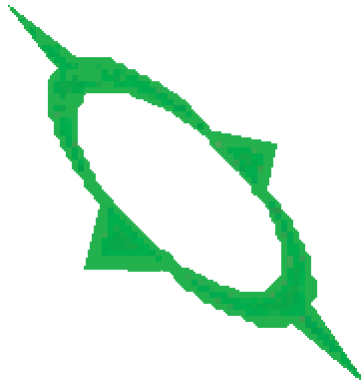


EAST-WEST TRANSPORT CORRIDOR ASSOCIATION (EWTCa)  
EWTCa Strategic Development Guidelines



*Initiative for an international framework for smart, sustainable and technology-led  
Traffic & Transport, Logistics & Mobility and Supply Chain Services*

## MISSION and STATEMENT

### Mission

We work on the realization of a global Community Framework, sustainable, technology-led, environmental-friendly and future-orientated, to serve - as an example of best practice in - Traffic & Transport, Logistics & Mobility and the Supply Chain. Thus inside Europe, the EU Eastern Partnership countries and as well, outside Europe the interested global countries.

We work to ensure the best possible Framework and to promote international professional cooperations, Skills and Professionalism in Traffic & Transport and Logistics & Mobility.

### Association Statement

EWTCA takes a multi-faceted international approach to smart and innovative Traffic and Transport, Logistics and Mobility and Supply Chain Services. Different areas of activities and work, help us to focus best ways and projects to serve our Members and Partners.

Interoperability, Intermodality, new ways of international Trade Flows, smart Technologies – Digitalization and Autonomous Systems, Promotion and Cooperation, „cross-sector“-Platform and contacts with Governmental and Authority bodies, Institutions and Associations. This, as well as Knowledge, Training and practice exchange are examples for what we understand as a need in our activities to serve.

Working also as an innovative „Think Tank“, EWTCA looks forward for the future of Traffic & Transport and Logistics & Mobility, on Trends, Technologies, special topics and the Security along the entire international Supply Chain.

We are a Partnership Organization. For us this means - fair and respectful interaction at eye level. Understanding for the point of view of everyone is a necessary aspect, especially in the global cooperation, because - everyone is important.

*General approaches*

- 1      EWTCA Association  
Strengthen EWTCA as a leading international logistics Network  
Image \* Framework \* ICT and Internet \* Professionalism and Certification \* Security \* New Technologies
  
- 2      EWTCA Member support  
Efficiency – to realize economic success  
Power in cooperation – to build an effective logistics strategy  
All modes of Transport, Handling and Services \* new Platform \* Working Groups
  
- 3      EWTCA support for the development of the  
Baltic Sea Region  
with the Fokus on international Logistics and Transport and Supply Chain connectivity.  
With special attention to business and science and regional characteristics

*Logistics, Technical and Management approaches*

- 4      ICT and Internet -  
information Network, Interlink, Apps, new Platform
  
- 5      Cooperation and Interchange -  
Intermodal and Interoperability
  
- 6      Urban Areas and Country wide Regions
  
- 7      Professionalism, knowledge and certification
  
- 8      Security strategy -  
Traffic & Transport, Logistics & Mobility and Supply Chain Services
  
- 9      New Technologies -  
digitalization, autonomous Systems, technology-led Logistics and Transport

## EWTC Association

Strengthen EWTCA as a leading international Logistics Network

### *Situation*

We work on the realization of a global Community Framework, sustainable, technology-led, environmental-friendly and future-orientated, to serve - as an example of best practice - in Traffic & Transport, Logistics & Mobility and the Supply Chain.

Following our Association's Statement - our intention is to work as an innovative „Think Tank“ and for the future of Traffic & Transport and Logistics & Mobility, on Trends, Technologies, special topics and the Security along the entire international Supply Chain.

### *Activities*

EWTCA must be more visible international and recognized as the trademark and platform for logistics cooperation in all global areas.

The IMAGE of EWTCA as leading international Network must be enhanced; in a first step by ensuring that all of the Members and Partners will demonstrate their partnership by

- EWTCA Logo presence on Member Companies Docs
- Members and their activities on EWTCA Webside
- Partners and their activities on EWTCA Webside and vice/versa
- EWTCA intensifying cooperation with national / regional Networks / Initiatives
- EWTCA presence (with Members and Partners) on congresses or as partner in science and economy exhibitions and events.

### Framework -

exchange of experience and collaborative schemes with Members, Partners and Authorities  
The internal EWTCA communication between Members and Partners must become better.  
The exchange of experience, knowledge and know how but also the pointing out of bottlenecks, difficulties or changed formalities is an advantage for everyone. This information must be passed on to all Members via the Internet.

EWTCA as framework and platform with international Members and Partners should be asked as Advisor for Governmental or Authority bodies in all questions of Logistics Industry and Supply Chain Services. EWTCA must be more international visible and recognized as the trademark for logistics cooperation platform in the global areas.

New working topics -

„EURASIAN Supply Chain“

– promoting EWTCA as consultancy platform and „Think Tank“  
for Logistics and Transport, for Trade and Industry.

„EWTCA advanced“

Expanding EWTCA's activities in designated regions

Expanding EWTCA's Members and relevant Partners

Expanding EWTCA's competence

## EWTCA Member support

Efficiency - to realize economic success  
Power in cooperation - to build an effective logistics strategy  
EWTCA is offering the best partnership Network

## *Situation*

Loading and un-loading, busy junctions and motorways, place and space in Ports and Airports, missed or failed connections and a lot more examples are the bottlenecks of Transport and Logistics. It's clear for everyone, these challenges are mostly local, regional or national challenges. Open speaking - most of these examples can not be solved by EWTCA directly, but we can work on it and help each other as global community.

Another major point is the Supply Chain. All of the players and stakeholders of international Logistics and Transports are linked in any way with a Supply Chain and the global Supply Chain is changing permanently.

Take a look at the current situation with Covid 19 pandemic. No one today knows how and how long it will take to come back to a more regular situation - and how many of the companies in production, trading and logistics will be not longer present on the market.

## *Activities*

Against the volume of bottlenecks on Roads, Railways and Waterways, Ports and Airports whatever is relevant individually, a systematic re-engineering of internal processes up to technology-led processes is necessary - for a better planning and more effective steering. Smart communication possibilities with all of the relevant Stakeholders, the integration of automatic or autonomous Systems and highly qualified Staff are further key points to eliminate waste in time on bottlenecks.

A Logistics Strategy - in cooperation and partnership - ensuring to adapt to the flexibility of the served Supply Chain is necessary. A strategy that allows to identify how imminent changes can or will impact the company as well as the provided services. End of the day reaching the possibility to make the necessary organizational or functional changes in a way to ensure that service levels can be increased, at least stable but never reduced.

Facts - based on accurate Data - should be in the middle of companies Management, Activities and Actions. Relying on facts with real-time access to information is the core base to reach a potential outcome.

On all activities there should be in focus one major point - the optimization of Logistics and Transport and all cooperative activities under the aspect of better efficiency for companies economic success.

Realizing a questionnaire survey with all Members, the specific area needs and the other challenges and bottlenecks, activities and necessities for more and better efficiency and better economic success.

Proofing and testing of more technology-led solutions solving individual challenges.

Establishing an EWTCA working group.

## ICT and Internet

### *Situation*

In the past, internal IT had the task of keeping the company or organization in the flow of administrative, commercial or technical requirements, means IT was mainly active for internal handling and processes. This changes with the Digital Transformation. From IT as an internal service provider, to ICT as one of the active shapers of the company's future.

ICT, the Internet and - within the last years - Apps, are key elements of today's working standards of all kinds of Logistics, Transport and Handling processes and the complete Logistics and Supply Chain environment. The influences of Data based activities and solutions into business processes of Entities and Stakeholders are the frame of the regulation scheme and the organisation and management base.

ICT-rules, the Internet of Things (IoT), Logistics 4.0, Apps and Cloud computing are the new principles and Gateways.

Some examples : Gates for Ports, Airports or Terminals the same as Ships, Railways, Trucks or Warehouse handling without new technologies - like RFID (radion frequency identification), BarCode recognition, Video streaming or positioning systems are not possible. All these solutions needs broadband solutions or high mobility networks (e.g. WiFi 6, LTE or 5 G).

Cooperation or collaboration with necessary direct connectivity is relevant today. And it's a must that it's based on Internet of Things with new technologies.

Furthermore new payment schemes, Risk Management or security solutions without ICT means inconceivably.

### *Activities*

Questionary survey with all Members -

deploy your requirements on transport, loading and services information and necessary management systems for using on a platform as an international information network.

Review Member requirement plans for ICT dedicated in relation of network possibilities and interlink.

EWTCA as information platform on international market situation – Supply Chain, Traffic and Transport, rules and conditions etc.

New EWTCA WEB Side and new information exchange platform with Member access.

Establishing an EWTCA working group ICT / Internet / Apps



## Cooperation and Interchange - Intermodal and Interoperability

### *Situation*

Due to the current real increase and the expected further growing in the next years of freight moving, transport activities and global traffic, the importance of innovative Intermodal Transport and Interoperable Transport Systems is a core request.

### *Activities*

Optimizing and efficiency to be „future-ready“ - and solve up-raising challenges there is an overall expectation to increase the efficiency of the Transport System by improving the Interoperability of the modes of Transport and to optimize especially long distance Transports, Traffic routes and also Traffic combinations.

That requires -  
the development of ICT based complete intermodal information systems including informations about bottlenecks like deviations or terminations. And as a special add-on an ICT based rate management system covering different transport modes.  
Furthermore the development or re-structuring of trans-shipment terminals and logistics centres on base of efficient on-line information and handling systems with access possibilities or data transfer for all terminal user.

## Urban Areas and Country wide Regions

### *Situation*

Lets first have a look to Urban Logistics and Transport. This type of the Logistics Industry is becoming a major issue. Why ? Round about 70 % of European People are living in Urban areas, round about 80 % of the Inhabitants of the United States and more or less 60 % of the people are living in Chinas Urban areas. It's understandable that local and regional Governmental bodies are more than interested concerning of a sustainable supply situation for their Inhabitants and asking the Logistics Industry about stable and environmental friendly supply and distribution solutions. And not to forget – in some regions / areas the cooperation between the Logistics Industry and the local Governmental bodies is'nt the best. This on base of environmental questions, bad air situation also by trucks and other vehicle emissions, but also on street space and parking place situation and missing real solutions on the daily increasing parcel distribution based on more and more Internet purchase and trading.

Another fact is - today more in the US and in Central Europe but tomorrow in a lot more countries worldwide - the Cities and their Urban areas started restructuring to become „green“ Cities, more environmental friendly. So the intention and expectation is to start „new logistics“ Systems instead of acting on „old logistics“ support.

Now taking a look to country wide areas and regions. Here are two challenges crossing the way - the so called „Hinterland“ needs the Logistics and Transport for their own development and economic growing. And at the same time we see the future needs of Logistics Centres. „Hinterland“ is or can be a basic resource on one hand for Cargo and on the other hand for Infrastructures for Ports, Airports, Railways and Logistic Terminals in Intermodal Transport.

Not to forget, a lot of Ports and Logistics Terminals in Urban Areas have big problems on their expansion possibilities. Land space is limited and especially in those areas very expensive. As an example – the Port of Rotterdam currently have an infrastructure length of round about 100 km starting from the Seaside. The Port of Hamburg is round about 100 km away from the North Sea shore. Both Ports have challenges in expansion. These situations are setting up a lot of questions on demands for new Distribution and Logistics and Transport solutions.

### *Activities*

How to realize better and more efficient connections of Urban areas and country wide regions in designated areas (Member regions).

The Development of an efficient 'first / last mile' concept in combination of the requirements of intermodal / multi-modal transport with environmental friendly solutions.

Database (Platform) with requirements of Ports / Airports of all Member regions to be informed about / to solve delivery / pick-up problems in advance.

Database (Platform) with informations about the Railway situation especially in country wide regions. Direct and intermediate connections, waggon loading / un-loading, infrastructure and equipment, volume and time-scales.

Will be a „decentralized Logistics System“ a (better) future model for Intermodal and Multi-Modal Logistics and Transports?

Information on special requirements in Logistics and Transports in Urban areas City limitations, last-mile possibilities, delivery / pick-up Partners, including -  
- parking / resting / sleeping possibilities in urban areas / near cities for truck driver best in combination with a new APP for Smartphones.

Establishing an EWTCA working group  
Intermodal and Interoperability / Urban areas and country wide regions

Professionalism, knowledge and certification

### *Situation*

In all kinds and areas staff must be the perfect representative of the company or organization and in position to do a very good job.

Currently there are different levels of Training and Job content in States and Regions.

### *Activities*

Review on current Member situation

Member support for good training possibilities in the logistics and transport industry.

Direct contact with relevant education and academic Institutes  
exchange of knowledge scheme and requirements, future aspects

Development of an EWTCA Certification System  
with a unique „validation of experience“ scheme.  
This can be a key to staff personal success and equal practice standards

Establishing an EWTCA working group

## Security strategy for Traffic & Transport, Logistics & Mobility and Supply Chain Services

### *Situation*

With the production outsourcing, the change of the global Supply Chains, more international multi-modal Transports and last but not least by enhanced communication and connectivity, a greater individually and company wide level of risks comes along. The technological modernisation of the transport sector - which is absolutely necessary for the world wide economics future - is more or less unplanned and ad hoc installed. It's build on high communication technologies (IoT, Logistics 4.0) and until today mostly in no way being approved by cybersecurity experts under practical situations. How many Companies and Forwarding Units active in the global Supply Chain today have a clear and resilient Security Strategy? And is this Strategy effective integrated in the Transportation Flow and the Supply Chain Services? That is not a question of competition or beating rates down. As we must learn currently during the Covid 19 pandemic situation - it's a question to survive. A dynamic business needs Security, Risk Management and a Business Continuing System with a regulatory impact.

### *Activities*

Development and Initialization of a special security measurement for Transport and Supply Chains under the respect of the different areas, regions and security conditions and if necessary with the consultancy of international Insurance and Security Companies.

Consideration of the different critical situations in Ports, Airports, Railways, Road Transports, Maritime Transport or Transports on Inland Waterways. This as well with the differentiation of Trailer, Container, Bulk, General Cargo or Groupage and on different modes e. g. direct Transports, Intermodal Transports, Consolidation or FCL, reloading or transfer Transports etc.

Development of a Database or an Information System with the Countries or Regions where Logistics and Transport belongs to the so-called "Critical Infrastructures". That means Countries where Logistics and Transport Companies, Ports, Airports or Railways are subject to special regulations for the Security and Supply of Public Life. As a rule, they have to provide evidence of an emergency plan for special "critical situations" which can be the loss of power, the loss of ICT, floods, disturbances caused by internal or external damage, pandemics or nation wide health impacts etc.

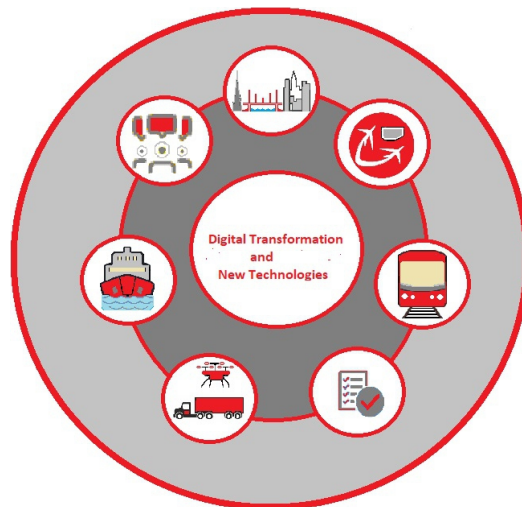
Establishing an EWTCA working group Security.

## New Technologies – digitalization, autonomous Systems, technology-led Logistics and Transport

### *Situation*

The Digital Transformation of Logistics and Transport in general offers great opportunities for our Economy and the Community. The automatization of Freight Transport Systems, Trucks and Fork Lifts, Warehouses with automated Racks and Goods equipped with special Sensors and Actuators or smart Ports and Airports.

The digitization of the Railways including the Rail Network with Tracks, Switches or Signalling Systems and the rolling Stock with automated Waggons and Platforms. The automatization of Maritime Traffic and Inland Waterway Vessels on the way to autonomous Systems and as well as the use of the Internet of Things (IoT) with many (today) unknown possibilities to improve cooperation and collaboration, connectivity and communication are just a few examples.



New Technologies such as the use of Drones for Transport, Monitoring and Surveillance of Transport Routes, Railways and Waterways or Autonomous Systems that control Machines, Vehicles or Robots and allow them to perform activities without direct human influence. This list could be continued with many other examples.

Looking for a „future-orientated“ Supply Chain which meets up-coming requirements we must first have a look for smart Logistics and Transport. This means not only the „rolling stock, flying, moving and swimming units“ it means also where is the relevant Infrastructure. Where are the future orientated and „easy to reach – easy to work“ fully implemented Terminals, Ports and Airports? Where are the cargo stations in urban and

regional areas ready to cover the local and regional requirements? Especially for the road transport - where are selective maintenance and repair stations as a component in the fleet management of transportation companies?

Last but not least - where are in all of the companies the „intelligent“ processes based on the Digital Transformation (pointed out before) to handle, organize, manage and to make money on an effective and efficient way?

OK, the situation changes day by day. Looking back 10 years and compare it with today's situation there are a lot of differences, new activities, new ICT, Hardware and Software, new technologies and the will to look ahead and into the future.

But this is necessary - necessary for us as the Logistics and Transport Industry because we are challenged day by day by regulations and formalities, by our customers - manufacturers, retailers and consumers.

And if we cannot provide the required services, industry and trade companies will develop their own systems and services (examples are on the market) so that these part of services not longer will be required by Logistics and Transport Industry.



Smart Ports and Airports, Aircargo and Maritime Transport



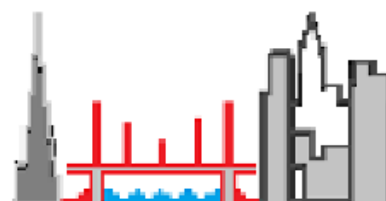
Autonomous Vehicles



Drones



Autonomous Railways



Smart Cities

### Some words about Internet of Things (IoT)

The term Internet of Things (IoT) goes back to the Auto-ID Center at the Massachusetts Institute of Technology (MIT), which designed a cross-company RFID infrastructure for the first time in 1999. According to this, computers should be able to obtain information independently of humans. Computers should understand the real world without being operated by humans.

Internet of Things is the basic connection possibility for all things (Internet of THINGS) which are in position to communicate or to exchange actions or give instructions.

The Internet of Things realize that objects of whatever kind, can be smart connected to another one on base of a Network ring (Internet). Production machinery, industrial plants, Vehicles of all kinds, autonomous Systems etc. are supported and can run with this new technology. But not by itself alone - Cyber-Physical Systems, Sensors and Actuators help them to work, Software / ICT is controlling more or less the activities.

Stop it now, it's high technology and not our core job.

### *Activities*

Following the arguments of the European Union „Digitalisation of Transport and Logistics“ we note „The goal is to foster growth, competitiveness, jobs and the international market, in particular through making better use of the opportunities offered by digital technologies. Specifically in the transport sector, such tools could improve the use of existing resources and the daily life of citizens.“

#### Digital Transformation

For sure – EWTCA today is not in position to visit each Member and stay for a while in the Member's company to give assist on place in the process of digital transformation.

But we can give consultancy to help and to build bridges for an easier way to start and to realize step by step the digital transformation.

#### Management needs (EWTCA's first bridge for you)

Especially in small and medium-sized companies, the demand for more flexibility and agility is increasing. With the help of digital transformation, the risks in complex Supply Chains and the Logistics and Transport industry can be better managed and as a further benefit, customer requirements can be served more easily.

Basics and Necessities are -

- \* check the need for optimization, potential assessment and the current situation of the company and determine the objectives of the digital transformation.  
Take measures and dependencies into account.
- \* Take up employees' ideas and check their feasibility



- \* Define feasible solutions and measurable steps and milestones and design them as an interdisciplinary management project
- \* Determine digitization measures in the context of current and expected new technologies, also using existing standards possible to be integrated.
- \* Establishment of a company-wide organization consisting of senior management, management, specialist departments and ICT, including external experts if necessary.
- \* Seeing digital transformation as a continuous process, not as a one-off project task.

#### „Digital twins“ (EWTCA's bridge no. two)

Organizations are using digital twins to test various "what-if" scenarios and to improve Supply Chain resilience.

Digital twins can show situations that may be relevant to the disruption. Disturbance fields can be identified and real disturbances can be prevented or they can be remedied more quickly. The system also serves to localize dependencies and thus improve Risk Management and Security.

#### Technology-led Logistics and Transport (EWTCA's bridge no. three)

Traditionally defined by trucks, conservative Port Systems, high-priced Air cargo for special transports and Railways handled and controlled by Officer staff – that was the Forwarding and Logistics community in the past. This time is (and should be) over.

Logistics and Transport today is a technology-led modern industry on the way to reach new and future orientated possibilities.

- \* Telematics & Fleet Management
- \* new Truck technologies e. g. powered by electricity, LNG or hydrogen
- \* Diagnostics, predictive maintenance, pre-scaled Services, RFID-based tyres
- \* Automatization in Ports and Airports
- \* driverless Vehicles and transportation units controlled by centralized platforms
- \* remote driven cranes or reach stacker (as a min.)
- \* intelligent Gates with RFID, BarCode and letter recognition, Video streaming

#### Autonomous systems (EWTCA's bridge no. four)

Unmanned systems (driverless units) are systems that move without human control and can perform certain tasks.

This includes tasks in the field of Logistics and Transport, warehousing, Ports and Airports, the Railways or the respective Infrastructure.

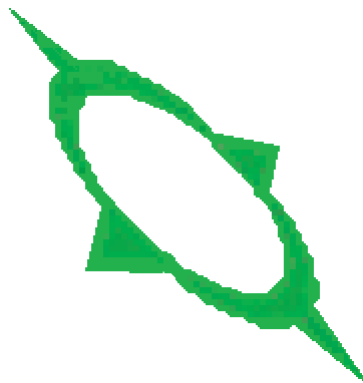
In addition to the original transport tasks - moving, hauling, loading, unloading, shunting or transporting - further tasks for autonomous systems are located in this areas:

Guarding and surveillance, inspections, monitoring or control, underwater conditions, environmental monitoring and inspection, disaster relief or fire brigade.  
In addition, topics such as yard management or accident management.

Autonomous systems place differentiated demands on the respective Infrastructure - due to the situation that they have to get along without human influence or control. Highly automated or autonomous processes in Logistics and Transport require process-specific infrastructures, as examples in yard management, fleet management, inflow control or Port / Airport or Terminal control.

Autonomous Systems and ICT and Data : Fully automated or autonomous Vehicles are particularly demanding when it comes to this topic. They need high quality Data in relation to routing as well as in relation to the execution of their activities.  
At the same time, massive amounts of Data can be called up from these Units and transferred for further processing / evaluation.  
Corresponding to that requirements broadband networks are ideally part of the relevant Infrastructure.

EWTCA plans courses and work shops in the area of „New Technologies“. This in cooperation with academic and non-academic research & development Institutes and with different Universities.  
That activities are planned in so called „hybrid mode“. That means we will invite interested Members for a presence event or for a WEB-based Video work-shop. So everyone will have the possibility to participate. We will inform in time.



**KEEP FREIGHT MOVING - RELIABLE, QUICK AND WORLDWIDE  
with EWTCA your „Think Tank“ and partnership organization!**