



- The European Commission's perspectives on logistics

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# Keep Europe moving

The 2006 Mid-term review of 2001 White Paper:

- Sustainable mobility
- Protection of the environment, energy, resources and citizens
- Innovation
- International connectivity

Co-modality concept introduced:

- Complementary and efficient use of modes in an optimal European transport system
- Looking at each mode individually and their integration in logistics chains





# Sustainable mobility

- Given an estimated 50% increase in freight transport demand by 2020 (pre-recession figures),
- given the difficulties in meeting this demand through new infrastructure,
- how can the existing infrastructure be made to cope? – better ITS, better logistics practices, new concepts for vehicles?





## Possible solutions

- Logistics is central to the co-modality concept and its promotion
- Usual solution to the problems identified: new infrastructures
- But this is not the only possible answer, due among others to:
  - » High costs
  - » Long planning procedures
  - » Scarcity of open space
  - » Environmental concerns
- New objectives /constraints:
  - » Promotion of energy efficiency
  - » Environmental sustainability





## The way forward

- A correct quantification of the present and future **freight traffic fluxes and their relation with supporting infrastructures** is essential to identify the major European transport corridors
- This will allow a concerted intervention for the implementation of an integrated transport concept in which **each mode is used according to its comparative advantages**
- **Co-modality** concept = effective use of different transport modes isolated or in combination in order to obtain an optimal and sustainable utilisation of resources



# ● Logistics Action Plan – one of a set of policy measures addressing freight

- Adopted 18 October 2007 as part of a freight transport package
  - » Logistics Action Plan
  - » Freight-oriented rail network
  - » Port policy
  - » Staff papers on Motorways of the Sea and European Maritime Space without Barriers
- Agenda for the coming 5 years
- Four “themes”
  - » Innovation
  - » Quality
  - » Simplification
  - » Green transport
- [http://ec.europa.eu/transport/strategies/2007\\_logistics\\_en.htm](http://ec.europa.eu/transport/strategies/2007_logistics_en.htm)

# Innovation: e-Freight

Freight logistics - among the key determinants for its efficiency:

- the capability to draw maximum benefit from information and communication technologies

e-Freight includes:

- the ability to **track and trace** freight along its journey across transport modes
- the **automation of exchanges** of content-related data for regulatory or commercial purposes

Particular aspects to be addressed:

- **e-documentation** aiming to develop common terms, messaging systems and simplified/harmonised documentation processes
- development and validation of **e-transaction** and e-security
- utilising **one-stop shopping** and the single window concept

Present status:

- e-Freight conference held on 17 February 2009
- “e-Freight” project (RTD 7th FP) at present under negotiation, start end 2009

# ● Quality

- Bottlenecks
- Logistics professions: attractivity, training, mobility
- Key Performance Indicators – KPI
- Benchmarking
- Identification and diffusion of successful practices
- Statistical data (availability + quality)



## ● Quality: bottlenecks' exercise

- In the intentions, a concrete way to work towards logistics efficiency, which in turn is an important part of ensuring the competitiveness of the industry in Europe
- But the bottleneck exercise provided a process for identifying problems and suggesting solutions that others needed to implement
- Conditions changed: less stakeholders' involvement, crisis, different priorities
- → Exercise suspended

# ● Simplification: liability regimes and transport documents

- Conclusion of UNCITRAL convention
  - Signature of the “Rotterdam rules” on 23 September in Rotterdam
  - Maritime-led: the Commission could work on a solution for the EU
- Study into transport document harmonisation and automation launched in August 2008, final report published on our website
  - Useful, but limited compared to the expectations
  - Workshop with MSs organized one month ago
  - New study and/or Impact Assessment to be launched later
  - Strengthen cooperation with UN-ECE



## Simplification: Weights & Dimensions and Combined Transport

- Directive 96/53/EC on weights & dimensions of heavy goods vehicles
  - Study in 2008 by a consortium led by T&M Leuven (published on our website)
  - Double study (economical + technical) to be launched beginning of 2010 (call published last month)
  - No decision (if any) on amendments (if any) before 2011
- Directive 92/106/EEC on Combined Transport
  - Revision to be launched next year
  - In preparation: Impact Assessment (terms of reference being drafted now)





# Green corridors

- Their definition is addressed by research actions under preparation
- Purpose:
  - » allow the transfer of massive freight traffic fluxes among several hubs on a 24/7 basis,
  - » optimising the use of the assets and the efficiency of the logistics chain and
  - » minimizing external impacts (safety, congestion, noise, pollution)





## Green corridors

- To ensure their smooth functioning, they need reflecting the infrastructure needs underlying the logistics operators activities, in terms of:
  - » physical connection between hubs;
  - » transshipment facilities located in terminals / intermodal connection points / dry ports regularly placed on the different segments of the corridors;
  - » ancillary systems (ITS applications, energy supply in form of green propulsion etc.).
- A massification of the fluxes would be capital to guarantee an effective deployment of the green corridors, which should also be able to dynamically reflect their variations
- State of play: RTD 7th FP project « Supergreen » - project to start beginning of 2010
- Green Corridors International Conference 9 Dec 2009 (planned)



# ● TEN-T guidelines

- Green Paper on TEN-T policy review of 4 February 2009
- Consultation ended 30 April 2009 on three options:
  - Maintaining the current dual layer structure with the comprehensive network and (unconnected) priority projects
  - Reducing the TEN-T to a single layer (priority projects, possibly connected into a priority network)
  - Dual layer structure with the comprehensive network and a core network, comprising a – geographically defined – priority network and a conceptual pillar to help integrate the various transport policy and transport infrastructure aspects

# ● TEN-T guidelines

- TEN-T Guidelines revision planned in 2010
  - Discussions on integration of nodes (ports / terminals)
  - European priorities rather than just an add-on of national priorities?
  - Ports of southern Europe not at the margins but integrated into the EU Transport Policy?
  - New ways of financing (Eurobonds?)
- Six working groups are being established to prepare it
  - Methodology for TEN-T planning
  - Integration of transport policy into TEN-T planning
  - ITS and new technologies within the framework of the TEN-T
  - TEN-T connections
  - TEN-T financing
  - TEN-T legal / organizational issues

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