



The Digital Transformation of Italian Logistics

PLN's contribution to the
“BELT AND ROAD INITIATIVE”

martedì 24 ottobre 2017



LOGISTICA DIGITALE SRL

On December 20, 2016, HPE Services Italia (now DXC Technology) won the UIRNet tender for the management of the National Logistics Platform (published in the Official Gazette - GU 5 Special Series - Public Contracts n.150 of 28.12.2016).

On January 28, 2017, was signed the contract that gives notice of the twenty-year concession.

On June 23, 2017, was born **Logistica Digitale Srl**, owned by **DXC for 80%, Vitrociset Spa 10% and Fai Service 10%**.

The company will handle operations and services throughout the duration of the Concession.

 UIRNet S.p.A.



A 20-year concession contract for the extension and management of the National Logistics Platform



THE NATIONAL LOGISTICS PLATFORM (PLN)

Digitalization

Connections

Simplification

Security and Safety



*The National Logistics Platform is the set of systems, applications and information that connect and synchronize impartially and securely the actors of logistics through a **common digital language**.*

The public-private partnership will lead the private sector to invest 70M€ in Digital Logistics for the development of know-how, specific solutions and digital services.

The PLN is an implementation tool of the National Strategic Plan of the company's business and logistics in order to improve the efficiency of the supply chain.



THE VISION

Mission

“ *Lead the process of digital transformation of Italian logistics to help increase Italy's competitiveness in the European and global context.* **”**



Principles

- Create the conditions for the wider roll-out of digital logistics services
- Use the concession as a tool to involve all logistics actors
- Develop and promote an Intelligent Transportation System dedicated to the Italian logistics market



Objectives



Nazionale&Homogeneous

- Design and provide uniform services throughout the national territory
- Quick Win, no big bang but progressive approach



Open and Digital

- Digital first with open and standard technologies to avoid technological lock-ins
- The platform will be open to allow anyone to integrate their processes and services with the PLN.



Inclusive and Collaborative

- The development of the offer is driven by market requirements and the availability of solutions.
- We will defend and build on existing expertise in the development of logistics systems.



Impartial and Neutral

- All operators will have equal access conditions to services
- Logic once: services will always have a single response guaranteed



Safe and Reliable

- We always guarantee the confidentiality of data, the security of systems and information processed.



THE BENEFITS OF TRANSFORMATION

Accelerate the digital transformation process, facilitating the adoption of new technologies that improve the overall efficiency of the system

Measuring success through the creation of unique and differentiated value for all actors



Clients

- Become the reference partner of logistics economic operators for the development of the 'digital supply chain'.



Partners

- Integrating the expertise of actors in the logistics services market



Investors

- Attracting additional private and public investment for the continuous improvement of services



Institutions

- Reduce the inefficiencies of the Logistic System that currently weighs 40 - 50B\$ on GDP



OUR PORTFOLIO OF DIGITAL SERVICES



Ports

- Supporting services for AdSP (5 services)
- Access control (1 service)
- PCS for containers and other standard transports (4 services)
- Intermodal ops synchronization (3 services)
- PCS for non-containerized goods (3 services)
- Passengers control (3 services)



Freight Villages

- Access control (1 service)
- Intermodal ops synchronization (2 services)
- Supporting services for F.V. authority (1 service)



Road and railroad transportation

- Access control (2 services)
- Intermodal ops synchronization (1 service)
- Services for the truck companies (4 services)
- Supporting services to road transportation (1 service)



Manufacturing industry

- Intermodal ops synchronization (1 service)
- Supporting services to road transportation (2 services)



Public administration

- Third parties support (2 services)
- Supporting services to road transportation (1 service)

35 self standing digital services



- Italy is strategically located at the intersection of the “Silk Road Economic Belt” and the “21st Century Maritime Economic Belt” (Belt and Road). *Source: ChinaGoAbroad*

Digital Logistic Network

- We are creating a digitalized integrated network of Italian ports and logistic hubs through the *National Logistics Platform (PLN)*
- Digitization is an essential part of the network

World coverage

- **Logistica Digitale** is a DXC.technology company
- We can leverage on an international presence and a set of world-wide references in the Logistic Industry

PLN Services

- PLN portfolio of digital services has the best fit with the “One Belt, One Road” Initiative





SPECIAL ECONOMIC ZONES

Chinese investments in Mediterranean port infrastructure are related to development of Special Economic Zones (SEZs) in the region.....

..... and Italy is on the way in developing local SEZs.

The Challenge

Today, the challenge for Italy is to create SEZs that can also attract foreign investment.

The Strategy

The development of **Digital Services**, the **Connection** of logistic actors, the **Dematerialization**, the **Simplification** and transparency of procedures, **Security** and **Protection**, are key factors for the **Digital Transformation of Italian Logistics** and to support the **SEZs growth**.

Ports, coming the laws on Special Economic Zones

Rome - Puglia chases with two Sez: Taranto, which will probably extend to Matera, and Bari-Brindisi. Both Zes will refer to the two system port authorities: Ionian Sea Taranto and the Southern Adriatic Sea Bari-Brindisi.

Source: TheMediTelegraph

The eligible Italian regions for the Zes would be Campania, Basilicata, Puglia, Calabria and Sicilia. Technicians are working on the right mix of tax advantages, credits, derogations and regulatory simplifications, drawing on those that are already present in 10 of the 12 European states (in some cases they were set up before entering the EU or in any case after a filter of very high eligibility).

Source: Il Sole24Ore

He was the same Minister for Territorial Cohesion and the Mezzogiorno De Vincenti to indicate, for example, in Gioia Tauro the earliest possible candidate to become Zes. But on the waiting list there would be other areas, such as the retreat areas of Naples and Salerno, Bagnoli, Taranto and Matera to launch it as the European Capital of Culture of 2019.

Source: Il Sole24Ore



Thank you