



© HHLA

# Export Management Platform 4.0 optimizing processes

**Even though work is still progressing intensively on the new platform, the network partner DAKOSY is already presenting the new digitalized, networked working world to those involved in the export chain. The new Export Management Platform – EMP 4.0 is an internet-based cloud solution where, going forward, all information related to transport will be made available at a central point.**

Up to 15 players are involved in every export operations process. Each one has valuable information for a third party with whom they have no contractual relationship. For example, neither the shipping line nor the terminal automatically receive information, when the container pre-carriage has been delayed. If a box does not arrive, it may lead to its storage space on both the terminal and the ship remaining vacant. For the piloting phase, starting this year, the project team has prioritized six applications that have been designated by all involved to achieve the greatest added-value. These include tracking & tracing along the entire transport chain, the plan-actual comparison or trouble shooter, dangerous goods registration, docu-

ment cloud, empty container release and vessel arrivals/departures. With 'Track & Trace' the container's actual position data along the entire transport chain is automatically made available. With 'Trouble Shooter' or plan-actual comparison, another application, incidents are recognized and forwarded as push messages. This means that incidents in the transport process can be recognized in good time, storage positions can be reallocated, demurrage fees and waiting time avoided. DAKOSY's role in the IHATEC project is that of a bridge-builder. They have consciously kept the technical preconditions for using the platform low. For the sender, there is hardly any additional effort.

**IHATEC profile: EMP 4.0****Project duration** 7/17 – 3/21**Financial incentive** 3.3 million euros – including 50% share by BMVI**Project Organizer** TÜV Rhineland Consulting**Networking partner** DAKOSY**Project partners** DB Cargo, Kühne + Nagel**Associated Participants** Hamburg Süd, Hapag-Lloyd, CMA CGM, a. Hartrodt, LESCHACO, HHLA, Eurogate, Transfracht**Aim** Development of a platform as an internet-based cloud, transmitting relevant information to a central platform, creating greater planning certainty and transparency for all authorized players.[www.innovativehafentechnologien.de](http://www.innovativehafentechnologien.de)**IHATEC**

The umbrella for the EMP 4.0 project is IHATEC – Innovative port programme by the Federal Ministry for Transport and Digital Infrastructure – BMVI.



Under this umbrella, the BMVI supports research and development projects leading to the development or adaptation of innovative technologies in German seaports and inland ports. These should contribute to, and assist in, coping with throughput volumes and improve logistics chains. The BMVI has made 64 million euros available for the time span of 2016 – 2021.

**IHATEC IS MAKING A CONSIDERABLE CONTRIBUTION TO IMPROVING THE MARKET POSITION OF PORTS AND COMPANIES**

A study carried out on behalf of the Federal Ministry for Transport and Digital Infrastructure attests that the IHATEC promotional programme is having a positive effect on improving the market position of ports and companies. All indicators investigated demonstrate a considerable increase in the innovate capacity in companies since 2017.

DAKOSY will only be copied in as an additional recipient for data that is already being sent to an individual recipient. This data is for the most part already available today. The only job is to pool it and make it available.

**Logistik-Experten für alle Güter****Gefahrgut-, Transport-, Werk- und Warenlogistik – Alles aus einer Hand**

- Gefahrguttankcontainer-Operating
- Kundenspezifische Logistiklösungen
- Vollautomatische Hochregallager mit über 40.000 Palletenstellplätzen
- Konventionelles Fachbodenregallager mit mehr als 10.000 Stellplätzen



## Voices from project players

### Sönke Witt

HHLA – Hamburger Hafen und Logistik Aktiengesellschaft, Operations, Business Partner Communication

“Which shipment is going to arrive, how and when, is not known to us at the terminal in its entirety, or the information reaches us very late in the process. Other important data, e.g. on dangerous cargo, is often not available at an early stage, impeding an optimized planning process.

With EMP 4.0 we shall have transparency regarding the status of the shipment during pre-carriage. Important data, such as dangerous goods, reaches the terminal in good time, and in good quality. This facilitates earlier and quicker planning and optimization of storage capacity.”

### Michael Schröder

Hapag-Lloyd AG, Project Manager / e-Solutions

“Hapag-Lloyd is supporting the EMP 4.0 Platform development driven by DAKOSY. We expect greater transparency regarding the export pre-carriage of containers that are to be loaded on our vessels in Hamburg. For us as a shipping line, just before the closing date, it is really important to know precisely where a container is during its pre-carriage to the loading port. Will it still make it as a late arrival, to make it onto the ship, or not?

EMP 4.0 will make this information available much more easily than before. It contains status messages from all modes of transport and customers as one source, covering both carriers and merchant haulage. The platform will even actively highlight potentially delayed containers, meaning that we can recognise no-shows sooner. That will facilitate both planning corrective measures sooner and optimizing ship’s planning.

Transparency regarding container status in export pre-carriage is equally beneficial for our customers and forwarders. They too can recognize delays in good time and activate counter-measures, if needed.

Hapag-Lloyd will serve EMP 4.0 with various electronic information formats from the export pre-carriage. This will be done in cooperation with all other players involved in the shipment. A first pilot phase is planned for the fourth quarter of 2020, with normal operations starting during 2021.”

### Three questions to DAKOSY project manager Malte Kantak



*Where is the ‘Export Through Digitalization’ development leading to?*

Since exporting doesn’t begin in the seaport, we want to create transparency right back to the shipper in the hinterland. Here it is all about early recognition of disruptions in the transport process, and being able to react to them as quickly as possible.

*What happens after finishing the project in Spring 2021?*

We are optimistic that EMP 4.0 will offer considerable added value to the export players in their daily business. After the project phase, we shall transfer the market-ready pilot applications into normal operations and establish them in the market. Further modules will continue being developed in close cooperation with the respective players.

*When it comes to digitalization, the project partners are already well ahead. Going forward, to what extent will companies that are not as well digitalized be able to use the platform?*

All incoming and outgoing data can be transmitted via an electronic interface. For customers wanting to forgo electronic integration, a Web application is available facilitating simple, uncomplicated use.

WITH EMP 4.0, INCIDENTS IN THE TRANSPORT PROCESS CAN BE RECOGNIZED



© Hapag-Lloyd