

A transportation insurance system is disclosed in CN106448215A, where upon detecting a vehicle insurance claim, the current location of the vehicle is assessed for car insurance service. Further, a transport line and intersections within a preset distance from the current position is determined, and information about the vehicle insurance claiming events is captured which are related to the transport line and the intersections and occurrence within a preset time in the past. Based on the information, the compensation pay-out is generated due to traffic accidents on each road section of the transport line.

CN113298663A discloses a dynamic pricing system for a logistics transportation platform. The system performs the steps of (i) achieving the pricing of a basic price of a future insurance premium through a convex combination average method and an expectation function method based on the historical loss data of a logistics transportation platform; (ii) establishing a reward and punishment system: classifying target objects by utilizing a clustering algorithm, and further realizing pricing of future insurance premium based on differentiated prices of the target objects; and (iii), determining a price adjustment period, and repeating the step (i) and the step (ii) so as to achieve dynamic adjustment of the future insurance premium price.

The document US 2021/0082220 A1 shows a system for monitoring and managing loading docks and facility operations. The system comprises a data analyzer to monitor first data indicating whether a truck trailer is present at a dock of the material handling facility, and to monitor second data indicating a condition associated with a door at the dock. The second data are different than the first data. A notification generator generates a notification based on the first data and the second data. In this context, loading docks provide an area for vehicles (e.g., trucks, trailers, etc.) to move next to an elevated platform of a building (e.g., a material handling facility) so that cargo can be readily transferred between the vehicle and the building. Some loading docks include equipment such as dock levelers, vehicle restraints, and/or dock doors, any of which can be associated with one or more sensor/monitoring systems. Within material handling facilities there can be additional equipment to facilitate the movement, storage, and/or handling of cargo such as, for example, grade-level doors, HVAC (heating, ventilation, and air conditioning) systems, industrial doors to partition freezer rooms and/or other rooms, conveyor systems, fans for air movement within the facility, lighting, and signal systems, etc. Further, US 2005/0171870 A1 discloses a distribution management system applicable for the delivery of ordered

cargo to a destination. The system comprises with a database server. The internal processing section of the database server comprises a shipping instruction processing section for instructing the delivery of the ordered cargo to the destination including a physical distribution trader, a physical distribution expense calculation processing

5 section for calculating physical distribution expenses necessary for the delivery of the cargo to the destination, and a cargo tracking processing section for indicating the delivery status of the cargo. The distribution management system automatically manages the cargo so that all of shipping instruction concerning the cargo can be transmitted to the physical distribution trader simply by accessing a portal site. Finally,

10 CN106448215A discloses an automated vehicle insurance claim warning system. When detecting a vehicle insurance claiming warning instruction, the system gets the current location of a vehicle for car insurance service and gets a transport line and intersections within a preset distance from the current position and gets information about vehicle insurance claim events which are related to the transport line and the

15 intersections and happened within a preset time in the past. The system calculates the compensation pay-out generated due to traffic accidents on each road section of the transport line and at each intersection according to the vehicle insurance claiming event information and takes the road sections of the transport line and/or the intersections, which meet the condition that the compensation pay-out generated due

20 to traffic accidents is greater than a preset amount of money, as risk areas. The system outputs warning information corresponding to the risk areas.

In summary, the prior art concepts focus on individual aspects of transportation logistics, price development and risk controlling. However, the known concepts cannot provide a holistic procurement of cargo logistics services considering

25 related risks and including optimized insurance risk processing.

Summary of the Invention

It is one object of the present invention to provide a digital system and method for forecasting, allocating and/or measuring risk measures for cargo logistics being affected by a potential damage to cargo handled by the cargo logistics process

30 that allow for transparency around cargo shipping, automated access to comprehensive and reliable cargo loss and/or damage coverage, transparent booking and quoting processes for cargo logistics services and simple and convenient interaction with logistics services providers and insurance providers. In particular, it is an