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## **Working Party on Intermodal Transport and Logistics**

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Item 12 of the provisional agenda

### **Preparing National Master Plans on freight transport and logistic**

## **UNECE handbook for national master plans for freight transport and logistics**

### **Submitted by the secretariat**

At its 60<sup>th</sup> session, the Working Party on Intermodal Transport and Logistics agreed on the principles for developing UNECE handbook for national master plans for freight transport and logistics. In accordance with the agreed principles, the handbook should: (i) show value that a national master plan can bring to national freight transport and logistics, (ii) contain good practices from UNECE member countries, (iii) formulate guidelines for the development of national master plan based on the good practice , and (iv) take advantage of the policy measures of the UNECE member countries for promoting intermodal transport to support the implementation of master plans. The Working Party requested then the secretariat to start preparing the handbook.

This document provides an annotated outline for the UNECE handbook.

# Handbook on preparing National Master plans for freight transport and logistics

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## CHAPTER 1: The role of the governments in freight transport and logistics

The future prosperity requires, amongst others, that flows of goods are done seamlessly. This can be only possible if freight transport and logistics industry is able to organise, coordinate and move these flows in an efficient and optimised way. This should mean fast but safe and secure and at possibly lowest costs for customers but also for public at large freight transport operations. The latter requires minimising freight transport and logistics sector externalities.

While freight transport and logistics operations are done by private undertakings, the governments have an important role to play, on the one hand, to facilitate the operations of private undertakings by providing the necessary, stable conditions for doing business, or to ensure the availability and maintenance of the necessary infrastructure, and on the other hand, to ensure that the business is geared towards high-level objectives such as e.g. addressing the climate change.

### 1.1. Stable conditions for doing business

Governments are responsible to enact and enforce the necessary legislative framework and standards which will form the conditions for the freight transport operations done by private undertakings. For the latter, it is important that they have stable, predictable and transparent work conditions established by the legislation and standards in force. Only such conditions decrease the operational risks.

For the freight transport and logistics to thrive in a country, in addition to a proper legislative framework facilitating the operations, it is also important that skilled workforce is available. As governments play an important role in establishing the necessary educational and vocational programmes as well as in creating work conditions in various sectors, it depends on the government decisions whether the freight transport and logistics as a sector will be attractive for professional careers and whether the future potential employees will receive the training markets will look for.

#### 1.1.1. Administrative procedures

This section is meant to briefly describe the role of the governments in enacting and enforcing various administrative procedures in support of effective and competitive transport operations. The use by governments in applying international transport legal instruments as well as in developing such instruments as necessary is to be referred to.

#### 1.1.2. Education and vocational training for professionals in the sector of freight transport and logistics

This section is meant to briefly describe the role of governments in providing educational and vocational programmes that will teach the necessary skills to the future employees in the sector of freight transport and logistics taking into account the changing business conditions in view of the technology progress.

#### 1.1.3. Working conditions in the sector of freight transport and logistics

This section is meant to briefly describe the role of governments in creating and supporting work conditions that will attract new recruits to the jobs in the sector of freight transport and logistics.

### 1.2. Availability of necessary infrastructure and networks

Governments create the necessary conditions and make available the infrastructure that is required, among others, for freight transport. Freight transport and logistics undertakings can organize and carry out their transport operations more effectively and optimise them, the more options in terms of reliable infrastructure and switch points between the various infrastructures they have. In the current

world, the operations will not be optimised, especially for intermodal transport, if reliable and high-performance digital infrastructure is not provided.

#### 1.2.1. Road infrastructure

This section is meant to briefly describe the role of governments in ensuring adequate road infrastructure to support road freight transport, including corridors for operation of longer goods vehicles.

#### 1.2.2. Rail infrastructure

This section is meant to briefly describe the role of governments in ensuring adequate rail infrastructure, including corridors for high-capacity freight trains in international traffic.

#### 1.2.3. Waterways infrastructure

This section is meant to briefly describe the role of governments in ensuring adequate waterways infrastructure.

#### 1.2.4. Intermodal terminals

This section is meant to briefly describe the role of governments in ensuring right density and capacity of intermodal terminals: road to rail, road to waterways, seaports to rail, waterways and road, airports to rail and road.

#### 1.2.5. High-performance digital infrastructure

This section is meant to briefly describe the role of governments in ensuring adequate high performance digital infrastructure.

### 1.3. High-level objectives

The freight transport and logistics undertakings may be optimising transport operations to create high profits in a sector but may, at the same time, create externalities to public at large. The governments need thus to ensure that externalities are taken into account when optimization of freight transport operation is done. It is also the role of the governments to enable innovation, research and development in the sector, on the one hand to enable further efficiencies in the sector and, on the other, to decrease the sector externalities through technology progress.

#### 1.3.1. Environmentally friendly and energy efficient transport

This section is meant to briefly describe the role of governments in ensuring that the freight transport and logistics development contributes to high-level goals such decreasing the pressure of transport on environment and public health and on climate change. The organisation of freight transport operations and logistics at national but also city levels are to be referred to.

#### 1.3.2. Innovation, research and development in freight transport and logistics

This section is meant to briefly describe the role of governments in supporting innovation, research and development in freight transport and logistics.

### 1.4 Strategic geographical location of a country

Many countries consider that they are on a “cargo crossroad” where for several reasons they do have a specialized role to play. Under this section the different parameters that could eventually give a “geographical advantage” will be identified and analysed as well as the conditions under which this advantage could be beneficial for those countries.

## CHAPTER 2: The Importance of Logistics sector for the National Economies

In this section we will analyse the existing methodologies and approaches that are evaluating the logistics sector in different countries such as the Logistics Performance Index of the World Bank etc. Furthermore, data analysis will be performed based on publicly available information data that shows the contribution of logistics sector to National GDPs as well as the size of the logistics sector itself. It is very important to measure the size of the logistics sector and its contribution to national economies.

## CHAPTER 3: Good practices from UNECE member countries

This chapter will show good practices from the national master plans for freight transport and logistics that have been made available to the secretariat as to the tasks that the governments have included in the plans for themselves to enhance freight transport and logistics also in terms of the high-level objectives.

The following national master plans will be used:

- Armenia's Transport Outlook – Transport Sector Master Plan by the Asian Development Bank (2011)
- Azerbaijan, Trade Facilitation and Logistics Development Strategy Report by the Asian Development Bank (2009)
- Belarus, Transport and Logistics by Transconsult (2013)
- Strategy for the Development of the Transport System of the Republic of Bulgaria until 2020 by the Ministry of Transport, Information Technology and Communications (2010)
- The Transport Policy of the Czech Republic for 2014–2020 with the Prospect of 2050 by the Ministry of Transport (2013)
- Dutch Urban Logistics Action Plan – A National Strategy for Local Solutions by Urban Logistics Ambassador (2010)
- Estonia, US SCD18: National Reporting on Transport
- Logistics in France by a scientific committee (2015)
- State of Georgia (USA), Georgia Statewide Freight and Logistics Plan, 2010-2050 by the State Office of Planning (last Update 2015)
- The German Masterplan for Freight Transport and Logistics by the Federal ministry of Transport and Digital Infrastructure
- The Action Plan for Intelligent Transport Systems in Greece by the Ministry of Development, Competitiveness, Infrastructure, Transport and Networks (2012)
- National Plan for Logistics 2011-2020 by the Ministry of infrastructure and Transport (2010)
- Kazakhstan, Trade Facilitation and Logistics Development Strategy Report by the Asian Development Bank (2009)
- Transport and Logistics Strategy Preparation for Moldova by Kocks Consult
- e-Freight policy (2007)
- Portugal, Modern Transport and Logistics Chains (2007)
- Action plan for Scotland by Scottish Executive (2006)

- Logistics Strategy of Spain by the Ministry of Development (2013)
- The ITS Freight Roadmap of the Swedish ITS Council (2012)
- e-Freight, Improving Freight Transport Efficiency and Effectiveness by the Ministry of Enterprise, Energy and Communications
- Tajikistan, Trade Facilitation and Logistics Development Strategy Report by the Asian Development Bank (2009)
- Intermodal Transport – national peer review: Turkey by the Intranational Transport Forum (2009)
- Trans-Europe and Aspects of Ukrainian Transport and Logistics Systems Development (2012)
- Sector Assessment (Summary): Transport, and Information and Communication Technology by CAREC and Asian Development Bank (2010)

## CHAPTER 4: Guidelines for the development of national master plans for freight transport and logistics

This chapter will provide list of actions for governments to choose from to support development of and further enhancing the effectiveness of the freight transport and logistics sector. The listing will start with basic actions directed to countries whose freight transport and logistics sector is less advanced, through more advanced to the advanced actions for consolidating the sector. Also, the chapter will propose a framework methodology that countries could follow in order to perform national masterplans on freight transport and logistics. This framework methodology would be actually the main added value that this hand book would bring to the Governments. The formulation of this methodology would be based on good practices already implemented as well as on challenges already faced by the Governments and the private sector while servicing the sector and their facilitation should be addressed by such master plan. This framework methodology would have the objective to help the formulation of a National Master Plan and provide all tools that might be required.

## CHAPTER 5: Policy measures in support of the implementation of the national master plans

This chapter will refer policy measures applied in countries in support of the actions of the guidelines so as to also show good practices implementing the actions.

For many years the working party on Intermodal transport (WP.24) is collecting policy measures already implemented by different UNECE member States. Many of those policies are result of the existence of a National strategy or even master plan on freight transport and logistics. The main objective of the chapter would be to show the benefits that the preparation of a national master plan could bring in practical terms.

## CHAPTER 6: Conclusions and Recommendations

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