

Waterways serving urban areas thanks to data-driven decision making

Yves de Blic
(Multitel)

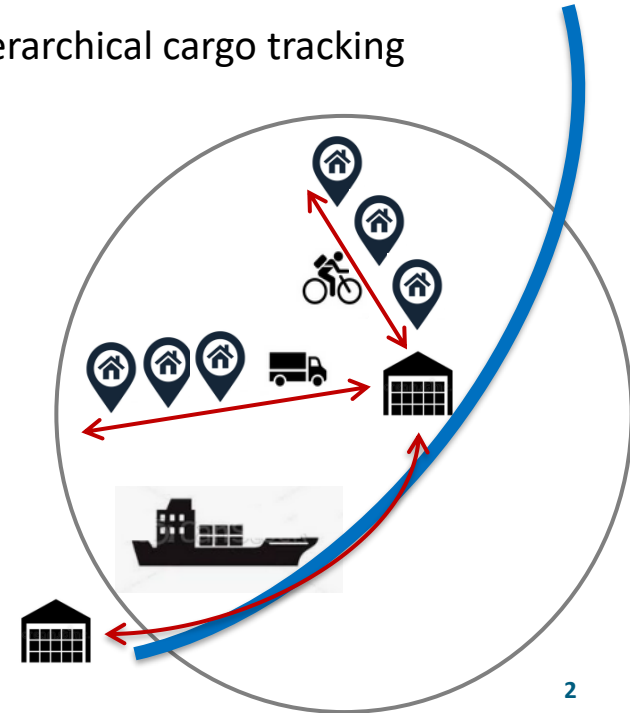
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AS1a scenario: transportation of goods into dense urban areas



⇒ Increasing IWT efficiency thanks to reactive data-driven decision making

- based on real-time tracking data availability:
 - with embedded IoT sensors for an end-to-end real-time hierarchical cargo tracking
- enabling to choose the optimal multimodal route
 - optimal planning & allocation of residual capacities
- for uses-cases such as
 - damage to goods
 - suspicion of a break in the cold chain



scenario stakeholders

⇒ Technical partners implementing IW-Net solutions:

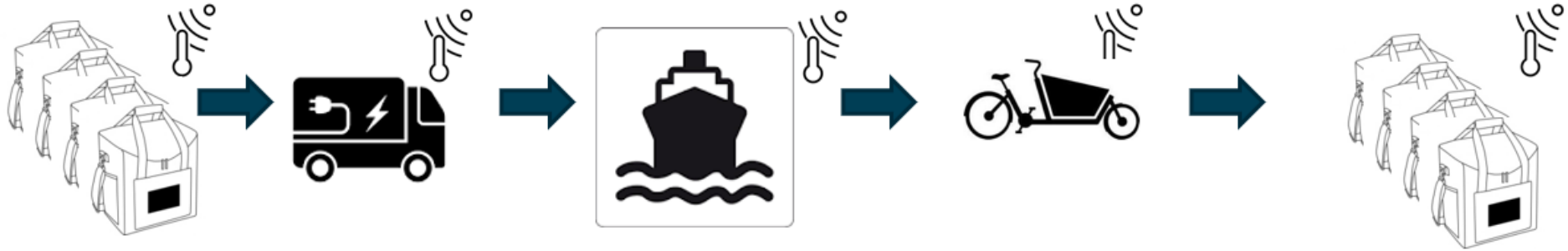
- Revenue management optimization & data analytics : UPHF & ICCS
- Hierarchical tracking (EPCIS – IoT): IT-Optics, NGS & Multitel
- Block Chain : Inlecom, ICCS

⇒ Logistics partners testing IW-Net solutions:

- Sogestran & Blue Line Logistics with :
 - Zulu and its on board crane (small barge dedicated to pallets transportation)
 - FlexiMalle, a terrestrial container dedicated to urban logistics
- Ports of Brussels
 - with its Brussels Consolidation Construction Centre (BCCC), a multimodal urban hub located at the water edge operated by Shipit
 - with Urbike, helping to implement interconnexion between IWT and urban last mile delivery



generic scenario outline



- A shipper sends an end-to-end transport instruction to a freight forwarder (FF)
- The FF organizes this mission in a multimodal way:
 - A first leg (first mile) by road (truck, electric van, cargo cycle)
 - A second leg by waterway
 - A last leg (last mile) by cargo cycle
- Logistics units are tracked and traced during each leg of this multimodal voyage :
 - Tracking at different hierarchical level (box, container, vehicle)
 - Tracing with alerts (shock or break in the cold chain)



Thank you for your attention!