### NAME OF CASE

**Freight Arranger**

### KeyWords:

- Access to transport networks, infrastructure and nodes; Freight consolidation and transhipment; IT-technologies and solutions; Business to business (B2B) solutions, cooperation; Business models: new form of ownership, risk management; Business to customer (B2C) solutions; Value added services, development (or extension) of services; Transport management, fleet management; Interoperability and standardisation; Safety and security; Data collection and statistics; Monitoring and benchmarking of processes

### Description:

The project is designed as an online brokerage and tracking service for freight consignor, providing easier access to inter-modal rail freight transits. Securing quotations and booking is fully automated in a single secure one –siting session. From a simple input of “what”, “where” and “when” Freight Arranger enables a cargo owner/controller to find, select and book the best transit for their consignment. Where there is a credible rail freight element to the requested transit which meets criteria for cost and end to end transit time Freight Arranger will offer it.

- **Benefits:**
  - easier access to inter-modal train service availability in relation to schedules, capacity and pricing together with the option to incorporate pre/end haulage options if required by the enquiring parties
  - reduced administration costs and faster processing time
  - full security of transaction activity
  - higher load factor on trains
  - terminals will be able to plan resources more efficiently

- **Starting Point/Objectives/Motivation:**
  - The project was developed and designed to improve the easy availability of information on train services, schedules, space availability and pricing. Strategic issues to secure modal shift to rail and reduce inter-urban road transport were key objectives.
  - What was the common practice before the implementation? The key problem was to identify service providers, origin-destination options, schedules and space availability. Previous common practice was and remains either the use of contract rates for high volume users (but of little value to casual or intermittent users) or direct contact with train operating companies to secure booking information. Before the availability of Freight Arranger’s cloud based service the use of rail freight for numerically smaller or variable shipments was largely overlooked by forwarders, manufacturers, importers and exporters in preference to credible and accessible alternatives.
  - What was the purpose and the sustainability objective of the case? The project was designed to secure modal shift, higher train load factors and profitability and make inter-modal options more visible and easier to access.

- **Solution:**
  - The project was designed to improve rail freight’s visibility, load factors and competitiveness by securing modal shift. It will also identify the reduced carbon emissions resulting from the use of an inter-modal option.

### Supported Strategic Targets:

- Efficient public spending
- Ideal utilisation of infrastructure
- Increased efficiency
- Increased company profitability
- Increased competitiveness
- Increased quality
- Increased safety and security
- Through transit tracking on rail and on road sectors
- Making the rail inter-modal option more visible and accessible

### KeyWords:

- eFREIGHT

### Case Logo or Picture:

![Freight Arranger Logo](image)

### Benefits:

- UK government grant funding to facilitate the development, design and implementation of the system as a live demonstrator
- interest from major inter-modal service providers.
- adoption by a lead operator to replace existing complex manual methods

### Success Factors:

- strategic issues to secure modal shift to rail and reduce inter-urban road transport were key objectives.
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- What was the purpose and the sustainability objective of the case? The project was designed to secure modal shift, higher train load factors and profitability and make inter-modal options more visible and easier to access.

- Solution
  - The project was designed to improve rail freight’s visibility, load factors and competitiveness by securing modal shift. It will also identify the reduced carbon emissions resulting from the use of an inter-modal option.
The project was supported by the UK Technology Strategy Board as part of a wider range of rail based initiatives. The project has been supported by UK government grant funding with match funding from the project partners. The project was designed and implemented against a UK based requirement but could be adapted to other railway domains and to international services within Europe. The train tracker function is a first in that it allows the shipper to independently verify the location of his container in transit and to be notified in the event of delay of the best estimate of revised time of arrival.

The system is in effect a search engine that identifies the best fit of available inter-modal option (post code to post code in the UK linked to details on train service options, space available, price per slot and a train tracker function. The solution was the development of a series of complex algorithms that would identify the best fit built around the shipper’s enquiry on a post code to post code basis incorporating schedule issues, space availability, pricing (secure) and the use of pre-end haulage as required. The system also includes a real time container tracking facility on an enquiry or alert basis. The service is self configured and is independent of the train operators.

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relevant transport modes or supply chain elements
• Inter-modal rail freight service providers
• Major road hauliers
• Freight forwarders
• Shipping lines
• Terminal operators
• Shippers and receivers

Main actors involved
• Instigated by TruckTrain Brokerage
• Funded by the UK Technology Strategy Board(TSB)
• Rail freight service integrators (ie lessors of train capacity)
• Supermarkets and
• major commodity shippers

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