions for a total chain quality and visibility improvement with main emphasis on managing unexpected situations and therefore maximizing control and offering extra services to customers;
- **Access to associated information sources related to container transport** (other security platforms; technology devices; port MIS systems; fleet cargo monitoring systems; traffic management systems etc.) in a technology neutral way, enabling better container planning and operation management;
- **"Freedom of choice" regarding partners along the intermodal chain** (ports, handling/terminal industry etc.) who embrace and agree 'global intermodal standards' covering technological, commercial, organizational and security aspects of trade.



**A 'single window' interoperability platform which is neutral and open will be developed for public administrations and market players enabling them:**

- Interoperable and seamless data exchange between all parties in the chain irrespectively of current or future data capture technologies whilst respecting commercial data exchange rules;
- Interfacing with existing service platforms for container management;
- Compliant applications with international customs secure and interoperable data communications;
- New B2B and B2A services for adding efficiency to the chain visibility and actors cooperation;
- Innovative solutions (e.g. dynamic re-scheduling containers);
- Standardization, legal, market and business operations as well as future logistic operations of door-to-door container chains will be analyzed and disseminated among the partners.

This is what makes this project **unique** in the way that it will provide a simple – transparent – and above all neutral and easy to handle solution for the interaction between public administrations (primarily customs) and the market players involved in the container transport chain management and administration business.

Two real-life **demonstrators** will validate all innovative organizational processes and technologies at an early project phase, using existing on board container technologies and dedicated management platforms in a door-to-door chain: Corridor A: Europe-Middle East (Antwerp-Port Said feeding service to Thessaloniki – Dubai - NAVA SHEVA/Mundra). Corridor B: Europe-Asia/Pacific (Antwerp-Singapore) - feeder service to Laem Chabang in Thailand and Ningbo in China.

**Cooperation will be established with parallel initiatives** such as the European Commissions' funded 'INTEGRITY' project, in which the benefits of another approach will be tested in a different demonstrator and also the running EU-China customs project 'SSTL – Smart and Secure Trade Lanes'.

**Partners are global players** representing a typical heterogenic transport chain such as large logistic service providers, port authorities, terminal operators, shipping lines as well as international organizations that are setting standards, promoting intermodal transport or container registration as well a customs and technical service providers:

Fraunhofer Institute for Material Flow and Logistics (FhG) - Beratung und Planung Im Verkehrswesen (BPV) - DHL Global Forwarding - DHL Management Ltd. - COSCO Network e-logistics (COSCOEL) - COSCO Container Lines (COSCON) - European Datacom (EDC) – TNO - European Intermodal Association (EIA) - VTT Technical Research Centre of Finland - Transeuropean Consultants for Transport, Development and Information Technology S.A (TREDIT) Planet SA – Alliance of Maritime Regional Interests in Europe (AMRIE) - Planung Transport Verkehr AG (PTV) - University of Rome - Thai International Freight Forwarders Association (TIFFA) - TIFFA EDI Services Company Limited (TIFFA EDI) - Ningbo Port Group Information & Communication Ltd (NPIC) - Thessaloniki Port Authority (THPA) – KUEHNE & NAGEL - International Cargo Security Association (ICSO) - PSA HNN - Belgian customs - Port Authority of Antwerp - Sequoyah N.V. - Flemish Institute of Logistics (VIL) – PORTHUS- PROODOS SA- Comite Européen de Normalisation (CEN)- DP WORLD- Greek Customs.

**SMART\_CM is an industrial venture to be seen parallel along the "co-modality" policy approach of the EU Commission** (optimal use of the various modes within an intermodal chain) and the "Logistic Action Plan" initiative (notably e-freight; security; simplification of transport chains; green corridors). Alike any intermodal initiative, equal internal market conditions for shipping as for the other surface transport modes have to be strived at. SMART\_CM and INTEGRITY have been the direct result of a successful joint input of both the EIA and research & innovation body EIRAC to the EU transport research programme, professionally taken up by the project coordinator.

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