TECHNICAL REPORT

Title:

Report with Validation Results

Deliverable no. HD 3.5.2

Deliverable no. HD 3.5.2: Report with Validation Results

Task Leader: NTUA

Deliverable Status: Draft

- ***The target of the current deliverable is to validate real scenarios as currently run by SCS.***
- ***This is achieved by using the Logical Framework Matrix validation methodology and applying appropriate criteria called Objectively Verifiable Indicators (OVIs)***

Actual Scenarios as Run by Sarlis:

- ***The 1st application: Valencia - Piraeus sea route.***
- ***The 2nd application: Adriatic round trip***

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Intervention Logic	Objectively Verifiable Indicators	Sources	Assumptions
Overall objective •Promote SSS and IW transport by improving their quality and reliability •Integration among the available technologies for cargo handling and shipbuilding technologies, in order to optimise the multimodal transport chain, enhancing the effectiveness of the maritime segment.	•Increase Integration in transport chain procedure •Improve efficiency of transport on project-related routes •Successful functioning of procedures in Piraeus – Valencia route service; •Successful functioning of procedures Valencia RoRo terminal.	•Formal data •Formal statistics	
•**Project purpose** •Successful functioning of procedures and software supporting planning and control along the transport chain •Improved co-operation between partners in transport •The new integrated systems should meet present and future market and society needs giving on short term an appropriate answer to society needs and transports demand growth expected in the next decade •Produce a new equilibrated modal split in favor of the maritime transport, the easiest way to achieve significant results in European road decongestion.	•**Availability/Flexibility** •The degree to which the liner service is capable of being used •Ability to support operations •**Speed/Frequency** •Availability at right time •Transport goods in optimum time-scale •Arrive on time •Maintain continuous inter-modal network •Eliminate unforeseen downtime •**Cost/Competitiveness** •Cost reduction in vessel operating due to the system •Cost reduction in transport chain due to the system •Time savings due to the system	•Simulation Results •Simulation Results •Simulation Results	The prototype integrated models produced by the project are further developed to form widely applicable systems Organizational, legalism and financial characteristics permit the use of such Integrated systems. Sufficient time is elapsed for the system to mature and produce results
•**Results** Development of an Integrated transport system for cargo handling and shipbuilding technologies.	•Integrated System development	•Project reports •On-site visits	No external obstacles will nullify benefits resulting from the system

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Intervention Logic	Objectively Verifiable Indicators	Sources	Assumptions
Results Development of an Integrated transport system for cargo handling and shipbuilding technologies.	•Integrated System development	•Project reports •On-site visits	No external obstacles will nullify benefits resulting from the system
Activities •Examination of scenario processes; •Recognition and definition of possible integration applications for the Piraeus – Valencia route service •Recognition and definition of possible integration apllications for the Valencia RoRo terminal •Technical specifications for the Piraeus – Valencia route service Integration •Technical specifications for the Valencia RoRo terminal Integration •Piraeus – Valencia route service Integration simulation; and •Valencia RoRo terminal Integration simulation	•**Means** •XXX man months in total:	•**Costs** •EU funds: •Euro XXXXXX •Own funds: •Euro XXXXXX •Total funds: •Euro XXXXXX	The users (ports, shipping companies etc.) are willing to fully co-operate with system developers
			•**Preconditions** •Users are willing to partly finance project activities •System developers have the necessary skills