Central Booking Platform (CBP) Antwerp

Access to transport networks, infrastructure and nodes, IT-technologies and solutions, ICT, Communication between businesses and authorities: coordination, consultation, B2B, Transport management, Monitoring and benchmarking of processes

Antwerp Freight Forwarders’ Association (VEA), Waterwegen & Zeekanaal (waterway manager in Flanders, BE), De Scheepvaart (Waterway Infrastructure Manager) and the Port Authority of Antwerp launch a Central Booking Platform (CBP) at the beginning of January 2016. This neutral platform enables Flemish logistics players to send consolidated consignments by barge and rail. This allows shippers to meet the increasing expectations to transport their goods flows in a “green” way.

The bundling of transport volume helps to achieve a higher economies of scale. Transport chains among various transport modes can much easier be compared and combined. Roads can be relieved from forecasted growing container volume in hinterland transport of Antwerp. Due to less heavy trucks emissions can decrease significantly and the risk of road accidents can be reduced. CBP will build intermodal expertise and actively seek out opportunities to consolidate consignments.

• a unique project within the European port range.
• fast, simple and competitive way to book container transport by barge and rail.
• it contributes to a better accessibility of the Flemish ports.
• continuous stimulation of intermodal transport.
• close cooperation with barge and rail operators.
• Port Authority promotes sustainable supply for customers
• the neutral approach of the booking platform

What was the main problem, idea or motivation that led to the development and introduction of the new practice? The impetus for setting up the Central Booking Platform CBP came from the observation that on the one hand more than 40% of the empty containers are moving back and forth between ports and inland terminals and that on the other hand logistics service providers exploit the possibilities offered by barge and rail transport to a very low extend.

What was the common practice before the implementation? Transport customers book their services mainly through established business relations mainly based on a cost efficient level. Alternatives are ignored due to lack of accessibility to information or time consuming planning and booking procedures of intermodal solutions.

What was the purpose and the sustainability objective of the case? • it is innovative and feasible approach beyond the common practice
• addresses both business and policy objectives
• has considerable and measurable positive effects on strategic business and policy targets
• is transferable to other companies, initiatives or contexts

The solution can be expanded to the full extend of the hinterland network of port of Antwerp, even cross-border.
The Central Booking Platform (CBP) consists of three modules:

The central part is the **CBP Planner** which works as the synchromodal planning and execution platform. It exchanges:
- container reuse requests with ocean carriers and
- empty container status in depots with depot operators.

Further, the CBP Planner receives integrated information regarding:
- commercial release from ocean carriers,
- discharge confirmation from terminal operators and
- customs release from customs authorities.

Shippers and forwarders will have access to the CBP through a **customer portal**. Their transport request will be forwarded to the CBP planner, transport plan will be exchanged until approval and finally an end-to-end visibility will be made available by the CBP Planner through the customer portal.

Transport operators will have access to the CBP through a **provider portal**. Their service offerings will be forwarded to the CBP Planner, service booking will be exchanged until agreement and finally provider specific service status will be made available to the CBP Planner.

The CBP makes use of the Common Framework interfaces (eFreight project) which are included as standardized electronic documents (TSD, TEP, TES) in the OASIS UBL standard version 2.1 and ISO/IEC FDIS 19845.

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More information:

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