



## ● The European Commission's freight transport activities

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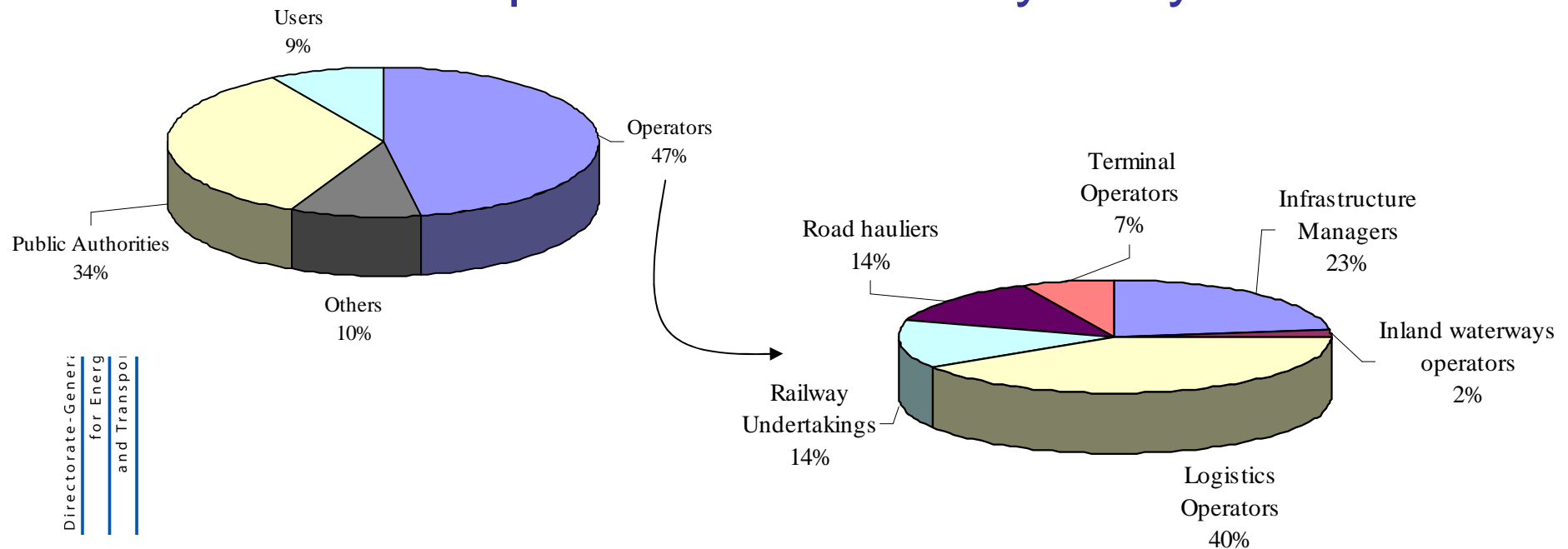
# Logistics Action Plan – one of a set of policy measures addressing freight

- 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/logistics/index\\_en.htm](http://ec.europa.eu/transport/logistics/index_en.htm)



# Exercise to identify logistics-related bottlenecks

- Open call to interested parties launched at the end of 2006.
- ~ 520 responses received by early 2008



# ● Exercise to identify logistics-related bottlenecks

- Order, document, solve
- Emphasis on industry participation in process
  - » “Focal groups” on administrative, infrastructure, operational bottlenecks
  - » ~ 30 active participants per group, from industry, national and regional authorities
  - » Chaired by representatives from the sector (CLECAT, ESC, Eurocommerce)
- Four working group meetings to date
  - » Group and prioritise bottlenecks, propose measures
  - » Role of “champions”
  - » Recommendations directed at public sector (EU or MS) or sectors of industry
- Still to come: public report and individual feedback

# ● Industry-related bottlenecks

## Administrative / regulatory

### ● General

- » Working time directive for drivers
- » Weekend and other driving bans
- » Weights and dimensions in road haulage

### ● Specific (for instance: Chemical)

- » Carriage of dangerous goods
  - Differences in national interpretations
  - Imposition of national permit regimes on foreign carriers
  - Requirement for specific declarations in short sea shipping

# ● Industry-related bottlenecks

## Operational

### ● General

- » Lack of interoperability between IT systems
- » Interoperability problems in rail
- » Obsolete rolling stock
- » Barge waiting times at ports
- » Terminal operating time restrictions
- » Driver shortages

### ● Specific (for instance: Chemical)

- » Different types of non-drip joints used on rail tank cars
- » Multitude of security access requirements for drivers

# ● **Chemical industry-related bottlenecks** **Infrastructure**

## ● General

- » Alpine and Pyrenean crossings
- » Lack of parking along motorways
- » Rail corridor capacities

## ● Specific

- » Lack of inland rail container terminals near production facilities

# ● Summary of bottlenecks' exercise

- Rendering logistics more efficient is an important part of ensuring the competitiveness of the industry in Europe
- The bottleneck exercise is a concrete way to work towards logistics efficiency.
  - » Relatively few reports specific to a single industry.
  - » General bottlenecks are as relevant.
- There is enthusiasm from industry, and it is taken seriously by MS.
- But: keep a degree of realism:
  - » The bottleneck exercise provides a process for identifying problems and suggesting solutions that others need to implement
- Recognise longer-term effects
  - » Relationship with other activities TEN-T, ...
- Exercise continues!



# ● Benchmarking

- R&D project BeLogic – started 18 September 2008
- Study into statistics and benchmarking of Logistics chains / terminals

Signed end-2007, going on (to be completed by late 2008)

# ● Liability and transport documents

- Conclusion of UNCITRAL convention
  - » See progress of ratification process
  - » Maritime-led: the Commission will work on a solution for the EU
- Study into transport document harmonisation and automation launched in August 2008
  - » Questionnaire sent to stakeholders last week
  - » Results expected by end of 2008

# ● Green corridors

- Two actions foreseen in LAP:
  - Define green corridors by end 2008;
  - Launch R&D project to explore interest and potential in green corridors.
- Call for proposals under 7th R&D Framework Programme in the field of transport
  - List of potential projects under approval, then negotiation of the contract. Project to start early 2009

# Vehicles weights and dimensions

Study launched end 2007, final report expected in October 2008

- To analyse
  - Road safety — the effect of bigger vehicle combinations in traffic;
  - Energy efficiency and CO2 emissions per tonne-km and per veh.km, with projections for the EU as a whole;
  - Noxious emissions (effect on PM and NOx levels) and the effect on statutory emission levels;
  - Effect on road infrastructure, bridges, parking, loading, transportation;
  - Effect on other intermodal transport operations;
  - Effect on meeting current and future freight transport demand.

Final workshop held on 10 July 2008

## Commission's position

- Collect all relevant facts
- Not committed to revision of Directive 96/53/EC
- Concerned also about lack of harmonisation, insufficiency of enforcement.

# ● Four scenarios for 2020

Scenario 1: “Business as usual”. This first scenario assumes no changes to the Directive. All other scenarios take this one as the reference/base case

Scenario 2: “LHV Full option”: Europe-wide permission to use 25.25 m 60 t trucks. The usage of LHVs on regional roads may be restricted

Scenario 3: “Corridor/Coalition”: LHVs of 25.25 m 60 t are allowed in some countries, while Europe-wide only 16.5/18.75 m 40 t trucks are allowed. A coalition of 6 European countries: NL, BE, DE, SE, FI, DK was included in the calculation

Scenario 4: “Intermediate”: Europe-wide permission for up to 17.8m/20.75 m, 44 t trucks (thus allowing a longer semi-trailer or trailer and retaining the traditional two-vehicle combination). This scenario represents a relaxation in vehicle constraints giving around 10% increase in volume and 15% increase in gross weight

# ● Some preliminary comments

- The CBA analysis results are highly dependent on the model and above all its parameters such as the demand elasticity used. Within the study's limited time and budget it was not possible to perform several calculations and thus the conclusions will need to be taken with care
- The basis of these calculations is a demand/price elasticity of 0.4 and this is contested as being too low by the rail industry and by several Member States. Hence, they contend that the effect of LHVs on demand creation and modal shift would be very substantial
- Most road transport operators expressed more concerns on the volume limitation than on the load limitation, the scenario 2 could be suggested with the European Modular System of 25.25m but with a gross weight limitation of 50 or 52 tons

# ● Weight and dimensions: conclusions

- More detailed work is needed before DG TREN should attempt to develop a change to the Directive 96/53/EC
- This work should be done in a further study that can be launched early next year with results towards the end of 2009.
- Such additional work together with the current study and further consideration of the analysis done by other organisations, not least the rail operators, will enable a comprehensive impact assessment to be developed that will fully support possible changes in the Directive.
- Hence, the work together with a proposed directive could be made available during 2010

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Image courtesy of Kombiverkehr