

LiSeGMo - Linking Services for Mobility of Goods

Linking Services in the field of transport of goods could connect data of several information systems to further offer new information and booking services for door-to-door transport services operated by different service providers possibly using different modes of transport. The study LiSeGMo is dealing with questions of data accessibility, way to open barriers and the assessment of the potential of linked services.

Several logistics and transport service providers offer internationally orientated, proprietary (e.g. closed) systems for freight mobility. Very often they are cooperating with partners in long-term contractual relationships to be able to offer a dense network of transport links. The information flow that accompanies the flow of goods is using interfirm system interfaces and proprietary document structures. The IT-maturity level of SMEs in the transportation sector quite often is very low which leads to media disruptions, lack of information, inefficiency and process faults.

Interfaces between systems of non-collaborating companies, competing “transport systems” and different modes of transport are scarcely available. Seamless services in terms of open systems along freight transport corridors do not exist. Only proprietary solutions enable exchange of data and services in freight transport hubs. At this point data exchange as well as the linking and bundling of ready-made services shall form the basis for a better transparency and coordination along multimodal freight transport corridors.

In order to foster the introduction of bundled services, the study LiSeGMo (Linking Services for Mobility of Goods) will investigate and provide answers to the following important questions concerning framework conditions in freight mobility.

1. Which access barriers for data and information in the transportation sector and logistics providers are existing?
2. What potential for linking information services in freight mobility can be perceived?

3. Which non-regulative incentives could improve data and information accessibility in the transport and logistics economy?
4. Under which conditions are data owners and service providers willing to share their input with third parties?
5. What could specific business models for cooperative data and information usage look like? Are there examples emerging from other sectors, where this concept is already being successfully implemented?

Based on the experience of previous projects, project partners will work out several concepts for combined / linked services in freight mobility. A specific case study of a process chain from transport economy and logistics will be selected. Using this case study, the derived concepts will be illustrated and thus made tangible and applicable for the freight transport sector.

The project team includes the Austrian Institute of Technology (AIT) and the University of Applied Sciences Upper Austria – Logistikum Steyr.

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