

## CORE-D13.21-Feasibility report on long-range rail transportation of sensitive goods - progress summary

The Belgium demonstrator aims to investigate best practices in the following areas:

- Assess feasibility of and, if possible, initiate implementing so-called Utility Blocks: Domain-specific frameworks within Globally Networked Customs (GNC) for enabling an industrial implementation of e.g. mutual recognition agreements or procedures for systems-based controls to ensure the integrity of the supply chain.
- Data sharing for supply chain visibility and control: This demonstrator will show the practical use of this solution, add additional parties and solutions to capture and share data, and explore the full extent of its benefit to roll out information services very quickly, thereby supporting agility of supply chains and reconciling customs and logistics requirements.

Within this demonstrator, an investigation has been made into how IT and customs solutions that result from the CORE project in general, and from the operational demonstrator under T13.1 in particular, can be relevant for long-range rail transportation of sensitive goods.

This report describes progress in assessing the possibilities for long-range transportation of sensitive goods by rail and the concerns resulting from problems experienced. It identifies specific customs process improvements and describes technology requirements to mitigate problems in supply chain security.

The investigation wasn't a separate living lab with operational activities, but instead used a real-life case to give input to CORE requirements and to validate CORE solutions. It was modeled as a best practice workshop from which problems or shortcomings in the present situation can be retrieved and in which the feasibility of CORE solutions addressing them can be evaluated.

To try to generalize the learnings from other demonstrators for applicability to an alternative trade lane for sensitive goods, using long-range rail transportation, the study made use of a pilot that has been executed before the start of the CORE project by the Transpharma (TPE) project.

The TPE project concluded that long distance transport has the potential for being a green alternative compared to most other transport modes but it also has challenges that have been reported by the participating shippers and transport operators. The three key requirements that were found elementary in a successful deployment of a Eurasian connection for long-range rail transportation of sensitive goods were (i) data management in visibility dashboards; (ii) tracking and tracing; and (iii) the simplification of customs procedures.

A 'Risk categorisation and mapping' exercise, which included a workshop held with Belgian Customs, a commercial partner (Rail & Sea, see [www.railsea.com](http://www.railsea.com)), the Flemish Institute of Logistics (VIL) and Logit One, quantified how the concerns raised in the TPE project still are relevant today and how they fit with the objectives of WP13 and the CORE domains.

A detailed process analysis has identified customs process improvements and has proposed visibility solutions and associated requirements that can contribute to improvements in supply chain risk management.

