



*DG TREN*  
*Making Co-Modality*  
*work*  
**BESTUFSII**  
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John Berry - European  
Commission DG TREN



# European Transport Concept - Challenges

- To increase Europe's competitiveness and prosperity
- Environmental and social impacts
- Globalisation of production/supply chain
- Reliance on imported fossil fuels
- Freight transport will grow by up to 50% by 2020



# Keep Europe Moving (1)

## Mid-term review of 2001 White Paper

- sustainable mobility
- protection of the environment, energy resources and citizens
- innovation
- international connectivity



# Keep Europe Moving (2)

## 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



# Freight Transport Logistics

- European logistics expenditure =  
1.000 billion euro/year or 13,3% of GDP
- Logistics is business
- Authorities can provide a beneficial framework for  
business to grow



# Logistics Action Plan

Potential areas of action:

1. INFRASTRUCTURES
2. INFORMATION AND COMMUNICATION TECHNOLOGY
3. VEHICLES AND CONTAINERS
4. SUPPORT TO OPERATORS
5. ENHANCE POLICY- MAKING CAPABILITIES



# Possible Action Plan (1)

## **INFRASTRUCTURES**

- Identification and elimination of bottlenecks-7 May wkp
- Reassessment of TEN-T corridors from a freight perspective
- Recommendations for orientations of structural funds
- Rail infrastructure
- Transshipment terminals
- Road haulage
- Urban freight transport
- Potential for ‘green freight transport corridors’



## Possible Action Plan (2)

### INFORMATION AND COMMUNICATION TECHNOLOGIES

- Infrastructure and traffic management
- Tracking and tracing-goods, containers, trains and trucks
- Transshipment terminal to transport mode coms.
- Smart charging--EETS
- Administration simplification: RFID, electronic seals, scanning techniques, automation of administrative compliance



## Possible Action Plan (3)

### VEHICLES AND CONTAINERS

- Container dimensions, Euro Intermodal Loading Unit (EILU)—proposed Directive, mandate to CEN
- Road vehicle dimensions: adaptation of Directive 96/53 and the ‘modular concept’—study, assessment leading to possible directive adaptation



## Possible Action Plan (4)

### SUPPORT TO OPERATORS

- Inter-modal promotion centres (based on SSS system)
- Training and certification--BESTLOG
- Quality of service—potential for industry self-commitment, coupled with ad-hoc third party validation
- Potential for ‘green logistics’ linked to public procurement
- Liability
- Security—either to reflect ‘supply chain security’ proposal or the ‘authorised economic operator’ that is under development in the draft Customs Code.



## Possible Action Plan (5)

### ENHANCE POLICY-MAKING CAPABILITIES

- Policy co-ordination—high level group of key ‘stakeholders’; group of logistics institutes; ITS/ICT providers
- Indicators to measure logistics performance
- Benchmarking and the application of KPIs
- Potential for “green benchmarking” to aid market comparison



# Co-modal modes and combinations

- Rail: liberalisation, interoperability, freight-oriented solutions
- Inland Waterway Transport: promotion programme NAIADES
- Short Sea Shipping: overcoming obstacles, Motorways of the Sea initiative, Common European Maritime Space, ports policy
- Air transport: modernisation, safety, security, the environment, SESAR
- Road transport: access to the market, admission to the occupation, road safety and security, toll collection, traffic management and control, travel and traffic information



## 6FP Logistics Research

1. Message exchange between the partners of the intermodal chain, establishing the technology for info exchange, Interface to traffic management systems-FREIGHTWISE
2. Contribute to a faster improvement and implementation of intermodal transport technologies and procedures-PROMIT
3. Establish an exchange platform for the improvement of supply chain management practice across Europe-BESTLOG
4. Connect with City Logistics Solutions BESTUFS II



# Freightwise

The **Freightwise** project deals with:

- 1. message exchange between the partners of the intermodal chain
- 2. 'automating intermodal transport management decisions based on business rules'-- establishing the business case and ensure players know it
- 3. establishing the technology for info exchange
- 4. integration of intermodal planning within the 'shippers' etc commercial environment
- 5. interface to traffic management systems
- 6. contractual and 'trust' issues between partners



# PROMIT

The strategic PROMIT objective is to contribute to a faster improvement and implementation of intermodal transport technologies and procedures and to help promoting intermodal logistics and mode shift by creating awareness on innovations, best practices and intermodal transport opportunities for potential users as well as for politicians and for the research community.



# BESTLOG

- The bestLog project, initiated by the European Commission, will establish an exchange platform for the improvement of supply chain management practice across Europe.

BestLog aims to:

- Improve logistics practice
- Improve logistics education
- Reduce differences across Europe
- Set standards for logistics education and practice
- Create growth and jobs
- Achieve a better match between EC policy and business decisions
- To achieve these aims, BestLog will
- Collect and disseminate logistics best practice knowledge across Europe
- Create a platform for an ongoing exchange on logistics best practice (beyond the duration of the project)
- Develop a certificate for European best practice in logistics
- Regularly publish a report on the state-of-the-art in logistics education
- Develop training packages



## BESTSTUFS II

BESTUFS II is a follow-up initiative of the successful BESTUFS project and aims to maintain and expand an open European network between urban freight transport experts, user groups/associations, ongoing projects, the relevant European Commission Directorates and representatives of national, regional and local transport administrations and transport operators in order to identify, describe and disseminate best practices, success criteria and bottlenecks with respect to City Logistics Solutions (CLS).



# Expected impact of Logistics and intermodal transport Policy

- Improve the efficiency of interfaces between modes through time and cost reductions in terminals.
- Maximize cargo capacity of vehicles and vessels within intermodal door-to-door transportation routes.
- Optimisation of logistics services, transportation flows, terminal and infrastructure capacity within European and global supply chains.



## DG INFSO 7FP

- Build on eSafety 6FP
- Mobility Services for People
- Mobility Services for Goods
- Intelligent Vehicle Systems
- Cooperative Systems
- Field Operational Tests



## Architecture –7FP

Continue research on the development of a functional, open, scalable architecture that will allow seamless communication between vehicles, as well as between vehicles and infrastructure. In addition, this architecture should provide the possibility for seamless data exchange between road data capturing and processing centres.



## DG INFSO 7FP

- ICT for Intelligent Car and mobility systems 55 M
- ICT Cooperative Systems 50M
- ENV Mgt and efficiency, about 50M



# TREN 7 FP Logistics and intermodal transport

The objective is to improve transport efficiency between and within different modes while recognising their complementarities within a transport system. It includes activities for the development of quality logistics, covering all transport modes. Intermodality in passengers and freight will be addressed by activities including seamless and competitive solutions, and, integration of terminals in all transport modes.



# 7FP Logistics Research

- Smart supply chain management in intermodal door-to-door transport
- Main port area security system
- Integrated check point security
- ICT research in mobility services for goods

Responsible DGs: RTD, TREN, INFSO



# Surface Transport (DG TREN)

- SST 2007, 7.2.1.2  
Benchmarking logistics
- SST 2007, 7.2.1.4  
Preparatory action on innovative transport networks
- SST 2007, 2.2.3  
Promotion of short sea shipping and intermodality
- SST 2007, 2.2.4  
Maritime and logistics coordination platform
  - 3 May 2007 Deadline



## Council and Parliament

- MS agreed to cut CO<sub>2</sub> emission by 20% based on 1990 level by 2020
- Aspire to achieve a 30% cut if other main CO<sub>2</sub> producers follow suit
- Council Conclusions on a European energy strategy for transport (Lisbon strategy) –3 May 2007
- EP report “*Freight transport logistics in Europe*”.



**Thank you for your attention**

**John.Berry@ec.europa.eu**

[http://ec.europa.eu/transport/index\\_en.html](http://ec.europa.eu/transport/index_en.html)