

Logistics Action Plan Progress

CLECAT FFC2009

John Berry—DG TREN

Keep Europe moving



Co-modality:

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



The EU Freight Transport Agenda



On 18 October 2007 the EC adopted the Communication that launched the Freight Logistics Action Plan:

“A policy initiative aiming to improve the efficiency and sustainability of freight transport in Europe, containing concrete actions for promoting and encouraging the performance of multimodal transportation as a drive for a competitive and sustainable freight transport system in Europe.”



Commission Communication-17 June 2009



A sustainable future for transport: Towards an integrated, technology led and user friendly system

Antonio Tajani stated

“I strongly believe that meeting the future challenges will require focusing on new technologies and on the integration of the different transport modes into a single system”



Urban and trans-boundary pollution



“There has been significant improvement in urban and trans-boundary air pollution, as a result of cleaner fuels and engines (Euro norms). But more needs to be done above all to reduce emissions in urban areas of NO_x and fine particles PM₁₀”

Action Plan on Urban Mobility (30.9.2009) :

Commission takes action to make urban travel greener



Road Safety



“Europe’s roads have become safer in recent years: the number of road accidents involving a personal injury fell by some 12 % between 1991 and 2007. More importantly, the number of road fatalities dropped by more than 44 % over the same period. Yet much progress remains to be made to achieve the target of halving the number of road fatalities by 2010 compared with 2001 levels.”



Carbon Dioxide emissions from transport are unsustainable

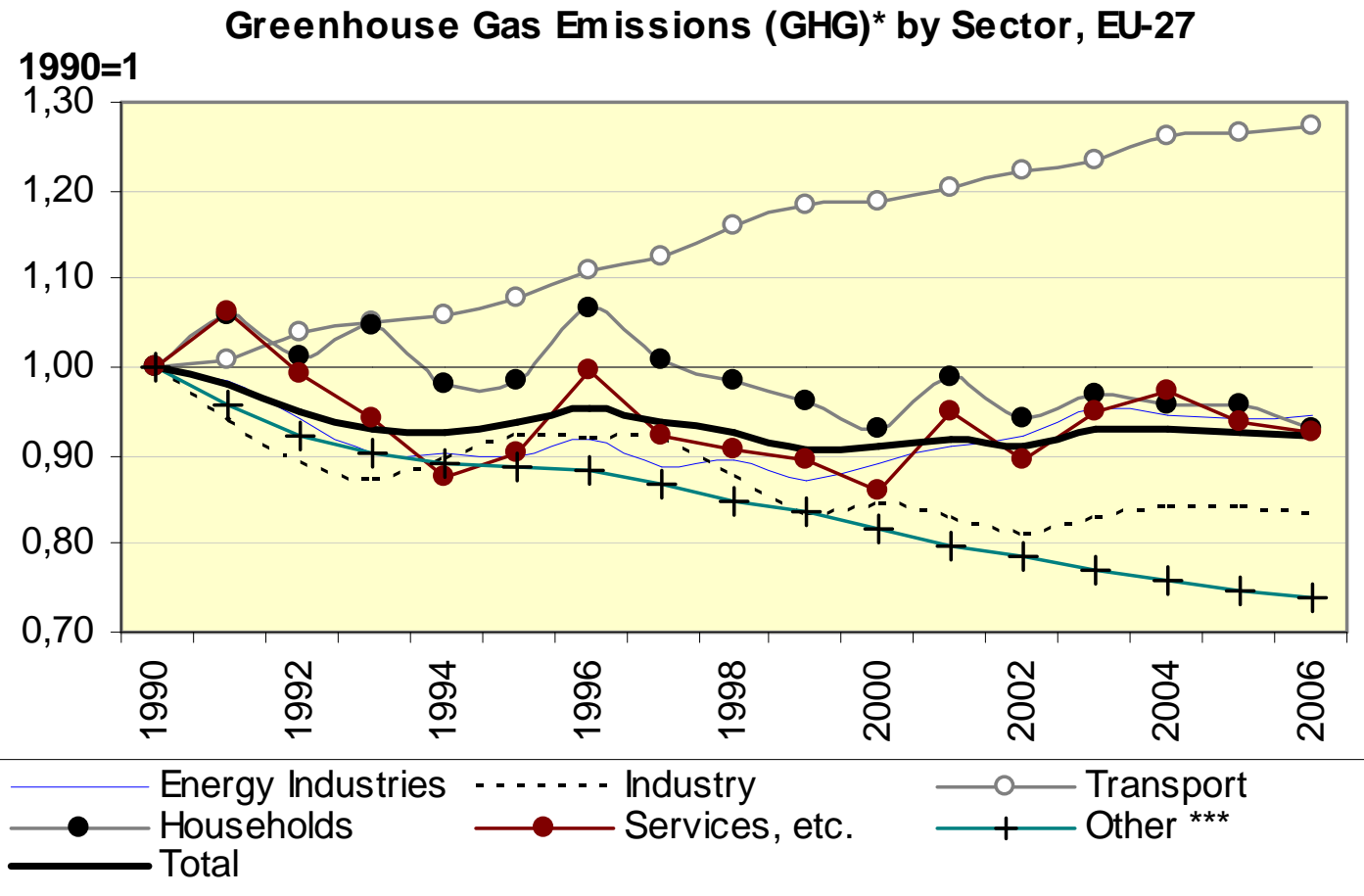


“Transport accounted for close to a quarter (23.8 %) of total GHG emissions and slightly more than a quarter (27.9 %) of total CO₂ emissions in the EU-27 in 2006.”

“Compared with 1990 levels, in no other sector has the growth rate of GHG emissions been as high as in transport.”



Greenhouse gas emissions



Modal shift has not kept up with GDP growth



“A better exploitation of the network’s capacity would significantly reduce congestion, emissions, pollution and accidents. This requires the optimisation and operation of the network as a single entity, whereas currently modal networks are largely separated and even within modes there is a lack of integration between countries. An intelligent and integrated logistics system must become a reality, where development of ports and intermodal terminals is a key element.”



‘Soft infrastructures’



“Like intelligent transport systems for road (ITS), Information and Communication technologies (ICT) and traffic management systems for rail (ERTMS) and aviation (the single European sky’s (SESAR), backed by Galileo — can optimise the use of the network and improve its efficiency and effectiveness.”



Logistics Action Plan



- E-Freight and Intelligent Transport Systems
- Sustainable Quality and Efficiency
- Simplification of Transport Chains
- “Green” Freight Transport Corridors
- Urban Freight Logistics
- Vehicle Dimensions and Loading Standards



E-Freight and Intelligent Transport Systems



Establish a single window (single access point) and one stop-administrative shopping for Administrative procedures in all modes.

7FP contract signed and Roadmap for application to be presented to Swedish Presidency, both in December



And the Green Paper states



“Information systems are essential in overseeing complex transport chains involving several actors, as well as in informing transport users of available and alternative options and of possible disruptions. Transport documents and tickets should be made electronic and multimodal, while preserving privacy of personal data. Questions of liability, dispute settlement and complaints handling across the whole transport chain should be clarified and streamlined. ICT solutions should be developed as a support for better management and integration of transport flows.”



Sustainable Quality and Efficiency



Continuous freight logistics bottleneck exercise

Continue the bottleneck exercise to establish a comprehensive bottlenecks inventory.

500+ bottlenecks identified by ‘stakeholders’
infrastructure, technical, administration
Situation currently under review



Sustainable Quality and Efficiency--2



Transport logistics personnel and training

In co-operation with the stakeholders (including The social partners), the Commission will draw up a list of minimum qualifications and training requirements, at different levels of specialisation, and incorporate them into a legal framework that will allow for voluntary application.

BESTLOG, Working Group on logistics: Social Dialogue



Sustainable Quality and Efficiency—3



Promotion of best practice

Establish a network between logistics institutes to exchange experience, and disseminate best practice.

PROMIT, BESTLOG, BESTUFS II,
7FP 4th call



Sustainable Quality and Efficiency--4



Indicators for transport chain performance

To establish a core set of generic indicators that would best serve to measure performance, sustainability and efficiency in transport logistics chains and in transshipment facilities and incorporate them into a voluntary code of best practice

PROMIT, BELOGIC,



Simplification of Transport Chains



Liability

Examine – and consult the stakeholders on the options of adding a standard liability clause in the single transport document and/or preparing a separate initiative on a standard fall back liability clause.

Recent developments: UNCITRAL,
23 September—Rotterdam rules
what next?



“Green” Freight Transport Corridors



Promote the establishment of sustainable and Efficient "green" long-distance freight corridors, between hub terminals, for all modes of transport

“Green” components: 2nd generation biofuels, intermodal cooperation, integration.

7FP Research to begin end 2009

Green Corridor Conference in Brussels on 9 December.



Review of legislation on Combined Transport



Plans for an impact assessment on the adaptation of Directive 92/106/EEC are underway to better promote Combined Transport operations. Assessment will include:

- Fiscal clarity on ‘first mile/last mile truck operations
- Enhancement of load carrying advantage over general road transport
- Clarification on CTs operational parameters including National as well as International transport



Urban freight logistics



The Commission will function as a catalyst to bringing urban Areas together towards a holistic framework consisting of a set of recommendations, best practice, Indicators or standards for urban logistics, including freight deliveries and delivery vehicles, which could be adapted locally for different circumstances.

BESTUFS II input to Green Paper on Urban transport.

Project completed Sept 2008

SUGAR (INTERREG IVC)- Ongoing project

What next?



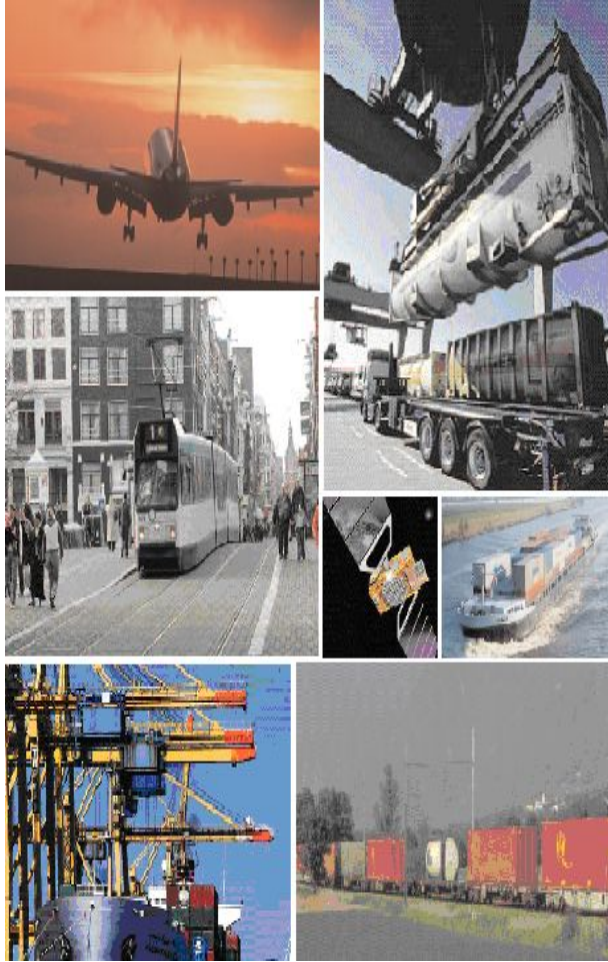
Vehicle weights and dimensions



Examine the need for an update of Directive 96/53/EC, in particular in relation to the modular concept in international traffic, subject to the necessary qualifications and to review the conditions under which current limitations should be maintained.

Economic peer review—9 November
New study to be launched this year





Thank you for your attention

http://ec.europa.eu/transport/logistics/index_en.htm