

Samskip Multimodal Container Logistics:**Multimodal Container Logistics Planning****Samskip chooses PTV Intertour/Dispatch**

It's always busy at Samskip in Rotterdam: dispatchers arranging deliveries to the container terminals at the Port of Rotterdam, and from there coordinating shipment to Germany, France, Great Britain, Italy and Eastern Europe. They must quickly select the best routing option, utilising road, rail, sea and inland waterways. Since January 2006, Samskip has been using PTV Intertour/Dispatch's container logistics software system.

Customer: **Samskip Multimodal Container Logistics**. Every day, Samskip Multimodal Container Logistics (SMCL), located in Rotterdam and Ipswich, schedule and manage between 400 and 450 containers that are shipped from the Port of Rotterdam to destinations throughout the continent, plus 550 to 600 container collections. 70% of cargo is shipped by road, 20% by rail and 10% by inland waterways. Transport schedulers organise transports of 350 to 400 deliveries and 100 collections throughout Great Britain on a daily basis. All these goods are carried by road.

Challenge: Multimodal Container Logistics Planning

Solution: The container solution of PTV Intertour/Dispatch, PTV's professional trip planning software.

New features support day-to-day business processes

"Samskip has been using PTV Intertour/Dispatch's container logistics software solution since 2006," says Efisio Marongiu, project manager at PTV Germany. "The trip planning software has been extended with a specific PTV LogisticsPlatform module which is also designed for multi-modal transport planning. The technology platform links the software to Samskip's ERP system and its standard data management modules. A module for multimodal planning will be added to the trip planning software."

PTV Intertour/Dispatch allows the scheduler to separate a shipment from Dover to Basle and to choose between transport by road, rail or inland waterways from Rotterdam to Basle, including stop-off points. The system permits the scheduler to switch between inland waterway routes and the rail network. In the trip planning mode, it provides suitable modes of transport and calculates the capacity utilisation of each mode in TEU (20 ft containers) and FEU (40 and 45 ft containers).



Fabian Heijnen (standing behind his colleague seated in the chair) and his team in Rotterdam

Multi-user, multi-day and multimodal

"We are very pleased with the results of the first phase of the project," says Fabian Heijnen, who is coordinating the project at Samskip Logistics. "Each scheduler used to get transport orders for a specific day and had to create his or her transport schedules. Now, multiple users schedule and manage transport orders for several days at a time. A clearer overview of all orders and enhanced forecasts allow us to use the resources more efficiently, key factors that help us to control today's high transport costs. Exact information enables our schedulers to ensure narrow profit margins."

After the second phase, all schedulers will have access to the multimodal planning features. Fabian is convinced that Samskip's internal planning processes will be considerably streamlined. He especially appreciates the fact that the new system allows Samskip to simulate historical data for analysis purposes. "Area-based evaluations allow us to give more exact quotes and to optimise resource management. It also provides valuable data required for cost control."