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From FP Projects to market for European Intermodal Transport customers

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Cesar Project – Resume

Co-operative European System for Advanced information Redistribution

- CESAR I: FP4 1996-1999 5 partners
 - Analysis
 - Development of basic system
 - Pilot on Gotthard axis
- CESAR II: FP5 2000-2002 8 partners
 - Enlargement
 - Development of additional functions
 - Operation on European level

Objectives

The organisation of an integrated combined transport chain connected with transshipment points to handle the loading units between the different modes of transport requires sophisticated transport planning, operating and special information flow procedures.

In the past, in the case of unimodal road haulage, distribution companies organised the information flow on their own account. In the case of CT operation procedures, however, logistic service providers expected from CT operators the establishment of a seamless terminal to terminal information chain of the entire rail transport stage.

Of course, a wide variety of communication flows existed already between these operators and their clients. Many of the communication activities were re-organised towards modern information and communication technologies such as computer generated fax transmission, e-mail and electronic data interchange.

Therefore, a group of CT operators decided to work on a common co-ordinated client communication system for a harmonised user-friendly European approach.

The three intermodal carriers involved in the project were:

- CEMAT, Italy (Milan),
- HUPAC, Switzerland (Chiasso),
- KOMBIVERKEHR, Germany (Frankfurt).

Furthermore, UIRR, the International Union of Combined Transport Companies, and Studiengesellschaft für den kombinierten Verkehr (Combined Transport Research Association) joined the consortium to include further interests that might be outside the direct scope of the intermodal carriers involved.



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About Combined Transport

Combined Transport (CT), to be understood as an intermodal freight transport chain where the major part is carried out by rail and/or ship, is based on the idea to integrate the advantages of each mode of transport (road, rail and ship): for inland transport chains the rail capacity to transport high quantities of freight over long distances and the flexibility of the lorry to distribute freight on local scale. The goods are transported in standardised freight containers, swap bodies or semi-trailers, which are efficiently transshipped at terminals, the interfaces between the transport modes. Replacing more and more conventional rail transport, road/rail CT is the most dynamic growing market of freight transport in Europe to be managed by an attractive rail service capable to shift road traffic onto rail.

Biographical information

Aldo Croci, an IT Director of the Hupac Group, one of the biggest European groups for Intermodal Traffic. He worked for 25 years in the ambit of informatics advice in the transport and logistics sector. He covered important responsibility project assignments as regards the software development in the sector of road, airplane and railway transport.

He coordinated and developed the software GOAL, a specific software for the Intermodal Traffic, owned by Hupac and used by different operators of the Intermodal Traffic in Europe. He is a Chairman of the Board of the Company Cesar Information Services, created together with other operators of the Intermodal Traffic, to offer services to the customers of the Intermodal Traffic in Europe (www.cesar-online.com).