Dear Colleagues,

FREIGHTWISE has been a successful and productive FP6 project. It has developed a framework (FWF) for the interoperability of information between transport roles transcending nationality, borders, institution, language and, crucially, mode. It has produced guidelines for technical implementation on any platform, guidelines for business implementation, proposals on policy to support interoperable eFreight, training materials for managers, educational materials for Masters degrees, an animated movie explaining the concepts and has direct input into the ongoing eFreight agenda at the EU. The FWF has been utilised and validated in nine business cases.

The FREIGHTWISE project ends in April but it is actively leaving an ongoing legacy to its partners and society as a whole. New initiatives such as the ITS and Freight Logistics Action Plans of the European Commission will utilise and build upon the legacy, and new projects such as eFreight, SMART-CM and others will further develop the use of the FWF in greater integration of the global supply chain for goods and information.

We are proud of our work and achievements in FREIGHTWISE. I am proud to invite you to hear why at our final conference in London on the 15th April 2010.

Tom Zunder
FREIGHTWISE Dissemination Leader

Editorial

Impacts of the Freightwise Framework
Ronald Jorna, Mobycon

The FREIGHTWISE Framework (FWF) has three different 'appearances' or 'use levels':

1. The conceptual model, including the information packages
   The conceptual model is the overall FWF, which can be used as a framework for thinking, for simplification, for understanding the complex world of modularity. The information packages are the basis for improved data exchange between the various parties in the intermodal chain.

2. The related IT products (interfaces, specifications)
   When stakeholders are using the FWF information packages, communication to all other parties that have implemented the same will be easy: there is no need to harmonise the messages as is the case when using UN/CEFACT or UBL. There are two ways of implementing the information packages:
   - The specification and an accompanying implementation guideline so that IT people can do the implementation themselves
   - Through interfaces i.e.
     a) a web interface using web forms or
     b) an API that may be used to connect the FWF information packages to legacy systems

3. The Plug-and-Play Transport Chain Management (PnP TCM)
   The PnP TCM is a concept for a completely distributed freight transport management system, that may function without a central database that describes the services that are offered by the transport service providers. It could be compared to an expedia.com-like webservice for intermodal freight transport.

By making facilities for enabling exchange of information using the FWF information packages freely available, FREIGHTWISE aims to remove one of the key barriers for achieving co-modality, namely the lack of true interoperability between transport management ICT systems that exist in current European transport. The three different use levels of the FREIGHTWISE Framework result in a number of potential benefits for the users:

• cost savings (time savings, efficiency, better planning, etc.)
• increased independence of IT system providers
• increased independence of transport service providers
• improved transparency of the transport chain
• improved service to customers
• reduced environmental footprint
• better visibility (marketing)

FREIGHTWISE: soft infrastructure for Green Corridors
Silvio di Re, DITS

On 9th December 2009, about 250 people attended the "Green Corridors Conference" in Brussels organized by the Transport section of the European Commission. Green Corridors are defined as long-distance freight transport corridors where advanced technology and co-modality are used to achieve energy efficiency and reduce environmental impact. The conference aimed to reach a first step towards the full definition of Green Corridors, by means of the analysis of current initiatives and the exchange of visions towards an integrated
and wider approach to efficiency and sustainability of transport operations supported by ICT.

Furthermore, the conference touched upon different topics such as co-modality and transport modes, eco-efficiency, Green Supply Chain management and terminals.

Several subjects are shared by the Green Corridors initiative and the FREIGHTWISE project:

- modal shift of cargo flows to more sustainable transport modes
- efficiency in logistics operations
- information and communication Technologies for freight transport
- standardisation and interoperability

For this reason the organizers asked the FREIGHTWISE project to contribute to the Conference with a presentation on "Soft Infrastructure Measures" for Green Corridors. Dr Andrea Campagna, from DITS - University of Rome, as the lead partner for the technical guidelines of FREIGHTWISE, attended the conference and spoke on how "soft infrastructures" can support the effective implementation of Green Corridors.

With "soft infrastructure" it is intended that a set of solutions such as policies, standards and ICT allows companies and transport operators to exchange information and cooperate within a dynamic environment supported by trans-national entities.

Soft infrastructures can bring consistent benefits to the implementation of Green Corridors which require a high level of cooperation between companies, as they share standards and technological solutions achieving both business and technical interoperability. However, there are several problems to overcome as intermodal transport chains are still complex to implement (large number of companies of heterogeneous nature) and the freight transport market is affected by a general lack of standards, communication interfaces and visibility of transport services.

Once the requirements needed to overcome those problems are identified (e.g. well structured information flows, IT monitoring systems, harmonisation of procedures across different countries and modes etc.), it is possible to define a strategy to remove the obstacles: that is the creation of integrated architectures to link freight transport IT systems and operations across multiple modes, providing shared procedures and mechanisms to exchange information seamlessly. This allows companies to perform cost-effective transport operations and enables them to truly and easily implement intermodal transport chains in the EU.

Such integrated architectures make large use of ICT and provide a basis for further development of e-Freight (electronic flow of information and monitoring of freight transport) and Internet for Cargo (market transparency and online information on transport services).

A good example of such an integrated architecture is the FREIGHTWISE Framework which produces an architecture which is valid across all transport modes. Furthermore, the FWF is an example of what has been called "soft infrastructure" to support Green Corridors. FREIGHTWISE identifies roles, agreed processes along the transport chain, shared standard messages, a well structured information flow and communication interfaces available to operators.

In the field of Green Corridors and soft infrastructures, FREIGHTWISE brings as added value:

- transparent markets to easily implement intermodal transport chains;
- business and technical interoperability between operators and their systems;
- electronic exchange of information;
- standards that are valid for all transport modes.

In order to download the presentation and for further information on the event please visit http://ec.europa.eu/transport/sustainable/events/2009_12_09_green_corridors_conference_en.htm

**UBL Harmonisation**

**Kay Fjørtoft, MARINTEK**

During the last year of the FREIGHTWISE project System architecture (WP13), has had close cooperation with the standardisation group of UBL (Unified Business Language) which is part of OASIS (Organisation for the Advancement of Structured Information Standards). The purpose is to identify and work out how the FWF could be harmonised with the UBL Standard.

During this process, three FREIGHTWISE Information Packages have been defined as new UBL document types. These are

- Transport Execution Status
- Transport Operation Status
- Transport Execution Plan

This means that these three documents will be added to the existing UBL documents for invoicing, procurement and 30 other document types already defined in UBL.

FREIGHTWISE has given important input to UBL in the task to extend UBL with transport related information. The harmonisation work will lead to several extensions of the existing UBL transportation structures:

- New classes and changes to existing UBL classes (new attributes).
- New associations between existing UBL classes.
- More than 55 additions and changes proposed in total for our three information packages.
Requirements and specifications from FREIGHTWISE will be included in UBL version 2.1 that is due in spring 2010. Work remaining for the 2.1 version includes finalising the technical work and harmonisation of documentation (role descriptions and process descriptions).

FREIGHTWISE has also received valuable comments and ideas from UBL that have helped us identify needs and structures that have been brought into the FWF framework.

The next stage in the work will be to introduce the other FWF information packages to UBL: the Transport Service Description, the Transport Network Status packages and the Goods Item Itinerary, and see if it is possible to also harmonise them with the UBL components.

The FWF e-Guide

Chris Rowland, MDS Transmodal Ltd

As the FREIGHTWISE project moves into its final few months, the focus of the project has shifted from "invention" to "communication" and securing the project's legacy. How can the added value contained within the project results best be communicated to industry and policy-makers to maximise its take-up? And how, given the finite nature of European RTD projects, can the results of the FREIGHTWISE project live on after April 2010?

The leaders of Work Packages 14, 18 and 19 believe that the FWF e-Guide they are developing, in addition to the various sets of Guidelines and policy recommendations that are formal deliverables of the project, will make a major contribution to communicating the results of the project to industry and policy-makers, with content that can easily be up-dated by those that take forward the results of FREIGHTWISE.

The role of WP14, WP18 and WP19 is, in essence, to develop guidance on why and how the FWF should be implemented for three distinct audiences - for Technical Experts (WP14), Strategic Decision-makers (WP18) and Policy-makers (WP19). The FWF e-Guide is being developed using e-learning technology to provide an interactive electronic tool with content that can be tailored to the individual needs of each of these different types of user.

The home page of the web-based FWF e-Guide, will require users to register and will then help them to define their individual "user profile". Once their profile is established, users will be able to browse the content selected for them based on their individual needs, while the e-Guide is being designed to provide some flexibility so they can access other levels of content according to particular requirements. The Logistics Director of a major manufacturing company will have very different needs to an IT Manager for a logistics provider, but the needs of both will be met by the e-Guide through bespoke "learning paths" through the content.

The e-Guide will also develop an "FWF Community" of individuals that have a common interest in the development of the FWF but across organizational and geographic boundaries and with different professional backgrounds. As the FWF evolves in liaison with other industries - and public sector-led initiatives around the world, the contents of the FWF e-Guide can easily be up-dated to meet the needs of future users.

Managing Intermodal Freight Transport through information exchange -
The FWF

Athens, 29 March 2010

For more information on this event please contact Christina Paschalidou on: CPaschalidou@tredit.gr

FREIGHTWISE - The Movie

The Freightwise project is pleased to announce the release of an animated and interactive movie describing the main benefits and advantages of the FREIGHTWISE Framework.

This movie is available on the front page of the FREIGHTWISE webpage and will run on almost any browser, operating system or computer with Flash installed. You can start it, stop it, pause, move forward, skip ahead, like any modern DVD.

http://www.freightwise.info (Freightwise website) or http://www.freightwise.info/presentation/ (takes you straight into movie)

The movie is also downloadable in two forms, interactive and an endless loop version. This means that you can use it, say for seminars, meetings, lectures, trade shows or even on your own website. Indeed, we hope you do..

http://www.freightwise.info/cms/?mainnav=Downloads (download page)
The FREIGHTWISE project is proud to invite you to its final international conference. This year the conference will report on the results of its work over the last four years - the FREIGHTWISE Framework, international developments and cross collaboration. There will be live demonstrations of the software in use by Siemens and reports on the business cases. The conference will look to the future and the work that lies ahead for FREIGHTWISE to be adopted as a European standard.

For more information about the conference and online registration go to: www.freightwise.info

<table>
<thead>
<tr>
<th>FREIGHTWISE CONFERENCE AGENDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>08:30-09:15 Registration</td>
</tr>
<tr>
<td>09:15-09:35 Welcome</td>
</tr>
<tr>
<td>09:35-10:15 FREIGHTWISE Origin</td>
</tr>
<tr>
<td>10:15-10:55 FREIGHTWISE Results</td>
</tr>
<tr>
<td>10:55-11:55 Coffee</td>
</tr>
<tr>
<td>11:25-12:25 Arcelor Mittal Business Case</td>
</tr>
<tr>
<td>11:25-12:25 The live tracking of the Siemens cargo in the Elbe Business Case</td>
</tr>
<tr>
<td>12:50-13:15 Improving cargo status monitoring, empty wagon handling and rolling stock tracking for Proodos, OSE and THPA in Greece</td>
</tr>
<tr>
<td>13:15-14:15 Lunch</td>
</tr>
<tr>
<td>14:15-14:40 The reduction of road congestion by provision of cross border traffic network status updates in Finland and Estonia</td>
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<tr>
<td>14:40-15:35 Communicating the benefits of the FWF to technical and commercial audience</td>
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<tr>
<td>15:35-16:05 Tea</td>
</tr>
<tr>
<td>16:05-16:30 FWF exploitable results: Input to Policy</td>
</tr>
<tr>
<td>16:30-17:30 Beyond FREIGHTWISE</td>
</tr>
<tr>
<td>17:30 Close</td>
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</tbody>
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Contact:
**Freightwise Project Manager:** Jenny Gyngell
**Website:** [www.freightwise.info](http://www.freightwise.info)

**Visiting and Postal Address:**
BMT
Goodrich House
1 Waldegrave Road
Teddington
Middlesex, TW11 8LZ

**Switchboard:** +44 (0) 208 943 5544
**Fax:** +44 (0) 208 977 9304