### NAME OF CASE

**BLU (TaT project) - control system for container-loading stations in intermodal transport**

### KeyWords:

### Description:

The BLU control system for intermodal terminals provides assistance with all operative procedures at sites large and small. In this way improved management of flow-oriented planning and shorter crane times and processing times for HGVs are achieved. BLU provides functionalities for:

- Train management
- HGV handling procedure
- Location of crane deployment
- Mobile data collection
- Parking and additional demands

BLU provides a better use of resources by:

- Shorter crane cycle time through an optimised handling plan
- Better utilisation of buffer storage capacity
- Shorter turn-around of loading units in the terminal
- Faster processing of trucks at the gate and at the loading lane

### Benefits:

- Ideal utilisation of infrastructure
- Competitive logistics and transport system
- Increased efficiency / productivity of logistics processes
- Increased quality
- Affordable services

### Starting Point/Objectives/Motivation:

What was the main problem, idea or motivation that led to the development and introduction of the new practice?

To make the complete terminal management smooth and integrate it in the information flow of transport chain management.

What was the common practice before the implementation?

Paper based handling instructions and gate management.

What was the purpose and the sustainability objective of the case?

This case is considered to be a Best Practice due to it long standing implementation in a number of DUSS terminals but at the same time being developed in an evolutionary way by adding new features as network capability.

Solution

The solution is mainly implemented at the intermodal terminals of the German terminal operator DUSS, a subsidiary of the Deutsche Bahn Group. Beside these rail road terminals the solution can also be applied in inland waterway ports. The solution can also be extended to manage container depots.

### Success Factors:

It had been the first terminal management system for rail-road terminals on the market and provide today a complete suite for all terminal tasks.

### Supported Strategic Targets:

- Ideal utilisation of infrastructure
- Competitive logistics and transport system
- Increased efficiency / productivity of logistics processes
- Increased quality
- Affordable services
BLU — expansion modules
BLU-Stat: Statistical analyses
BLU-Stat compiles statistical analyses. BLU also records with a date stamp all activities and crane operations for every loading unit in a data bank. Analyses of the daily routes taken by cranes, input and output statistics, duration of parking, analyses of dangerous goods and so on can be created from these. For individual analyses an Excel interface is available.

BLU-Bill: Accounting system
Using BLU-Stat as the basis documentation to accompany invoices can be drawn up with BLU-Bill and all data relevant to invoicing be electronically transferred to an external tool.

BLU-Opti: Optimisation of crane route
In large terminals performance can be increased by optimising crane requests.

BLU-International: multilingualism
Various language packages are available for the international market. Different language versions can be loaded depending upon the nationality of the user registering on the system.

BLU-Video: Video identification and damage documentation
For the documentation of inbound and outbound HGVs the vehicle registration numbers and the load can be recorded optically. In BLU these images are linked to the loading unit and can be analysed later if required.

BLU-Web: Info system for the collector
Web access for the tracing of loads. This enables shippers and collectors to obtain information on the current status of a loading unit. This prevents time lost in waiting to pick up consignments.

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Main actors involved
terminal operator, rail infrastructure manager, rail freight operator, forwarder, road operator, inland waterway operator

More information:

Website