

## PROJECT OVERVIEW



Gisela Soley

IDP

1<sup>st</sup> global meeting

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# 1- DOA INCONSISTENCIES (1/3)

## a) INCONSISTENCIES REGARDING DELIVERABLES

D#	Deliverable title	WP#	Lead	Incorrect Due date	Correct due date
D1.13	Risk and contingency plan. Updated every six months. 5	WP1	IDP	36	30
D2.1	Requirements for terminal projects	WP2	VTT	6	9
D2.6	Gaming technology in interactive operational visualisation	WP2	VTT	30	32
D4.1	BIM execution plan guideline	WP4	VIAN	4	7
D8.1	Definition and description of functional, economic and environmental analysis	WP8	DHL	20	28



# 1- DOA INCONSISTENCIES (2/3)

## b) INCONSISTENCIES REGARDING MILESTONES

MS#	Description of the inconsistency	Incorrect Due date	Corrected due date
MS1	MS1 checks and gets the achievement of 1 <sup>st</sup> reporting period. Current due date is M24 and the 1 <sup>st</sup> reporting period ends in M18	24	18
MS2	MS2 checks and gets the achievement of 2 <sup>nd</sup> year reporting period. Current due date is M36 and the 2 <sup>nd</sup> year reporting period ends in M24	36	24
MS3	MS3 checks and gets the achievement of final reporting. Current due date is M26 and the project ends in M36	26	36
MS8	Detailed briefing of the implementation all proposed pilot innovations	18	19
MS18	Presentation of the conclusions derived from the assessment of the rail network resilience test	34	32



# 1- DOA INCONSISTENCIES (3/3)

## c) OTHER INCONSISTENCIES

Description of the inconsistency	Correction & Justification
In the tables, VIAS appears as WP3 leader. The description of WP3 shows that the WP leader is FGC.	FGC is the leader.
Task 3.1 description. The acronym KRI is defined as Key Risk Indicator.	Correct meaning is Key Result Indicator.
Task 2.1 duration: from M0 to M9. It should finish in M1.	M0 → M1
Task 4.2 duration from M8 to M19, and it should end in M18, as due date for D4.2.	M19 → M18
Task 4.3 duration from M8 to M19, and it should end in M18, as due date for D4.3.	M19 → M18
Task 5.2 duration from M3 to M7 and D5.2 due date is M9.	M7 → M9
Deliverable D3.2 Pilot innovations and improvements should be a report and not a demonstrator.	D3.2 is a report type deliverable.
Task 5.3 duration from M4 to M7, and it should be from M7 to M17 to be consistent with the sequence of work to be done under WP5.	Duration M7-17
Task 5.4 duration from M5 to M8, and it should be from M7 to M14 to be consistent with the sequence of work to be done under WP5.	Duration M7-14
Task 5.5 duration from M8 to M10, and it should be from M10 to M14 to be consistent with the sequence of work to be done under WP5.	Duration M10-14



## 2- TRANSFER OF EFFORT FROM DHL TO CENIT

### Situation

Business environment has changed  
and DHL Freight adjust own organization



Reorganization of DHL Freight cuts resources  
for research activities

Consortium decision: Research tasks assumed by CENIT

Task	Transferred Effort (PM)	DHL Updated Effort (PM)	CENIT Updated Effort (PM)
4.4 Optimization of first 7D static KPIs (...)	3	0.5	4
7.3 Network operational testing in pilot cases	1	0.5	2
7.4 Network Resilience testing	1	0.5	2
8.1 Definition and description of functional (...)	2	0.4	2.3
8.2 Assessment of current transportation (...)	2	0.5	2.2
8.3 Validation and reconciliation of results at (...)	2	1.5	2.2
8.4 Integration of the key results	3	0.5	3.2
<b>TOTAL TRANSFERRED EFFORT*</b>			14 PM



# 3- WHERE WE ARE AND WHAT IS NEXT (1/2)

Done during the 1st 6 months (from September to February):

WP	Title	Start	End	Leader	M1	M2	M3	M4	M5	M6
<b>WP1</b>	<b>Management</b>	<b>1</b>	<b>36</b>	<b>IDP</b>						
	Task 1.1 General consortium management	1	36	IDP			D1.1			
	Task 1.2 Project meetings	1	e/6M	IDP						D1.2
	Task 1.3 Project reporting	1	e/6M	IDP						D1.9
	Task 1.4 Coordination of the project with the EC	1	e/12M	IDP						D1.14
<b>WP2</b>	<b>Integrated planning environment and decision support (research act.)</b>	<b>1</b>	<b>32</b>	<b>VTT</b>						
	Task 2.1 Information and requirements for terminal use cases	1	9	VTT						
	Task 2.2 Integrated planning environment architecture and interface specifications	4	12	VTT						
	Task 2.3 Implementation of integrating ICT environment	12	30	VTT						
	Task 2.4 Model coordination	12	24	VTT						
	Task 2.5 Decision support in integrated planning environment	16	32	VTT						
<b>WP3</b>	<b>Data &amp; Indicators definitions (research act.)</b>	<b>1</b>	<b>12</b>	<b>FGC</b>						
	Task 3.1 Definition of KPI and KRI	1	3	FGC			D3.1			
	Task 3.2 Setting of pilot cases	1	12	FGC						D3.2
<b>WP4</b>	<b>BIM Intermodal Terminal (research &amp; innovation act.)</b>	<b>4</b>	<b>19</b>	<b>IDP</b>						
	Task 4.1 7th D BIM execution plan	4	7	VIAN						
	Task 4.2 Build BIM models of real locations	8	18	IDP						
	Task 4.3 Build BIM models of virtual locations	8	18	IDP						
	Task 4.4 Optimisation of first 7D static KPIs & KRIs	14	19	IDP						
<b>WP5</b>	<b>Terminals Operational Simulations</b>	<b>1</b>	<b>17</b>	<b>MAC</b>						
	Task 5.1 Data collection	1	6	MAC						D5.1
	Task 5.2 Ontology and conceptual modelling	3	9	MAC						
	Task 5.3 Development of the simulation component library	7	17	MAC						
	Task 5.4 Coupling of simulation model components with overarching architecture	7	14	MAC						
	Task 5.5 Calibration and validation	10	14	MAC						
	Task 5.6 Experimentation with real cases	10	17	MAC						
<b>WP6</b>	<b>External mobility effects (research act.)</b>	<b>6</b>	<b>30</b>	<b>CENIT</b>						
	Task 6.1 Simulation model setting	6	18	MAC						
	Task 6.2 Calibration and validation	18	24	CENIT						
	Task 6.3 Assessment of external mobility affectations	24	30	CENIT						
<b>WP7</b>	<b>Interconnection simulations (research act.)</b>	<b>6</b>	<b>32</b>	<b>MAC</b>						
	Task 7.1 Building an operational simulation model of 2 pilot terminals	6	18	MAC						
	Task 7.2 Calibration and validation	18	22	CSI						
	Task 7.3 Assessment of interconnection pilot cases	22	32	CSI						
	Task 7.4 Interconnection resilience testing	28	32	MAC						
<b>WP8</b>	<b>Functional, economic and environmental analysis</b>	<b>4</b>	<b>36</b>	<b>DHL</b>						
	Task 8.1 Definition and description of functional, economic and environmental analysis	4	28	DHL						
	Task 8.2 Assessment of current transportation and logistics studies and statistical data	21	27	DHL						
	Task 8.3 Validation and reconciliation of results at selected terminals	25	34	DHL						
	Task 8.4 Integration of the key results	29	36	DHL						
<b>WP9</b>	<b>Exploitation, dissemination and communication</b>	<b>1</b>	<b>36</b>	<b>IDP</b>						
	Task 9.1 IPR protection	1	36	IDP						
	Task 9.2 Exploitation	18	36	IDP						
	Task 9.3 Dissemination	1	36	ZNIK						
	Task 9.4 Communication	1	36	ZNIK						D9.1
<b>WP10</b>	<b>Ethics requirements</b>	<b>1</b>	<b>36</b>	<b>IDP</b>						
	D10.1 H Requirement No.1		6	IDP						D10.1
	D10.2 PODP - Requirement No. 2		6	IDP						D10.2



## 3- WHERE WE ARE AND WHAT IS NEXT (2/2)

To be done during the next 6 months (from March to August):

WP	Title	Start	End	Leader	M7	M8	M9	M10	M11	M12
<b>WP1</b>	<b>Management</b>	<b>1</b>	<b>36</b>	<b>IDP</b>						
	Task 1.1 General consortium management	1	36	IDP						D1.3
	Task 1.2 Project meetings	1	e/6M	IDP						D1.10
	Task 1.3 Project reporting	1	e/6M	IDP						
	Task 1.4 Coordination of the project with the EC	1	e/12M	IDP						
<b>WP2</b>	<b>Integrated planning environment and decision support (research act.)</b>	<b>1</b>	<b>32</b>	<b>VTT</b>						
	Task 2.1 Information and requirements for terminal use cases	1	9	VTT			D2.1			
	Task 2.2 Integrated planning environment architecture and interface specifications	4	12	VTT						D2.2
	Task 2.3 Implementation of integrating ICT environment	12	30	VTT						
	Task 2.4 Model coordination	12	24	VTT						
	Task 2.5 Decision support in integrated planning environment	16	32	VTT						
<b>WP3</b>	<b>Data &amp; Indicators definitions (research act.)</b>	<b>1</b>	<b>12</b>	<b>FGC</b>						
	Task 3.1 Definition of KPI and KRI	1	3	FGC						
	Task 3.2 Setting of pilot cases	1	12	FGC						
<b>WP4</b>	<b>BIM Intermodal Terminal (research &amp; innovation act.)</b>	<b>4</b>	<b>19</b>	<b>IDP</b>						
	Task 4.1 7th D BIM execution plan	4	7	VIAN	D4.1					
	Task 4.2 Build BIM models of real locations	8	18	IDP						
	Task 4.3 Build BIM models of virtual locations	8	18	IDP						
	Task 4.4 Optimisation of first 7D static KPIs & KRIs	14	19	IDP						
<b>WP5</b>	<b>Terminals Operational Simulations</b>	<b>1</b>	<b>17</b>	<b>MAC</b>						
	Task 5.1 Data collection	1	6	MAC						
	Task 5.2 Ontology and conceptual modelling	3	9	MAC			D5.2			
	Task 5.3 Development of the simulation component library	7	17	MAC						
	Task 5.4 Coupling of simulation model components with overarching architecture	7	14	MAC						
	Task 5.5 Calibration and validation	10	14	MAC						
	Task 5.6 Experimentation with real cases	10	17	MAC						
<b>WP6</b>	<b>External mobility effects (research act.)</b>	<b>6</b>	<b>30</b>	<b>CENIT</b>						
	Task 6.1 Simulation model setting	6	18	MAC						
	Task 6.2 Calibration and validation	18	24	CENIT						
	Task 6.3 Assessment of external mobility affectations	24	30	CENIT						
<b>WP7</b>	<b>Interconnection simulations (research act.)</b>	<b>6</b>	<b>32</b>	<b>MAC</b>						
	Task 7.1 Building an operational simulation model of 2 pilot terminals	6	18	MAC						
	Task 7.2 Calibration and validation	18	22	CSI						
	Task 7.3 Assessment of interconnection pilot cases	22	32	CSI						
	Task 7.4 Interconnection resilience testing	28	32	MAC						
<b>WP8</b>	<b>Functional, economic and environmental analysis</b>	<b>4</b>	<b>36</b>	<b>DHL</b>						
	Task 8.1 Definition and description of functional, economic and environmental analysis	4	28	DHL						
	Task 8.2 Assessment of current transportation and logistics studies and statistical data	21	27	DHL						
	Task 8.3 Validation and reconciliation of results at selected terminals	25	34	DHL						
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<b>WP9</b>	<b>Exploitation, dissemination and communication</b>	<b>1</b>	<b>36</b>	<b>IDP</b>						
	Task 9.1 IPR protection	1	36	IDP						
	Task 9.2 Exploitation	18	36	IDP						
	Task 9.3 Dissemination	1	36	ZNIK				D9.7		D9.2
	Task 9.4 Communication	1	36	ZNIK						D9.13
<b>WP10</b>	<b>Ethics requirements</b>	<b>1</b>	<b>36</b>	<b>IDP</b>						
	D10.1 H Requirement No.1		6	IDP						
	D10.2 PODEP - Requirement No. 2		6	IDP						





## 4- DELIVERABLES

SUBMITTED	NEXT 6-MONTH PERIOD
D1.1 Website and Intranet (M3)	D4.1 BIM execution plan (M7)
D3.1 Study of the state of the art and description KPI and KRI (M3)	D2.1 Requirements for terminal projects (M9)
D1.2 Internal progress report (M6)	D5.2 Ontology and conceptual modelling (M9)
D1.9 Risk and contingency plan (M6)	D9.7 Electronic project brochure (M10)
D1.14 Data management plan (M6)	D1.3 First year report (M12)
D3.2 Pilot innovations and improvements (M6)	D1.10 Risk and contingency plan (M12)
D5.1 Data model (M6)	D2.2 Integrated planning environment architecture (M12)
D9.1 Communication plan (M6)	D9.2 Communication plan (M12)
D10.1 H Requirements No.1 (M6)	D9.13 Conference paper 1 'Integrated planning environment in terminal projects' (M12)
D10.2 POPD Requirement No.2 (M6)	



## 5- WHAT IS EXPECTED FROM EACH PARTNER (1/3)

PARTNER	MAIN TASKS
IDP	<ul style="list-style-type: none"><li>- Coordinator and civil works designer in BIM</li><li>- Involved in all WPs, participating in decision-making processes, assessing as end-user of BIM software tools and in relevant aspects of multimodal railway terminals as consultants and civil works engineers.</li><li>- Responsible of WP1</li><li>- Responsible of WP4</li></ul>
FGC	<ul style="list-style-type: none"><li>- Provide technical expertise in railway infrastructure, rolling stock, rail logistics and management</li><li>- Responsible of WP3, where pilot cases and their respective testing scenarios will be set</li><li>- Contributing in the design of intermodal freight terminals (WP4) and in the assessment of a rail connection (WP7)</li></ul>
CENIT	<ul style="list-style-type: none"><li>- Expertise in general logistics, terminal simulation, railway infrastructure and operation and urban mobility</li><li>- Responsible of WP6 (impacts of the terminal operation on the surrounding mobility) – interaction with the BIM model and the terminal operation simulation</li><li>- Responsible for the WP8 research activities and coordination for the validation and integration of results from selected terminals in collaboration with DHL</li><li>- Technical support and advice in other WPs regarding logistics, terminal design and rail freight transport (mainly WP2, WP4, WP6 and WP7)</li><li>- Coordination of the research production (papers, conferences, etc.)</li></ul>
DHL	<ul style="list-style-type: none"><li>- Knowhow and expertise to develop and implement sustainable and future oriented transportation methods</li><li>- Validation of the project results in the operational environment of their terminals and networks</li></ul>



## 5- WHAT IS EXPECTED FROM EACH PARTNER (2/3)

PARTNER	MAIN TASKS
VTT	<ul style="list-style-type: none"><li>- Responsible of WP2, planning environment architecture</li><li>- Technical skills on interoperability and data exchange</li></ul>
MACOMI	<ul style="list-style-type: none"><li>- Responsible of WP5, terminal operation simulation</li><li>- Responsible of WP7, railway interconnection</li></ul>
VIAS	<ul style="list-style-type: none"><li>- Expertise in WP7 and WP8</li></ul>
BEDESCHI	<ul style="list-style-type: none"><li>- Integrate the theoretical model with consistent facts and technical figures of machine operation</li><li>- Involved in building 7D BIM models of virtual locations</li></ul>
CONTSHIP	<ul style="list-style-type: none"><li>- Definition of KPIs for a container terminal</li><li>- Study and simulation of the interconnections inside a railway network (La Spezia – Melzo)</li><li>- Test the resilience of the rail terminals, considering how the terminals affect it</li></ul>
APSP	<ul style="list-style-type: none"><li>- Definition of KPIs for mobility inside and around the port area</li><li>- Involve in WP4, implementation of new technologies to create new logistic infrastructures in La Spezia</li><li>- Involve in WP6, analyzing impact of the intermodal terminal operation on the surrounding mobility</li><li>- Involve in WP7, testing different innovative technologies in logistics</li></ul>
ZNIK	<ul style="list-style-type: none"><li>- Dissemination (website, presentation of project results in conferences, articles and papers)</li><li>- Communication (two electronic brochures, draft press releases for the project Consortium at general meetings and final meeting, and participation in trade shows and fairs promoting the results)</li></ul>



## 5- WHAT IS EXPECTED FROM EACH PARTNER (3/3)

PARTNER	MAIN TASKS
VIASYS	<ul style="list-style-type: none"><li>- Advanced 3D modelling</li><li>- Presentation environment provider for the realistic simulation</li><li>- BIM coordination</li></ul>
BASF	<ul style="list-style-type: none"><li>- Provide solutions for a more sustainable construction</li><li>- Model of the local effects to be implemented in models</li><li>- Model calibration by means of experimental test</li><li>- Analyze structural response of materials</li><li>- Implementation in BIM models of the whole life-cycle of structures</li><li>- Solutions to accommodate a range of structural life expectancies, budgets, design considerations and maintenance requirements of the intermodal terminals</li></ul>
KIRUNA WAGON	<ul style="list-style-type: none"><li>- Modular load carriers including carriers for non-hazardous as well as hazardous dry bulk, wet bulk, ISO-containers and timber</li><li>- Provide data such as CAPEX, OPEX and maintenance costs for the chassis and load carriers</li></ul>



QUESTIONS?  
10'

The logo consists of three colored squares: a grey square with the letter 'I', a dark blue square with the letter 'D', and an orange square with the letter 'P'.

I | D | P

The text 'THANKS!' is written in a bold, blue, sans-serif font inside a white arrow-shaped graphic pointing to the right.

THANKS!