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Logistics for Life Coordination Action

Logistics for Life

Logistics Industry Coalition for
Long-term, ICT-based Freight Transport Efficiency.



Deliverable 1.1

Observatory Report

Workpackage WP1

Leading Partner: BIBA/Chalmers

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Description of several project at national regional and international level

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Description of several project at national and international level

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Research / work

Description of projects

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Deliverable process schedule

No	Process step	Responsible	Timing (working days)	Involved persons	Notes
1	Deliverable plan Initial planning of process including: - Identification of individual contributors and peers. - Draft table of contents. - Detailed planning of timeline.	Leader		Jannicke Baalsrud Hauge, BIBA	Leader must propose schedule, identify involved contributors and peers.
2	Structure and guidelines Initial drafting of the Deliverable including structure, guidelines and first basic content to be sent to the Contributors.	Leader		Jannicke Baalsrud Hauge,	Initial drafting from leader.
3	Leader to organize contributors input and distribute updated version to Contributors, Internal Peers and SP leader	Leader, Contributors		Jannicke Baalsrud Hauge and Henrik Sternberg	Input on relevant projects from the partners
4	Full concept Leader to consolidate contributors input and result.	Leader		Jannicke Baalsrud Hauge, Henrik Sternberg, Oscar....	
5	Reviewing Quality check	Peers Coordinator		Paola Lupieri, Paolo Paganelli, George Tsukos and Hans Westerheim	Review by internal peers including cross reading by external peer.
6	Submission to Commission	Coordinator		- Coordinator	Final stage of process.

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Executive Summary

The main objective of this observatory deliverable is to give an overview of completed and on-going research and development activities on ICT in transport logistics, affecting sustainability. It describes the identified projects from two perspectives- the ICT used and the effects on economic, environmental and social sustainability. Consequently, this report contains the main related projects and initiatives and serves as input for all other work package. This deliverable (D1.1) comprises both D1.1a and D1.5, giving a holistic overview of research on ICT related to Freight transport and improving sustainability.

The observatory was carried out as a joint action by all the involved consortium partners, to ensure that all relevant projects were identified. The identified projects were classified according to a main solution area out of:

- Solutions for green and cost-effective freight transport
- Collaborative models for the logistic business
- Transparent freight traffic control and enforcement
- Shared technology infrastructures

All the related information was collected in order to get an outline of the proposed solution as well as its actual and/or assumed effect on the three sustainability aspects (economic, environmental and social).

In total 83 projects and initiatives relevant to the area were identified. The projects were either EU-funded research activities or projects funded under national (or international schemes). The earliest-starting identified project was shortly before 2000 while several (recently started) are still ongoing. The analysis showed that there are clearly clusters of projects dealing with the same topic, but looking at it from different perspective and users' needs. An example is the cluster with AIDE, AIRNET, ATESSST, COMsSafety, COOPERS, CVIS, EASIS, eIMPACT, GST, SAFESPOT and TRACE, all looking at enhancement of road safety by using real-time traffic information communication between infrastructure and motorized vehicles. However, the realisation of the solutions in these projects differs quite much. The screening for "best-practices" resulted in 21 projects.

The analysis showed very few projects with actual pilots and while only two projects had provided quantitative results on economic sustainability – results in other sustainability areas were often assumed but not confirmed. Furthermore, it revealed a strong involvement of Logistics Service Providers in such activities while SMEs involved in road transportation are in most cases not participating.

A first screening of the identified projects was also performed to derive the "best-practices" solutions. This activity led to the identification of 21 projects and this input will be fed to other work packages within L4LIFE.

1 Introduction

An observatory report is a report aiming at giving an overview of all relevant activities in a specific field. In Logistic for Life, the focus is on the use of ICT aimed at increasing the sustainability of transport logistics.

1.1 Scope and objective of this work package

Work package 1 lays the foundation for most of the activities carried out in the project and serves as catalyst, gathering, analysing and providing information to the other WPs.

All other work packages rely on the community and information-exchange links built and managed in this WP, but WP 4 will also give contribution to WP 1 via Forum activities. The main goal of this work package is to achieve synergy between the existing regional, national and international research and projects with a particular attention to ICT/IST, DG Energy and DG for Mobility & Transport.

In order to disseminate the information and to ensure a smooth utilisation in the other work packages all partners will participate in the work of WP1. The work is distributed geographically between the partners to get an efficient collection of information and to get contacts to initiatives in different European countries. WP 1 collects information and best practices from all these related activities and sources, and consolidates it in the form of observatory reports on industry **requirements** and available **best practices**. Once processed and enriched by WP 2, formalized knowledge is returned back as input to the **Roadmap** that constitutes the main result of WP 1.

1.2 Relation to other work packages

The main objective of the L4L project is to establish a common research agenda for energy efficiency. It involves transport industry stakeholders and research organizations working on key ICT-based innovations for the logistic sector. The work plan is designed to support parallel development in different directions, corresponding to the four coordination work packages (survey, observatory and synergy, catalyzing knowledge, forum and supportive actions, dissemination and exploitation).

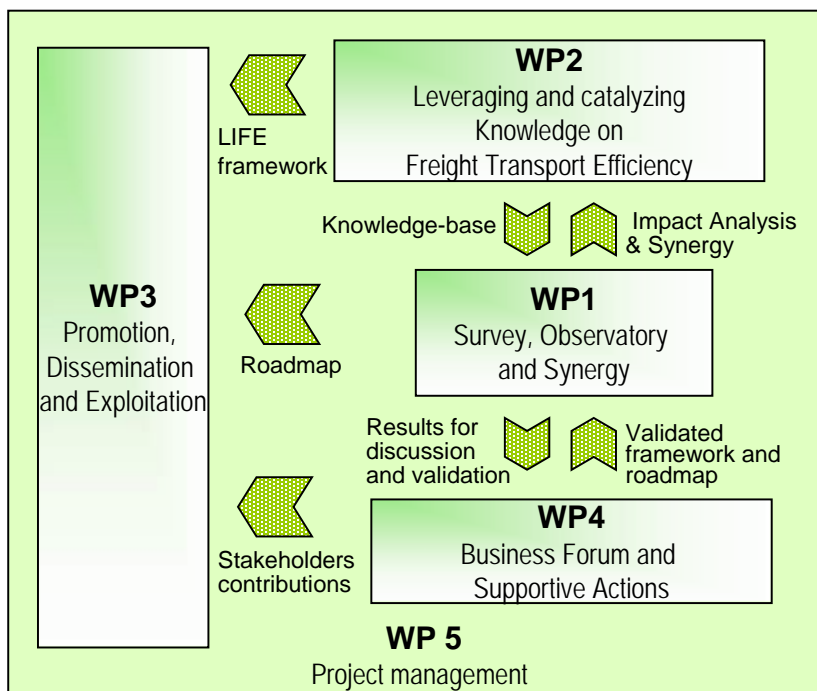


Figure 1: WP overview and dependence

To achieve results in the four areas within the project timeframe, the work packages run in parallel and the dependencies between them are managed by sharing outcomes and interacting on common topics. In particular, as shown in Figure 1. WP1 will feed the other three work packages with impact analysis and different versions of the roadmap, and will in return get formalized knowledge from WP2 and validated results from WP4. WP1, WP2 and WP4 will all contribute to promotion and dissemination in WP3 by providing results that can be presented and will

contribute to the creation of the network. In the current phase of the project WP 1 and 2, working in parallel, exchange information, thus a separate chapter in this deliverable deals with the needs of WP 2.

1.3 Objectives and structure of the Observatory

Before reading this observatory, it is important to mention that ICT per definition is only technology. Logistics for Life is using the term ICT in a specific sense than the original definition. In this guide (and throughout the project) **ICT** encompasses a specific concept, i.e., ICT applied to transport logistics. The concept of ICT in transport logistics addresses not only technology, but also the semantics and application area of ICT in transport logistics. **Sustainability** in Logistics for Life is related to observed or modeled effects on sustainability of ICT in transport logistics. ICT is by nature a technology, primarily aiming at improving efficiency, safety, quality etc.. Generally increased operational efficiency (financial sustainability) will enable environmental and societal effects (sustainability). Hence the focus of our Observatory is the operational efficiency benefits of ICT in transport logistics and the derived improvements on societal and environmental sustainability. In Logistics 4 Life use term transport logistics refers to transport operation in a wider sense, i.e., including the strategy, planning, preparing and enabling of transport operations as well as the information flows related to it.

The main objective of this observatory deliverable is to give an overview of research and development activities on ICT for sustainable logistics inside and outside the European Union. It describes the identified projects from two perspectives: -the ICT used and the contribution to the three sustainability dimensions, defined in the DOW: economic, environmental and social sustainability. Consequently, this report contains the main related projects and initiative and serves as input for all other work package. Based upon this observatory, different ICT based solutions having high impact on the sustainability dimensions of freight transport are chosen as best practice. The pre selection is done at the end of this deliverable, whereas the deeper description and analysis of the Best practice solutions are described in D1.2b. We used the four stage best practice description as defined by Duigan see chapter 3, D1.2b.

The methodology used to identify relevant projects using ICT for supporting the sustainability of freight transport and logistics is explained in the next subsection. This method is the same used both for D.1.1b and 1.2b. The first steps 5 steps are used in this report, whereas the final step for best practice is in D1.2b.

Chapter 2 lists all relevant projects and it solutions. This is the foundation of the selection of best practice. Chapter 3 is based upon this list and makes a pre- selection of projects to be considered as best practices and to be deeper analysed in D1.2.

Finally, chapter 4 summaries the work and outlines the next steps.

1.4 Observatory collection process

The process of identifying relevant ICT initiatives and activities in transport logistics has been an iterative process.

The first step was a broad process of collecting projects. The consortium members used their previous project experience, conference participation, industrial observation, literature¹ review and expert discussions to find projects and practices related to ICT in transport logistics. Since several of the participating members belonged to larger organisations with a wide exposure and interest in ICT for transport logistics, the ICT initiatives were widely discussed internally and externally, in order to ensure that no relevant projects were overlooked. Addressing “ICT for transport logistics” is an interdisciplinary task, including both projects coming from the information systems perspective and projects from transport logistics perspectives. The selection of consortium partners was made with the aim of having a balanced setup, involving experts from both domains.

International projects (i.e., typical EC-funded projects) with significant findings are typically easy to identify and collect information on, whereas several national and regional projects have produced valuable contributions but are harder to identify (e.g., language barriers). To address this challenge, the consortium members were geographically spread to virtually every region of Europe. North-American best practices were covered by the partners with extensive overseas collaborations (e.g., Marlo, BiBa and Chalmers).

¹ In this context literature consists of trade magazines, reports and scientific publications.

Other non-EU areas, e.g., Russia and China, were covered by external experts related to the project. To find contemporary projects, extensive conference participation was a requirement². The observatory (collection of related projects) has been scientifically exploited and examined by e.g., Sternberg (2011) and Hagen (2011),

ICT solutions have a short life cycle, so that hardly any of the solutions identified here are more than ten years old. Most of the relevant technology solutions have been developed during the last five years, whereas the framework and underlying business models do have older roots. This is mainly due to the short life time of ICT.

²Please refer to Annex B for a full listing of the conference participation (as of August 2011).

2 The observatory

This chapter is made up of two main sections. The first section provides an overview of what information that was collected in each observed project and the rationale behind. The second section gives a brief overview of the observed projects and their main aims. For a full listing of the observed projects, please refer to Annex B.

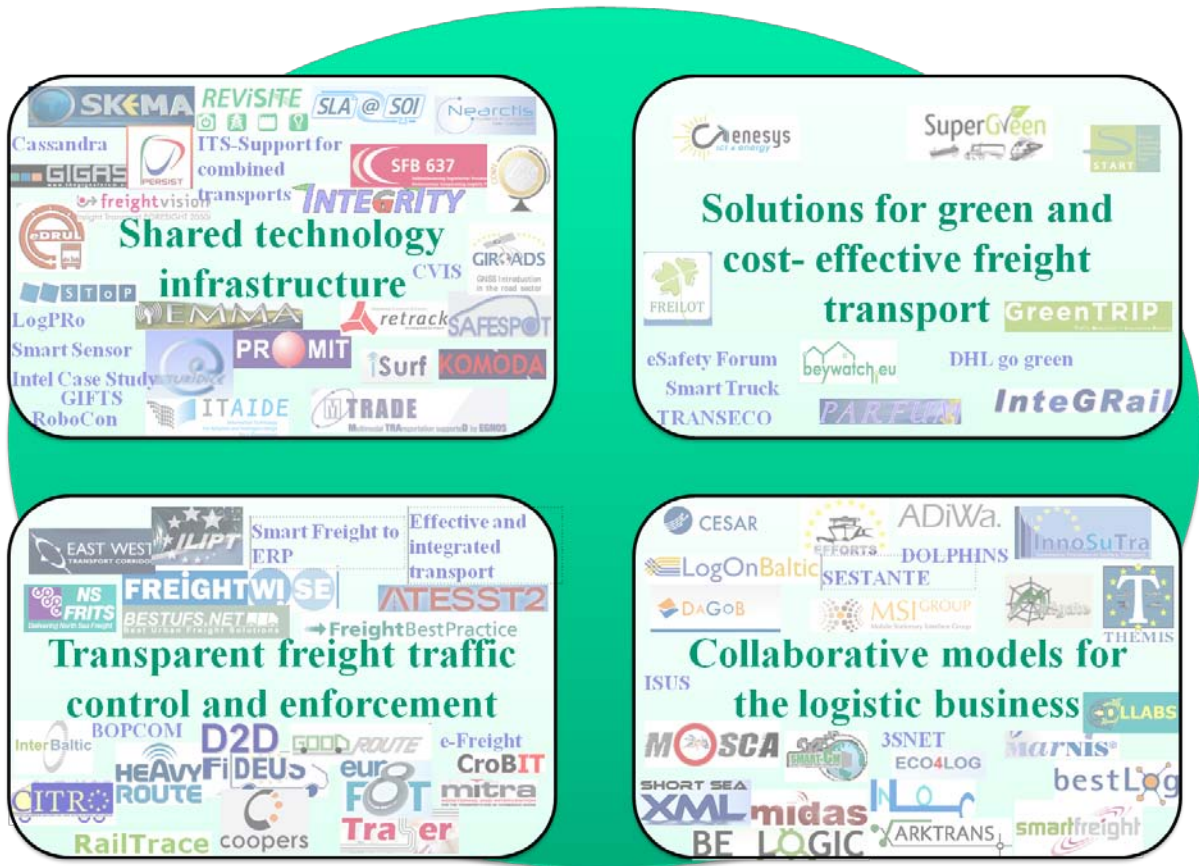
2.1 Introduction

An observatory template was developed to collect the relevant information of the observed projects. The template is an abbreviated version of the template used for the best practices (Please refer to Deliverable 1.2), which originally was modified from the BestLog project.

Relevant information to collect on the observed project was whether the solution is an actual practice (pilot/in use) or if it is a theoretical/conceptual contribution. The core qualities related to sustainability of the observatory projects were addressed in sections 10, 11 and 12 of the template.

Observed project: *[Insert project name]*

I. GENERAL	
1.	Give a general description of the project:
2.	What is the stage of practice? Theory: <input type="checkbox"/> Standard: <input type="checkbox"/> Pilot: <input type="checkbox"/> In use: <input type="checkbox"/>
3.	If applicable, describe the technical solutions involved (e.g., standards used, RFID, license, SOA, etc.):
4.	When was the practice evaluated (year): (if applicable)
5.	Name of project leader:
6.	Leader location (country, city): ;
7.	Homepage:



2.1.1 Projects with main focus on shared technology infrastructure

Projects with main focus on shared technology infrastructure				
Project	Type of Program	Duration / Status	Reference to Related project	Relation to freight (ICT & Sustainability)
COIN IP	EU (7th Framework)	Jan 08 – Dec 11 (Ongoing)	N/A	* Studies, designs, develops and prototypes an open, self-adaptive, generic ICT integrated solution in the field of Enterprise Interoperability and Enterprise Collaboration
CVIS	EU (6th Framework)	2006 – 2010 (Closed)	N/A	* Creation of a unified technical solution allowing all vehicles and infrastructure elements to communicate. * To develop common core components to support cooperation in real-life applications and services for drivers, operators,

				industry, etc.
EMMA	EU (6th Framework)	2006 - 2008 (Closed)	HYCON WASP IPAC CONET PECES SAFEPOST PReVENT	* Building a middleware platform and a development environment facilitating the design and implementation of embedded software for cooperative sensing objects.
EURIDICE	EU (7th Framework)	36 months (October 2011) (Ongoing)	FREIGHTWISE RETRACK KOMODA	* Cargo mobility services infrastructure. * Intelligent data analysis for energy efficiency. * Real-time monitoring and positioning.
FastR Cargo	EU (6th Framework)	2002 – 2006 (Closed)	N/A	* Developing a new transshipment system for fast loading and unloading of standardized intermodal transport units between rail and road vehicles and terminal or support vehicle structures.
FREIGHTVISION	EU (7th Framework)	Sep 08 – Feb 10 (Closed)	N/A	* Develop a long-term vision and a robust and adaptive action plan both for transport and technology policy for sustainable long-distance freight transport.
GIFTS	EU (5th Framework)	36 months (2001-2004) (Closed)	N/A	* Fully Integrated Operational Platform for managing door-to-door freight transport in an intermodal environment all around Europe. * Trace and monitor the door-to-door journey, aid in trip management, fleet management.
GIROADS	EU (6th Framework)	Dec 2007 (Closed)	N/A	* Develop solutions based on the use of GNSS (Global Navigation Satellite System) for road transport to demonstrate the European-wide interoperability from a technological, contractual and procedural perspective.
IIFEG	Swedish National Research project	Jun 2011 (Closed)	N/A	* Study how Intelligent Infrastructure can enable safe, economically and environmentally efficient transports of goods
INTEGRITY	EU (7th Framework)	2009 – 2011 (Ongoing)	N/A	* Improve the reliability and predictability of door-to-door container chains

				* Development of the Shared Intermodal Container Information System (SICIS) allowing companies and authorities to access planning and status information of selected transport.
INTRO	EU (6th Framework)	Mar 05 – Feb 08 (Closed)	N/A	* Addressed the problems of road safety and capacity combining sensing technologies and local databases with real-time networking technologies
ITS-Support for combined transport solutions	Swedish National Research project	Ongoing	N/A	* Transportation can be made more efficient, flexible, and secure by the help of distributed technology support.
KOMODA	EU (7th Framework)	2009 (Closed)	CORDIS EIA EIRAC STAR	* Provide enterprises with optimization tools and software elements through a co-modal e-Logistics platform
M-TRADE	EU (6th Framework)	18 months 2005 - 2007	GRAIL GIROADS MARUSE MENTORE GIFT GILDANET ECO4LOG	* Attract transports that traditionally do not use the multimodal transportation by creating innovative applications and service tools, supported by GNSS combined with the use of the necessary equipment and technology framework
Mobile IT	Swedish National Research project	2009 (Closed)	N/A	* Study the synergies between and the potential for integrating a position based road user charging and other ITS services for heavy goods vehicles
NELTI	IRU (International Road Transport Union)	2008 – 2009 (Closed)	N/A	* Launch regular commercial freight haulage by road transport from China's border to end consumers in Western and Central Europe
PROMIT	EU (6th Framework)	36 months (2006 – 2009) (Closed)	EUTP IMONODE GRACE BESTUFS CESAR MATIB GILDANET THEMIS INTERMODA D2D KMODA	* Contribute to a faster improvement and implementation of intermodal transport technologies to help promoting intermodal logistics and mode shift by creating awareness on innovations, best practices and intermodal transport opportunities

SAFESPOT	EU (6th Framework)	54 months (2006 – 2010) (Closed)	AIDE COOPERS COMeSafety CVIS EASIS FRICTION GOODROUTE GST PReVENT SEVECOM SIM	* Intelligent vehicles equipped with on board co-operative systems. * Intelligent infrastructure including roadside units. * Safety Traffic center(s) that are able to centralize safety information coming from the intelligent vehicle and/or the intelligent infrastructure.
SEACOOOP	EU (6 th and 7 th Framework)	Stated 2004 (Ongoing)	N/A	* Strength cooperation in ICT research between Europe and the countries that are members of the Associate of Southeast Asian Nations
SKEMA	EU (7th Framework for transport)	36 months (Ongoing)	PROPS MarNIS	* Exchange of information in the EU maritime transport and logistic industry, providing information on current technologies and best practices
Smart Sensor	DHL	Ongoing	N/A	* UHF RFID technology is successfully linked with sensor technology and enables contactless reading. * The temperature data is accessible for the customer in a web portal regardless of time or place
Smart-CM	EU (7th Framework for transport)	Started 2008 (Ongoing)	N/A	* Trade and transport more efficient, secure, visible and competitive across the world in a global intermodal context
SToP	EU (6th Framework)	30 months (2006 – 2009) (Closed)	N/A	* Developing ambient intelligence-based and network-oriented systems for the efficient and secure authentication of products
SWEDISH CASSANDRA	Swedish National Research project	2005 – 2007 (Closed)	N/A	* Study how to use new technologies and solutions in order to achieve a higher degree of security and effectiveness in transportation. * Intelligent cargo & Intelligent truck

Table 1: Projects with main focus on shared technology infrastructure

2.1.2 Projects with main focus on transparent freight traffic control and enforcement

Projects with main focus on transparent freight traffic control and enforcement				
Project	Type of Program	Duration / Status	Reference to Related project	Relation to freight (ICT & Sustainability)
CITRO	EU (5th Framework)	2003 (Closed)	N/A	* Support the clustering of individual truck owners and their growth, by means of the use of modern organizational models, as well as the use of innovative Information and Communication Technologies (ICT)
COOPERS	EU (6th Framework)	54 months (2006-2010) (Closed)	AIDE AIRNET ATESST COMsSafety CVIS EASIS eIMPACT GST SAFESPOT TRACE	* Enhancement of road safety by direct and up to date traffic information communication between infrastructure and motorized vehicles on a motorway section.
CroBIT	EU (5th Framework)	24 months 2002 – 2004 (Closed)	CESAR THEMIS OPTIRAILS FMAN	* Provides the railways with a tool to track consignments and calculate ETAs for their traffic throughout Europe
D2D	EU (4 th and 5 th Framework)	Closed	N/A	* Overall management of the transport chain (TCMS) * Recording detailed information about transport activities and progress (FTMS) * A communication platform for facilitating efficient communication
Effective and integrated transport	Swedish National Research project	Ongoing	N/A	* EDI-specifications of information exchange between industry, transport operators and authorities to support effective collaboration
EuroFOT	EU (7th Framework)	46 months 2008 - 2012 (Ongoing)	N/A	* Assess the impact of ICT systems on driver behavior, both in terms of individual safety and larger scale socio-economic benefits * Processes of deploying ICT systems for transport across Europe

FREIGHTWISE	EU (6th Framework)	2006 – 2010 (Closed)	EURIFT EFFORTS InterBaltic LogOn Baltic KOMODA EURICE BE LOGIC InteGRail DaGoB	* Develop and demonstrate suitable intermodal transport solutions in a range of business cases * Development of a reference architecture for intermodal transport and the integration of relevant IT systems
GILDANET	EU (INTERREG III B Programme)	2002 – 2005 (Closed)	N/A	* Integrated and open information network between the partners of the transport chain and other relevant parties.
GOFER	Norwegian national research project	2009 – 2012 (Ongoing)	N/A	* Establish solutions which will make it possible to control heavy freight transport in urban areas in the same way as done by the aviation control
GOOD ROUTE	EU (6th Framework)	36 months Started Jan 06 (Closed)	N/A	* Cooperative system for dangerous goods vehicles through route monitoring, re-routing (in case of need) enforcement and driver support, based upon dynamic, real time data.
HEAVY ROUTE	EU (6th Framework)	June 2009 (Closed)	N/A	* Applying and combining existing and newly developed systems, technologies, databases and models to develop an advanced HGV management and route guidance system.
InterBaltic	EU & BSR (European Regional Development Fund)	Dec 2007 (Closed)	DaGoB LogOn Baltic NELOC inLoc FREIGHTWISE EURIFIT	* Build an ICT framework for intermodal transport planning in the region
INTRANS	Norwegian national research project	2007 – 2008 (Closed)	SMARTLOG ARKTRANS SMARTFREIGHT EURICIDE FREIGHTWISE	* Develop knowledge, concepts, models and systems for intelligent, fully automated flow of goods and information in transport systems through employment of leading-edge technologies.
Logistic Cluster Development Project	Estonian National Research Project	Jun 10 – Dec 12 (Ongoing)	N/A	* The cluster unites market leaders in the logistics sphere, concerning for the development of ICT.
MIRTO	Greek National Research Project	2004-2005 (Closed)	N/A	* Designing and implementing state of the art telematics solutions for the automatic monitoring of cargo/vehicles

MITRA	EU (6th Framework)	24 months Started 2004 (Closed)	N/A	* Develop a prototype central information system for high-risk and dangerous loads being transported across Europe by road or rail.
NGIL	Swedish National Research project	2008 – 2010 (Closed)	N/A	* Knowledge, methods, techniques and tools to improve logistics activities, connected with supply chain visibility.
ProKon	Bundesministerium für Wirtschaft und Technologie, Germany	2011 (Closed)	N/A	* Developed an automated system for positioning and status recording of cargo carriers and loads in seaport terminals by combining innovative information and communication technologies for identifying, tracking and communications.
RailTrace	Finish National Research Project TEDIM	1997 – 2000 (Closed)	N/A	* Combining online status information from various European railway operators and other logistics service companies
Smart Freight to ERP	Swedish National Research project	Closed	N/A	* Connection between intelligent freight and business information systems can create more effective transports and reduce costs, environmental impact and pressure on existing infrastructure.
SPEED	EU	2007 (Closed)	N/A	* Technical solution which will enable automated data exchange between MS electronic customs systems and third countries
Trans Baltic	EU (INTERREG III B Programme)	Jun 09 – Dec 12 (Ongoing)	InterBaltic InLoC LogOn Baltic	* Provide regional level incentives for the creation of a comprehensive multimodal transport system in the BSR
TraSer	EU (6th Framework)	2006 – 2009 (Closed)	STOP CO-DESNET ILIPT MAPPER SPIDER-WIN	* Supports tracking and tracing on the level of individual items (as opposed to the account-based view of purely quantitative stock levels), and relies on web services for communication.

Table 2: Projects with main focus on transparent freight traffic control and enforcement

2.1.3 Projects with main focus on solution for green and cost-effective freight transport

Projects with main focus on solution for green and cost-effective freight transport				
Project	Type of Program	Duration / Status	Reference to Related project	Relation to freight (ICT & Sustainability)
C23 - Strategies for a Low Carbon Built Environment	EU (European Cooperation in Science and Technology COST)	2005 – 2009 (Closed)	N/A	* Investigate how carbon reductions can be achieved through appropriate design and management of the urban built environment.
Climate TransAct	EU	Started 2009 (Closed)	N/A	* Promote green procurement of transport services and of fuel saving and emission reducing technologies
COSCO GREEN SUPPLY CHAIN PROJECT	Chinese National Research Project	2008 (Closed)	N/A	*Green supply chain project that used SNOW system developed by IBM China Research Lab to analyze the current RDC network layout.
Freight Futures	Australian National Research Project	Started 2008 (Ongoing)	N/A	* Drive the development of an efficient, sustainable freight network
FREILOT	EU (Competitiveness and Innovation Programme)	Apr 09 – Mar 12 (Ongoing)	N/A	* Increasing energy efficiency of urban freight through deployment of ITS (Intelligent Transport Systems) services
GAS	Norwegian national research project	2010 – 2012 (Ongoing)	N/A	* Development and evaluation of a system for the planning and execution of more energy efficient and environment-friendly goods transport within green zones
Getting in gear	FEDEX	2000 – 2004 (Closed)	DHL GO GREEN Smart Truck	* Develop a delivery truck that significantly decreases particulate emissions, increases fuel economy and smog causing emissions.
GREENTRIP	EU (Espri, Information technologies programme)	36 months Jan 1996 (Closed)	INFOMAR CASBA DECIDE-IT	* Integrated decision-support systems for dynamic and optimized transportation logistics, both at the organizational and operational levels
Grønn Godstransport	Norwegian national research project	2008 – 2010 (Closed)	N/A	* Make freight transport cleaner through the development of environmental accounts in transport companies and as

				support, to develop a calculation tool.
Instantaneous energy consumption and emissions of road vehicles, especially of heavy duty vehicles	EU (European Cooperation in Science and Technology COST)	2000 – 2005 (Closed)	N/A	* Develop an improved methodology for estimating emissions and fuel consumption from commercial road transport operated with heavy-duty vehicles in Europe
Smart Truck	DHL	Ongoing	N/A	* Intelligent pick-up and delivery vehicles developed by DHL Solutions & Innovations, combining dynamic route planning and innovative communications and information technologies to reduce time and distance driven
SmartWay	USA National Research Project	Started 2004 (Ongoing)	SMARTFREIGHT EUROFOT	* Reduces transportation-related emissions by creating incentives to improve supply chain fuel efficiency
SuperGreen	EU (7th Framework)	36 months Started Jan 10 (Ongoing)	N/A	* Development of sustainable transport networks by fulfilling requirements covering environmental, technical, economic, social and spatial planning aspects

Table 3: Projects with main focus on solution for green and cost-effective freight transport

2.1.4 Projects with main focus on collaborative models for the logistic business

Projects with main focus on collaborative models for the logistic business				
Project	Type of Program	Duration / Status	Reference to Related project	Relation to freight (ICT & Sustainability)
3SNET	EU (4th and 5th Framework)	18 months Started 1998 (Closed)	BOLERO BOPCOM FINE MARIS MarNet SHIRS	* Define, implement and assess an information, booking and management system, providing a single interface between shippers, carriers, transport operators, etc.
BE LOGIC	EU (7th Framework)	30 months (2008 – 2011) (Closed)	AIMS FREIGHTVISION RETRACK	* Improve quality and efficiency of the different modes of transport through benchmarking in logistics and co-modality

BestLog	EU (6th Framework)	Feb 06 – May 10 (Closed)	N/A	* Aims to improve logistics competence across Europe leading to an overall more efficient use of transport capacities
CESAR	EU (ARTEMIS JOINT UNDERTAKING)	36 months Started Jan 09 (Ongoing)	N/A	* Create the European cross-sectoral standard reference technology platform (RTP) providing meta-models, methods, and tools for safety-critical real-time system development
DaGoB	EU (INTERREG III B Programme)	2006– 2007 (Closed)	InterBaltic InLoC LogOn Baltic	* Best practices across authorities and industries in line with EU transport policy, Safety and Security issues and Competitiveness of Transport Chains.
DOLPHINS	EU (4th and 5th Framework)	24 months Jan 00 – Dec 01 (Closed)	N/A	* Build an e-commerce platform where innovative telematics smart-maps can stimulate and facilitate new and existing business in short-sea-shipping
ECO4LOG	EU (INTERREG III)	2006 (Closed)	N/A	* Optimize transport logistics to address expected capacity problems. Specific emphasis is placed on the promotion of intermodal transport.
InLoC	BSRRREG III B Programme)	27 months (2004 -2006) (Closed)	InterBaltic LogOn Baltic	* Enhance co-operation of logistics companies by improving the compatibility of different ICT based network
INNOSUTRA	EU (Lifelong Learning Programme)	2007 – 2009 (Closed)	N/A	* Assess the conditions, including policy support, under which innovative concepts have a high chance of getting adopted and being successful
Integration von Logistikdaten zur Unterstützung selbststeuernder Logistikprozesse (Integration of Logistic data in support of autonomous logistic processes-CRC 637)	Deutsche Forschungsgemeinschaft	Jan 08 – Dec 11 (Ongoing)	N/A	* Provide persistent and platform independent access to and exchange of data on the basis of generic services within autonomous cooperating logistics systems

LogOn Baltic	BSR (INTERREG III B Programme)	(2000 -2006) (Closed)	InterBaltic InLoC	* Support enterprises in the participating regions in their effort to improve ICT and logistics competence.
Mar-NIS	EU (6th Framework)	Nov 04 – Oct 08 (Closed)	COMPRIS DECLIMS EMBARC FREIGHTWISE	* Aimed at coherent, transparent, efficient and simplified solutions in support of cooperation, interoperability and consistency between member States, systems and sectors, placing emphasis on and promoting the role of the maritime industry.
META	Norwegian national research project	2010 – 2013 (Ongoing)	ARKTRANS	* Support ARKTRANS by develop an effective and flexible concurrent acting throughout transport chains * Order and monitor transport from all transport carriers through one single standard electronic interface.
MSI – Group	Swedish National Research project	Started Jul 03 (Ongoing)	N/A	* Develop and maintain a standard for communication between embedded, mobile and stationary information systems in the transport industry
NYMTC Regional Freight Plan	USA National Research Project	2004 (Closed)	N/A	* Improvement of freight transportation in the NYMTC region. Actions include capital projects, operational improvements, and policy changes.
Objektbildungsverfahren zur erfolgreichen Einführung neuer technischer Logistikkonzepte in robuste Distributionssysteme (Method for object creating for the implementation of new technical logistic concept into robust distribution systems)	German Federation of Industrial Cooperative Research Associations	2009 – 2011 (Closed)	N/A	* Implementing new technical systems in two dimensions: financial sustainability and social factors.
SESTANTE	EU (INTERREG III B Programme)	2003 – 2004 (Closed)	N/A	* Identify and analyze informatics and documental flows, which are fundamental in the intermodal logistic chain

				for the development and sharing of integrated informative systems.
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Table 4: Projects with main focus on collaborative models for the logistic business

3 Pre-selection of best practices

Based upon the methodology presented in the figure below, a first screening of the projects from the observatory was done above in order to assess the to what extent the observed project could be considered as best practice in L4L or not.

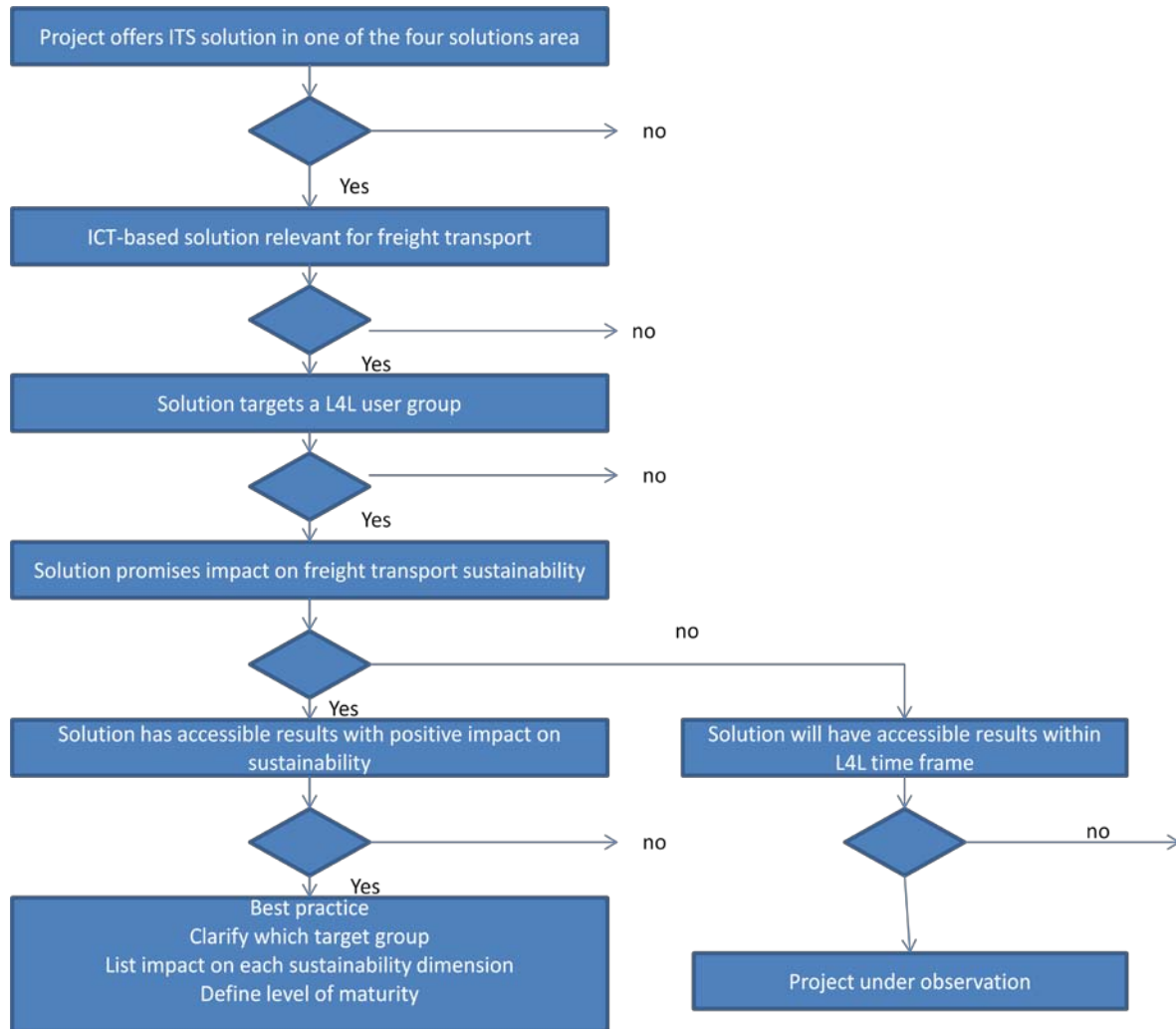


Figure 2: Best practice selection methodology

In order to determine a correct best practice assessment process, the assessments were to a large extent carried out in larger working groups, collaborating with external experts (please refer to Annex B for a complete list of meetings and participants). Despite a high number of projects, rather few projects qualified for the criteria of best practice.

PROJECT NAME	ANALYSED SOLUTION	REASON FOR BEST PRACTICE / NOT BEST PRACTICE
CVIS	Information and communication system	CVIS provides an information and communication system, which is used for logistical operation, mainly

		<p>in the area of distribution, transport and reverse logistics. It is chosen as an example of best practice for cooperation among the stakeholders since CVIS provides technology on how to enable ubiquitous connectivity between freight vehicles and management centres as well as Internet connectivity. It is not the aim of CVIS to support the driver in how he drives, but rather to provide him with the necessary information for optimising his tours.</p> <p>This solution is not bounded to any industry or geographical area since it uses standard available communication media like 2G/3G, but it can only be used by also having access to the roadside equipment, and all vehicles need to have on board units, which of course implies costs to the truck owner.</p>
E-FREIGHT	e-Freight platform	This project is a good example of single window application and shows the potential this brings for optimisation. However, so far no results are available and thus it is under observation.
SMARTFREIGHT	Goods monitoring; Monitoring and control of goods	<p>The solution supports both the logistic planning-both for network design and tactical scheduling, as well as at the logistics operational level the transportation, reverse and distribution operations.</p> <p>The transferability of the solution across any geography, company size and load units are good, but it is not across all industries. The SMARTFREIGHT services are generic and independent of underlying technology. In some cases, a specific technology set-up is beneficial, but 2G/3G coverage is mostly enough, which normally is available across Europe. The On-goods equipment can in theory be used on any load unit, but due to its current size and commerciality, it is not suitable for small load units. The underlying technology platform (i.e. CVIS/CALM and IPv6/NEMO) is suitable for most services today and in the near future. SMARTFREIGHT demonstrated some. The use of the CVIS technology is demonstrated, and the usability and reliability of the technology will be tested. It has no full scale pilot, so it needs to be assessed if it qualify</p>
EUROFOT	Fuel Efficiency	Eurofot shows how important the feedback given to the drivers are for the use of fuel and is therefore chosen as best practice
SMART-CM	<p>“Interoperable Single Window platform solution”,</p> <p>“Neutral information administering organization”</p> <p>“Industry Added Value creation”</p>	Smart CM deals with containerised load units. However, it could be used for other load units but this would require some changes mainly in its development part. It is usable for the whole supply chain. Since the platform developed during the project is web based, there are no geography limitations. Additionally the platform refers to all companies regardless of their size and the industry

		they are operating.
DHL go green	DHL Go Green	This project can show good contribution to reduction in CO ₂ reduction, but these achievements are not mainly derived from the implementation of ICT. ICT plays here only a minor role, thus, it is not a best practise for L4L.
FREIGHTWISE	FRAMEWORK; STANDARDISATION APPROACH	The main outcome in Freightwise is the framework, but there is no real pilot implemented and thus it does not qualify as best practice. However, the Freightwise framework founds the basis of several other projects with solutions that qualifies to best practices
TRANSECO	Transecos intelligent heavy vehicle	Based on advances in these fields, models on the relationships between vehicle features, driving habits and driving conditions are developed and evaluated in real driving tests. The area of practice is tactical scheduling, at the level of logistics planning. It will affect transport and distribution operation and will of course also involve ICT systems. The transferability of the solution is expected to interest other geographical areas as long as it is adapted to the local infrastructure, as well as to different company sizes, and load items. It is also relevant for other industrial sectors, but primarily for those involving heavy vehicles. The systems are developed for transportation and could be used for transportation in any industrial sector and company size.
Swedish CASSANDRA & port pilot	Transport information system, incl. Advanced routing and risk planning.	The solution contributes to logistic operations in the area of transport, distribution and warehousing. The transferability is good; it is a general solution that can be implemented over all different sectors and modes of transportation. The main challenge is to align the different actors. This project both practically and theoretically showed how information sharing enables secure and effective intermodal transport operations. Both projects have been validated and considered best practice by worlds' leading experts on the transportation.
COOPERS	Enhancement of road safety by direct and up to date traffic information communication between infrastructure and motorized vehicles on a motorway section.	This project belongs to the same group as also Safespot. Thus we have not chosen this project, but focussed on Safespot. The reason for that is that we do not get as good evaluation results.
GIRORoads	GNSS supported service application	Giroroads is good for the area it has been made for
INTEGRITY	SICIS	The aim of SICIS is to improve the visibility, reliability, and security of international intermodal door-to-door supply chains. This is achieved by

		<p>collecting all relevant information from several sources such as the factory or consolidation centre where the container is stuffed, the operating systems of participating container terminals, tracking the vessel by its AIS (Automatic Identification System) transponder, and, as an option, CSDs attached to the container. SICIS consolidates this information and grants access for relevant stakeholders based on a sophisticated system of access rights and under strict control of the owner of the respective trade lane.</p> <p>It qualifies as best practice due to its results and the high acceptance from Customs and shippers/3PLs</p>
M-TRADE	Creates innovative applications and service tools, supported by GNSS combined with the use of the necessary equipment and technology framework	At the time it was developed it was a good solution, however there are other systems today which are more advanced and with higher transferability.
GOOD ROUTE	Cooperative system for dangerous goods vehicles through route monitoring, re-routing (in case of need) enforcement and driver support, based upon dynamic, real time data	This is a very good example of how tracking and tracing can be used to improve safety. But several others can do the same, and thus we have decided to choose a different project, with higher transferability.
NS FRITS	Booking in slot, Truck appointment	NS FRITS uses ICT in order to improve the energy efficiency of freight transport. It aims to improve accessibility, to contribute to sustainable economic development and growth and to improve the quality of life and job opportunities for people living and working in the North Sea Region. An ITS solutions is developed to provide live in-cab communications to HGV drivers about conditions in a region or country they are about to enter. The ITS solution has a positive impact on the environment, since the driver can react on real time events, like traffic jams or accidents.
FREILOT	Isolated control priority	<p>Supports the tactical planning at the planning level, at the operational level it supports the transport and distribution operation.</p> <p>This solution is usable for any truck carrying out his operations within a large city. FREILOT demands an infrastructure, which limits its implementation to large enough cities. Thus it needs to be verified if it qualifies as best practice</p>
DISCWISE	Electronically plan and execute co-modal logistics activities	The User Application will be used to provide transport & logistics services including information about timing, cargo features and other relevant service attributes that may be presented. Through optimized logistics planning – based on the availability of transport & logistics services – advice will be provided as to which co-modal logistics alternative can be used. The support will be provided to execute the preferred logistics alternative – the chosen alternative will be

		monitored in order to achieve both reliability in delivery and efficiency in handling individual operators. The DiSCwise solution will be very well transferable, both across any industry as well as across any load unit and geographical restriction, but the challenge is to open the supply chain for SME and take especially their needs into account. DiSCwise is a good practice because it demonstrates the use of the Common Framework in different practical business cases, at the moment at a pilot stage. This project is very promising, but under observation due to the lack of results.
RISING	RIS	It is still a best practice for IWT and the services provided by the solution are of great help for the stakeholders involved. The final workshop with the presentation of the results will be on Dec. 1 in Duisburg, thus the four solutions and is under observation.
SAFESPOT	SAFEPROBE and INFRASENS	SAFESPOT is mainly dealing with safety and security aspects. This has a large impact on the social sustainability. The implementation of the sensors system leads to a reduction of accident, thus it has a positive impact on the driver's safety, as well as on fuel consumption. It improves the traffic flow, and leads to less congestion. SAFESPOT is chosen as a best practice for drivers' safety, main reason for why this solution is chosen and not Coopers is the good access to all documents and evaluation results.
EURIDICE	Automated monitoring, Real-time detection of exceptions, Automatic alerts, Calculation of utilization, Automated authorisation, Self-monitoring, Automated triggering of external scheduling plans, Automated re-routing and self-diagnosis.	Euridice offers several services having possible large impact on all three sustainability dimensions. The solutions are transferable and applicable in different types of supply chain. The solutions are scalable and different business models fitting the different needs are available. However, the evaluation is still ongoing. Consequently, the project is under observation.
COMPLEX	Integrated customs clearance	This solution can show a high increase in efficiency and reduced waiting time for custom clearance, and has therefore qualified a more detailed analysis

Table 5: List of pre--selection BP

4 Concluding discussion

This report has divided observed projects into four categories, Solutions for green and cost-effective freight transport, Collaborative models for the logistic business, Transparent freight traffic control and enforcement and Shared technology infrastructures. The observatory revealed a very low overall adoption rate of the observed projects. The number of observed projects with a test case and/or pilot implementation was likewise low. For future projects, the need and importance of providing tangible project results should be underlined. No matter the quality of the ideas behind a specific project concept, without a pilot assessment becomes very hard.

Compared to other sectors, the transport industry is reluctant to spend money on research and development. New technology investments are generally motivated by careful studies on usability. With this in mind, quantification of research projects is essential. Out of the observed projects, only Swedish CASSANDRA/Port Pilot had any quantification of results. This is unfortunate, since several of the projects had large-scale pilots running (e.g., Euridice). This calls for increased rigor at assessment of effects of project solutions or concepts. Providing at least some quantitative measurement of effects would likely strengthen the impact and credibility of the suggested solutions.

Note

The observed projects that delivered the best results, both by looking at the maturity level of the implemented ICT and the contribution to sustainability as well as how they fit different stakeholders' needs were selected as best practices and are described in-depth in deliverable 1.2

A sad observation of the 83 identified projects is the divide between some of the industrial initiatives and EC-funded projects. Several of the observed projects are not harmonised, e.g., the MSI-project (a standard for messaging in transport logistics) which has strong support from several leading ICT providers, haulier associations and vehicle manufacturers, was not integrated into any of the FP7 projects. In the EC-financed projects, the majority of the initiatives were having a logistics service provider view, whereas the perspective of the most common transport logistics operator, the SME road haulier, seem neglected.

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Annex A Logistics for Life conference participation

This Annex displays the conferences the participants participated in. The purpose of displaying the numerous conferences here is to underline that extensive efforts towards finding all relevant projects were made.

When	Title	Type of Activity	Where	Target Group	Type of support	Involved Partners
January 2010	LogDynamics	Newsletter contribution	-	Research institutions and LSP		BIBA
25/2/2010	ICT4EE, European Commission High Level Event on ICT for Energy Efficiency	Presentation at a conference	Brussels	LSP, Logistics Users, Industrial Community, EU projects, Communities and Authorities, Research	Presentation	Insiel / Paolo Paganelli
February 2010	3rd International Exhibition Supply Chain & Logistics 2011	Presentation at a conference	Athens Greece	LSP, Logistics Users, Industrial Community, Communities and Authorities		TREDIT
03/03/2010 12/05/2010	Internal Workshop "Green Logistics"	Presentation	Bremen	Logistic User	Presentation	BLG
15/04/2010	Workshop Electro Mobility	Workshop	Bremerhaven	LSP	Presentation	BLG
May 2010	IoT cluster meeting	Workshop/networking session	Aalborg	Research		Singular Logic
07/06/2010	Internal Workshop	Presentation	Bremen	Communities and Authorities	Presentation	BLG
09/06/2010	Transport Research Arena / Sustainable Logistics in European ICT Research	Presentation at a conference	Brussels	LSP, Logistics Users, EU projects, Communities and Authorities, Research	Presentation	Insiel / Paolo Paganelli
04/07/2010	Presentation The Potential of Serious Games for Supporting the Implementation of The Intelligent Cargo Concept in Supply Networks	Article and presentation at a conference	Malaysia, Kuala Lumpur	LSP, Logistics Users, Industrial Community, EU projects	CD Rom	BIBA
July 2010	Intelligent Cargo – Enabling future's sustainable and accountable transportation system	Journal publication	World Journal of Science, Technology & Sustainable Development, Vol. 7, No. 3, 2010	Research		Chalmers

July/August 2010	Logistic for Life: first results of the newly started coordinated action for the identification of best practices in the logistic available.	Newsletter contribution	Online	LSP, Logistics Users, Industrial Community, Internal, Communities and Authorities	Website	BIBA
August 2010	Logdynamics	Newsletter contribution	-	Research institutions and LSP		BIBA
07/09/2010	2010 China Logistics Informatization Conference	Presentation at a conference	Hangzhou, China	Logistic Users, Industrial Community, Communities and Authorities	Presentation	Cosco
27-28/09/2010	poster and brochures	conference participation	Brussels	EU projects, Communities and Authorities		BIBA, VTT, VIU, FHV, Insiel
27/09/2010	Future of logistics research	workshop/networking session	Mölnlycke School of applied sciences	Logistics Users	Presentation	Chalmers/ Henrik Sternberg
27-29/09/2010	ICT conference	conference participation	Brussels	Logistics Users, Industrial Community, EU projects, Communities and Authorities, Research		SingularLogic
28/09/2010	ICT2010 / Networking Session: Visions for long-term, ICT-based Freight Transport Efficiency and Sustainability / Presentation: Framework Perspectives on ICT for Efficient Logistics	Workshop/networking session	Brussels	Industrial Community, EU projects, Research	Presentation	Insiel / Paolo Paganelli
28/09/2010	Visions for long-term, ICT-based Freight Transport Efficiency and Sustainability	Workshop	Brussels	EU projects, Communities and Authorities	Website	FHV, Insiel,
27.-29.09.2010	ICT 2010/Poster and Brochures at Booth	Conference participation	Brussels	EU projects, Communities and Authorities	Website	FHV, Insiel, BIBA, VTT
September 2010	5th International Congress on Transportation Research	Other	Volos Greece	Industrial Community, EU projects, Communities and Authorities, Research	Website	TREDIT
05 - 06/10/2010	ETSI Business Innovation Summit - The Role of ICT in Facilitating Global Low-Carbon Logistics	Presentation at a conference	London	Industrial Community		DHL Peter Sonnabend

20 - 22/10/2010	BVL Logistik Kongress 2010	Conference participation	Berlin	LSP, Logistics Users, Industrial Community, Communities & Authorities, Research	Website	BLG
03 - 05/11/2010	ECITL 2010 "Future Challenges for Logistics Service Providers in the Automotive Industry" (Robert Bommers); "The Long Way to RFID" (Stefan Schönbrunn, Gerhard Brandes)	Presentation at a conference	Bremen	LSP, Logistics Users, Industrial Community, EU projects, Research	Presentation	BLG
04/11/2010	ECITL 10	Networking Session	Bremen	LSP, Logistics Users, Industrial Community, EU projects, Communities and Authorities, Research	Presentation	FHV/GW
04 - 05/11/2010	ECITL 10	Conference participation	Bremen	LSP, Logistics Users, Industrial Community, EU projects, Communities and Authorities, Research		SingularLogic
04 - 05/11/2010	ECITL 10	Workshop/networking session	Bremen	LSP, Logistics Users, Industrial Community, EU projects, Communities and Authorities, Research		Singular Logic BIBA
04/11/2010	Waste in Transport operations	Presentation at a conference	Bremen, ECITL	Industrial Community, EU projects, Communities and Authorities, Research	Presentation	Chalmers
04/11/2010	ECITL 2010 / Plenary session: Common Framework for ICT in Transport Logistics / Presentation: What are the next steps to be taken?	Presentation at a conference	Bremen	LSP, Logistics Users, Industrial Community, EU projects, Communities and Authorities, Research	Presentation	Insiel / Paolo Paganelli
11/11/2010	World Journal of Science, Technology & Sustainable Development / Intelligent cargo – enabling future's sustainable & accountable transportation	Journal publication	--	LSP, Logistics Users, Industrial Community, EU projects, Communities and Authorities, Research	Print	Insiel / Paolo Paganelli
15/11/2010	Review of the 1st L4LIFE Newsletter	Newsletter contribution	Bremen		Website	BIBA, BLG
24/11/2010	Waste in Transport operations	Presentation at a conference	St Lucia	Communities and Authorities, Research	Presentation	Chalmers

27/11/2010	Seminar on Smart Logistics, Zhejiang University	Presentation at a conference	Ningbo, China	LSP, Industrial Community	Presentation	Cosco
30/11/2010	L4L and Swedish ICT research	Workshop/networking session	Oslo	EU projects, Communities and Authorities		Chalmers
30/11/2010	2010 China Economic and Informatization Conference	Conference participation	Beijing, China	Industrial Community, Communities and Authorities	Presentation	Cosco
November 2010	News to ITS Hellas members (companies)	Newsletter contribution	Greece	LSP, Logistics Users, Industrial Community, Communities and Authorities	News by e-mail	TREDIT
November 2010	Welche Anforderungen hat die Industrie an effizienten und umweltfreundlichen IKT-gestützten Gütertransport? – Aufruf zur Beteiligung	Newsletter contribution	Newsletter Logdynamics	Logistics Users, Industrial Community, Communities and Authorities, Research	Website	BIBA
November 2010	Logistic for Life Moves Forward towards an Improved Framework and Roadmap for ICT Supported Freight Efficiency - Call for User Participation	Newsletter contribution	Newsletter Logdynamics	Logistics Users, Industrial Community, Communities and Authorities, Research	Website	BIBA
November 2010	Several contributions	Newsletter contribution	L4L newsletter no.1	LSP, Logistics Users, Industrial Community, EU projects		BIBA
November 2010	L4L newsletter	Newsletter contribution	No.1	LSP, Logistics Users, Industrial Community, EU projects		FHV
November 2010	Euridice newsletter	Newsletter contribution	No. 11	LSP, EU projects, Communities and Authorities, Research	Website	FHV
December 2010	Logistic for Life: towards an improved framework and	Newsletter contribution	EURIDICE Newsletter no.11	LSP, EU projects, Communities and Authorities, Research	Website	BIBA
December 2010	Logistic for Life – Logistics Industry Coalition for Long-Term, ICT-based Freight Transport Efficiency	Other	BIBA Jahresbericht 2010		Print	BIBA
n/a	EIRAC Workshop - European Intermodal Research Advisory Council 2010	Conference participation	Vienna, Austria	Industrial Community		GW
n/a	Logistics Solution Day	Conference participation	Dornbirn, Austria	Communities and Authorities		GW

Annex II- Answers to Reviewers' recommendation for 1.1 a and 1.5a

Main comments from the reviewers from last review:

Reviewers' Comments	ACTION DONE	Section in this deliverable
The deliverable requires restructuring and more compact length. The deliverable addresses only energy efficiency; environmental, social and financial/economical sustainability aspects have not been addressed sufficiently (environmental) or even at all (social and financial/economical. To be added	The deliverable has been restructured. Secondly the observatory template looks more at ICT and sustainability dimension. Results in Knowledge base	Chapter 2. and in D1.2b
It should also present the rationale of the selection of the approaches and concisely address the results. In its current form and content the rationale for the inclusion of projects in the analysis is not satisfactory justified from the DoW point of view. This pre-selection is done based on noncomparative criteria. Selection criteria must be defined, agreed among partners, reported, and followed. Equal attention to details is requested on all projects that have been identified and selected. The split between direct and indirect projects is artificial and not of interest for external stakeholders.	New methodology for assessment developed. Added section on how to select the solutions. Split between projects removed	Ch.2 and 3
The whole project-based approach and observatory structure fails significantly in addressing the ITS solutions and available information of ITS solution in reader useful manner. Instead of by copy and paste, the deliverable should address the specific contributions of other projects to L4L in original, new text based on L4L analysis, summarising what was found elsewhere. The categorisation of projects should be content-based. In addition, it should be clarified how the missing relevant information from	Looks at the solutions and the impact on the sustainability dimension. All projects not having all information online have been contacted.	Ch.3 and 2 and the knowledge base

"indirect projects" will be dealt with.		
The results in the observatory are merely addressing positive aspect; no "bad examples" are referred to. The "bad results" may be as valuable as good examples for the readers who are seeking answers to their problems.	Also projects that failed to deliver, or did deliver a solution but which was not in line with the propose have been listed.	Ch.3
The Executive Summary acts as an introduction to the problem at hand, and it doesn't provide the reader the actual results summary of the deliverable; to be re-done from the beginning.	rewritten	executive
The list of abbreviations is not complete.	Abbreviation explained in the text	
To summarise, the approach, methodology, contents, structure and results of this deliverable and work behind are not acceptable and not of sufficient quality.	Changed to a clearer and less extensive structure	whole
The contents of this deliverable don't support the overall objectives and required context of the project. Most of the projects/initiatives presented in this deliverable are mainly out of scope of ICTbase efficient logistics. Instead, they address the infrastructure improvement. This requires more intense search activities – or admitting that the results are not reachable by partners.	More resources have been used in identifying projects not coming from EU. All infrastructure improvements have been removed.	Ch 2 and 3
This deliverable is full of trivial typos that should be cleaned away with the simplest review. In addition the report contains a funny mix of research projects and commercial projects.	Better review	Ch. 2 and 3