CASE STUDY

KV 4.0, digitalization of the intermodal supply chains

The challenge

The high complexity of intermodal supply chains and a missing or incomplete end-to-end information chain are some of the biggest competitive disadvantages for combined transport compared to end-to-end road freight transport.

The goal of the "KV 4.0" project was to make this complex **logistics process more transparent and clear**. With the help of a common data hub newly developed and via standardized interfaces, all participants now have direct access to transport-relevant parameters of combined transport (e.g. order and schedule data, arrival forecasts and information accompanying transport).

The solution

A consortium of 11 participants in the multimodal sector, among which Hupac, Swiss leader company, commissioned Fincons with the realisation of the project.

For the technical implementation, the prototype of a data hub was developed during the project. Specifically, the basis for a smooth data exchange is in particular the agreement of the project partners on a uniform data standard, the EDIGES4.0 format.

This enables the electronic exchange of all transport information, from timetables and as well as bookings to terminal and train status messages and arrival forecasts. In addition to this, the available data can be used to calculate an ETP (Estimated Time of Pickup) - the expected pickup time for the LSP. This is a central milestone for the **optimization of the intermodal transport chain** and for the associated **increase in customer satisfaction**.

Very high availability and stability is ensured. The hub runs **365 days, 24 hours a day**, without any degradation of system performance.

In the future, all players in combined transport will be able to access to standardized transport data across the entire transport chain with just one interface.

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The benefits

This project makes an important contribution to further increasing the competitiveness of intermodal supply chains. Electronic order data are not only required for capacity planning by the operator, but also for the preparation of wagon lists and loading lists in the terminal and for the creation of waybills by the rail transport company.

Information forecasts relating to physical transport enables significantly **better production and resource deployment** planning by all parties involved.
Finally, consistent and electronically available data is essential for terminal processing and is ultimately also required for **precise billing** of all transport-related services. By further optimizing the intermodal transport chain, the **attractiveness of rail as an environmentally friendly** transport alternative will be strengthened and a positive impact on the environment will be achieved.

1 MLN
transactions/day

11
partners