Deufrako Workshop A
Intelligent Logistics and Freight Transport

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Predit 3 Intelligent logistics and freight transport Overview

During the program Predit 3 (2002-2006) the decline of rail freight has been stabilized and the rail market opened to competition. The market share of road transport is still benefiting from the continuous development of maritime transport (containers), which also helped the market share of the waterway to move forward.

The main research objective was to rebalance transport modes.

Two groups GO5 and GO6 were involved.
Predit 3 GO5 Logistic and Transportation of Goods

Research initiated by this group aims at producing a better knowledge of the organization and future of logistics systems, their impact on the characteristics of demand in the transport of goods, and state action leeway in this respect.

- City logistics: experiments coupled with technologies and specific organization. A new concept was developed (5 types ELU i.e Logistic Urban Spaces), to obtain more efficient and environment friendly goods transport.
- Improved urban freight modeling and simulation of intermodal network according technical supply and freight demand.
- Impact of public policies and new logistic organization to decrease the demand for transport or to develop integrated, safer, greener and smarter transport systems,
- For Rail and intermodal transport, several studies focuses on the improvement of the infrastructure capacity, Rail freight corridors,
- Business cases for “shortlines” and short sea shipping were studied for experimentation.
Predit 3 GO6 Transport of Goods Technologies

Groupe 6 offers to explore all future prospects provided by new technologies to develop, optimize and regulate the transport of goods:

- Optimize and regulate the flow on existing rail infrastructures, specially in nodes and urban areas
- Improve environmental compatibility of road haulage,
- Promote attractive alternatives to road,
- Increase the Quality of Service (applied) to the goods,
- Improve the security of dangerous goods in intermodal traffic through track&trace and geofencing,
- For Road and Waterways, launch of the ITS research with the main goals to improve inter-operability in a seamless transport system.
Predit 4 GO4

Predit 4 is a continuation of Predit 3 and draws part of the results already achieved. For more clarity and efficiency groups 5 and 6 merge in a Group 4 “logistics and freight”

The emphasis is on compliance with commitments the Grenelle and the obligation to reduce by 4 by 2050 the carbon footprint (CO2 emissions).

The rebalancing of the freight mode remains a key objective as a consequence of a better productivity (assets, infrastructure), a better quality of service and a better social impact.
DEUFRAKO Cooperation

This cooperation must provide:

- common standards (i.e. related to carbon footprint)

- common projects involving high tech to reduce the existing gaps between German and French logistic and transportation system

- or new projects to promote innovative solutions in line with the German and French national programs.
DEUFRAKO cooperation suggestions

- **High Speed freight transport** on rail for express parcel, in particular from airports,
- **Automation and remote controlling** (maritime ports, branch lines, low traffic lines, …),
- **Innovation** in the logistics chain execution through the revolution of cooperating among firms,
Questions