The CoSPaM prototype aims to introduce an innovative approach that ensures the collaboration of transport stakeholders along multimodal transport corridors in a unified framework. This concept has already been targeted by EU harmonisation/standardization initiatives, which aimed at supporting the efficient running of modal and multimodal transport businesses. The core concept attempts to ensure that transport service providers functioning along defined modal/multimodal routes work together in systemic ways.

- Reduction of the time required for the elaboration of manual messages;
- significantly decrease of errors, missing data and misleading information;
- monitoring and control of the cargo along the whole transport chain;
- promotion of the collaboration between the stakeholders involved;
- better combination of inland with maritime transport.

The general approach of the CoSPaM platform, based on collaboration between parties and actors involved, can be considered horizontal and translated in different sectors. The tool, specifically, has been designed and developed for the multimodal transport sector; thanks to its modular structure, an extend of it can be considered any time in the future, in order to target other actors (customs, public authorities, other transport modes,…). In the current typical multimodal transport scenarios the different actors involved in the transport chain, interact using various information and communication protocols or transport logistics backend systems. Their current ICT capacity shows a great difference and a significant fragmentation, furthermore, some of them, have a low technological capacity: they don’t have IT systems/solutions or they don’t use specific tools for the communications; the exchange of information takes place only via fax, e-mail or, at least, phone call. The lack in the integration of the information flow is mainly due to the use of different software systems causing inefficiency in the coordination between the actors along the logistics chain. The possibility to have real-time information is a key factor in order to plan the terminal operations adequately. Both the nodes and link operations will be positively affected by the ICT solutions, thus also influencing transport effectiveness and reliability.
The case derives from a private-public approach since it is developed by the Interporto of Bologna and by Consorzio IB Innovation (IBI). The CoSPaM solution can be used and applied in various scenarios and multimodal freight corridors involving Interporto Bologna as node.

The CoSPaM prototype aims to design incremental and collaborative operations, transport monitoring and control along established multimodal corridors, multimodal transport chain management platform.

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More information:

Relevant transport modes or supply chain elements:

- Rail/Road/ Maritime Transport
- Shunting
- Handling: loading/unloading of cargo
- Transhipment

Nodes
- Inland Terminals, ports, Freight villages

Main actors involved
- Freight forwarders/ MTOs , Ship agencies, Maritime carriers, Intermodal terminal operators, Railway Undertakers, Infrastructure Managers, Road carriers, Corridor Managers.

The technical solution for the corridor approach consists of a set of applications providing different functionalities:

- Access Control and Security
- Communication and interfaces manager
- Multimodal transport service publisher
- Multimodal Corridor planning
- Multimodal Corridor monitoring

The system consists of three different modules:
1. Corridor design and monitoring platform module (COSPAM)
2. Multimodal transport chain management module (M2TC)
3. Common support module

More Best Practice cases and information about BESTFACT can be found at:
www.bestfact.net

Pictures:

More information:

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