

Definition of “as is” scenario and analysis of existing bottlenecks

Final Version of 30/08/2019

Deliverable Number D.4.3.1.

DISCLAIMER

This document reflects the author's views; the Programme authorities are not liable for any use that may be made of the information contained therein.

Document Control Sheet

Project number:	10043002
Project acronym	TRANSPOGOOD
Project Title	Transport of Goods Platform
Start of the project	January 2018
Duration	21 months
Related activity:	WP4 A 4.3. – Test on intermodal transport case
Deliverable name:	D. 4.3.1. Definition of “as is” scenario and analysis of existing bottlenecks
Type of deliverable	Report
Language	English
Work Package Title	Smart logistics pilot and test of profiles calculators
Work Package number	4
Work Package Leader	Elevante srl
Status	Final
Author (s)	Elevante srl
Version	1
Due date of deliverable	August 2019
Delivery date	30 th August, 2019

Summary

Introduction	4
1. Identification of the main target groups and stakeholders.....	4
2. Definition of “as is” scenario.....	5
2.1. Identification of the main bottlenecks	7
Conclusion.....	8

Introduction

The purpose of this deliverable is to describe the transport process in the private sector, in order to identify the main transport stakeholders involved in process.

We'll describe the connections between the different stakeholders and their main activities using a diagram. In the flow chart we'll represent all stakeholders involved and their relationships via a top-down activity diagram. In this way, it will be possible to identify the main bottlenecks and issues inherent in the transport process.

1. Identification of the main target groups and stakeholders

In the "as is" scenario, considered actors and stakeholders are:

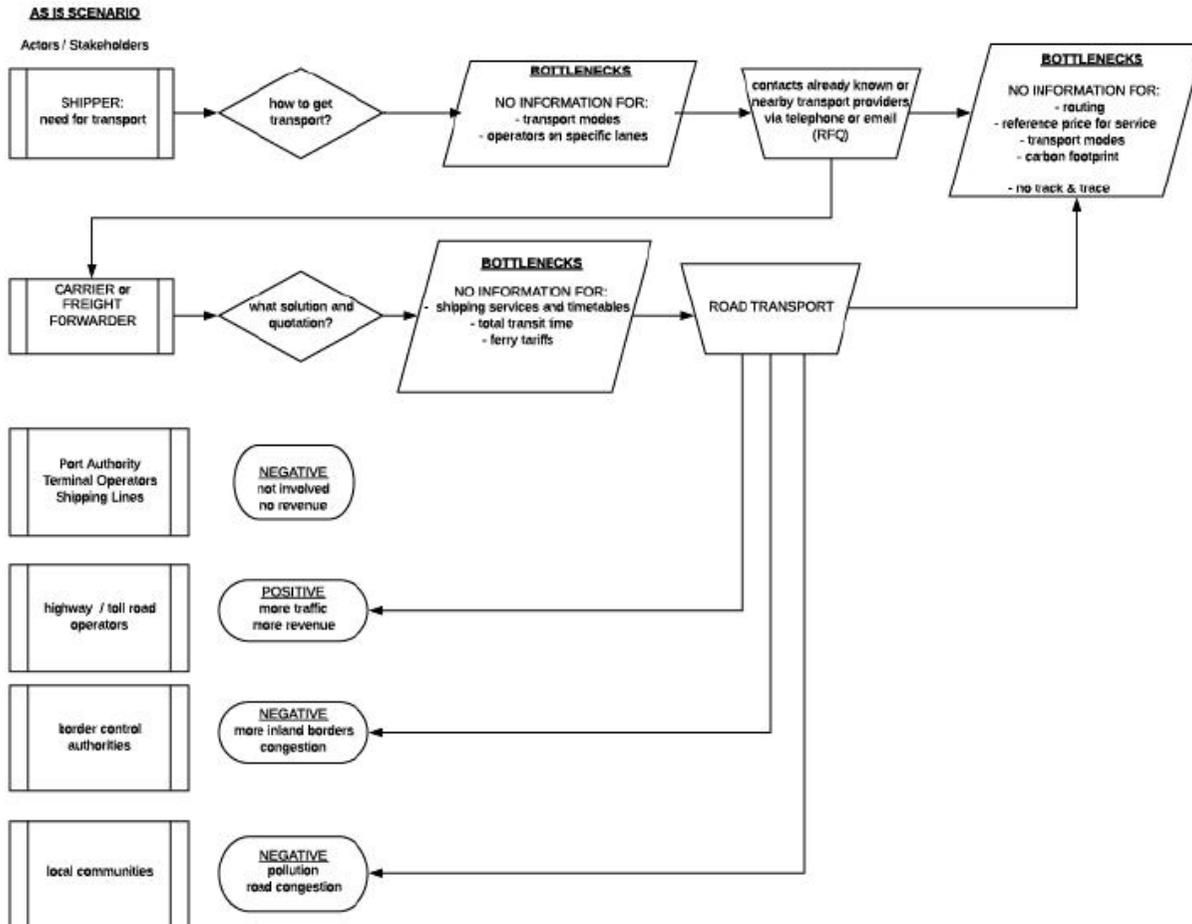
- SHIPPERS – the party who enters a contract of carriage with a carrier and also pays the carrier. The shipper can also be in a position to instruct the carrier with transport instructions. Shippers are typically manufacturing companies shipping goods to their clients. *Buyers* may also *become* shippers when they contract a carrier for transporting the goods the buyer has acquired.
- CARRIERS – who can be a hauler or a freight forwarder
- PORT AUTHORITIES
- TERMINAL OPERATORS
- SHIPPING LINES
- HIGHWAY AND TOLL ROAD OPERATORS – who profit from freight traffic in their infrastructure
- BORDER CONTROL AUTHORITIES – in charge of inland border controls
- LOCAL COMMUNITIES – who are not directly responsible or interested in freight services, but are directly impacted by transport externalities.

2. Definition of “as is” scenario

With the identification of the main stakeholders involved in the transport process, we could develop a diagram, which explains and summarizes the relations between different stakeholders of the private sector and the main issues and bottlenecks of the process.

In the following pages is shown the diagram of the “as is” scenario and the description of the bottlenecks, we have identified.

We used Lucidchart, an online and free tool to draw diagram.



2.1. Identification of the main bottlenecks

Bottlenecks are located at various stages of the process.

First, on the shipper's side, there often is a lack of information about transport modes, available carriers and solutions, average market prices, and more.

Because of this, shippers tend to contact already known carriers (or carrier located near to them), without doing any proper research for what the best solution could actually be.

This approach results in additional bottlenecks: no information on possible routings, no reference market price for the needed services, no comparison among different transport solutions, no evidence of transport externalities (such as carbon footprint).

At the carrier's level, there is often little or no information about shortsea shipping services, their timetables and tariffs. On top of that, there is often very little time to get back to the shipper's RFQ. If a carrier waits for too long before giving a quotation, the shipper might choose to go with another carrier that answered sooner. This is because many times the transport is called for at the time when its actually needed and not planned in advance. This often is the case with SMEs.

All these factors yield to road transport being likely the only solution offered to the shipper by carriers.

Traditional road transport operators also offer no online services like real-time track and tracing of freight, let alone intermodal solutions.

The frequent choice of an all-road transport has then an adverse effect on almost all the other stakeholders.

Port authorities, terminal operators and shipping lines are not involved in the process and their traffic does not grow.

Border control authorities suffer from higher traffic and congestions at inland borders.

Local communities suffer from externalities such as road congestion, pollution, CO2 emissions.

Only highway and toll road operators profit from more road transport using their infrastructure.

Conclusion

In the description of the transport process we have identified various bottlenecks, which have emerged in different stages of the transport process. In particular, the main bottlenecks refer to the lack of information by the all stakeholders involved in the process. These informations mainly concern the different transport possibilities and modes of transport.

Most of these informations will be contained in the Transpogood platform, which will be tested in some transport private case.

The definition of the “*as is*” scenario will be useful in the next stage, when we will define the “*to be*” scenario. It could be the “perfect” scenario, in which we will try to find solutions to solve the issues and bottlenecks identified in this document.