

# **Logistics Centres: Best Practice of Logistics Nodes in International Networks**

**UNECE Working Party on Intermodal Transport and Logistics  
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- Definition Logistics Centres
- Logistics Centres Networking in Germany – links to the Freight Transport and Logistics Masterplan
- The main advantages of Logistics Centres as nodes in international logistics chains
- Examples of Best Practice

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1. Settlement of transport-oriented (independent) companies, logistics service providers and logistics-intensive trade and production enterprises in a commercial area
2. Freight Villages should contain an intermodal road/rail or inland waterway/road/rail terminal with open access to every potential user
3. To support synergy potentials, the establishment of suitable organisational structures (i.e. FV development company) is recommended

## The FV Bremen

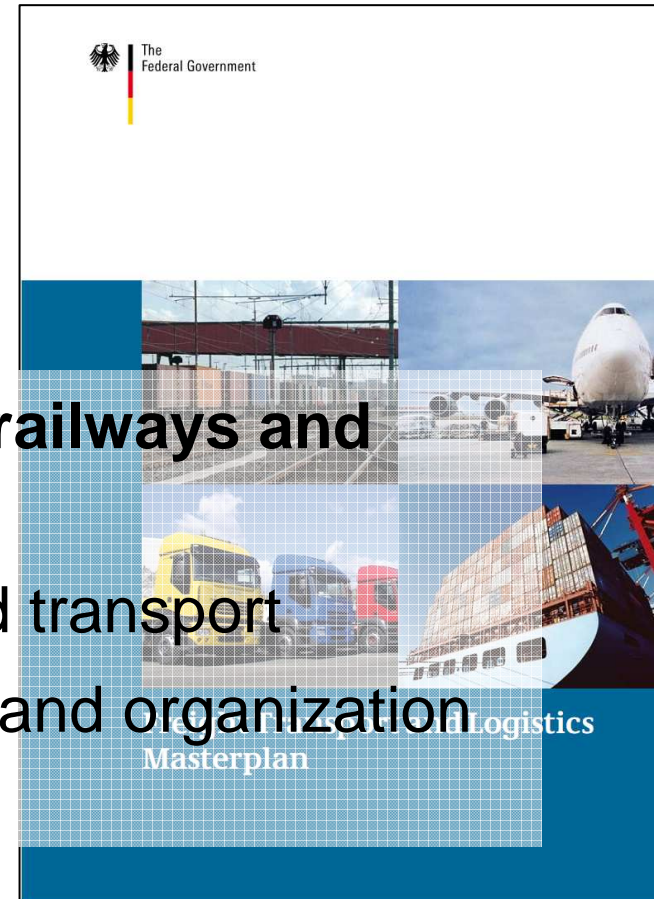


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Especially links to following measures:

- C (Shifting more traffic to the railways and inland waterways)**
- C2 Increase funding for combined transport
- C3 Evolve handling technologies and organization in combined transport

**D Upgrading more transport arteries and hubs**



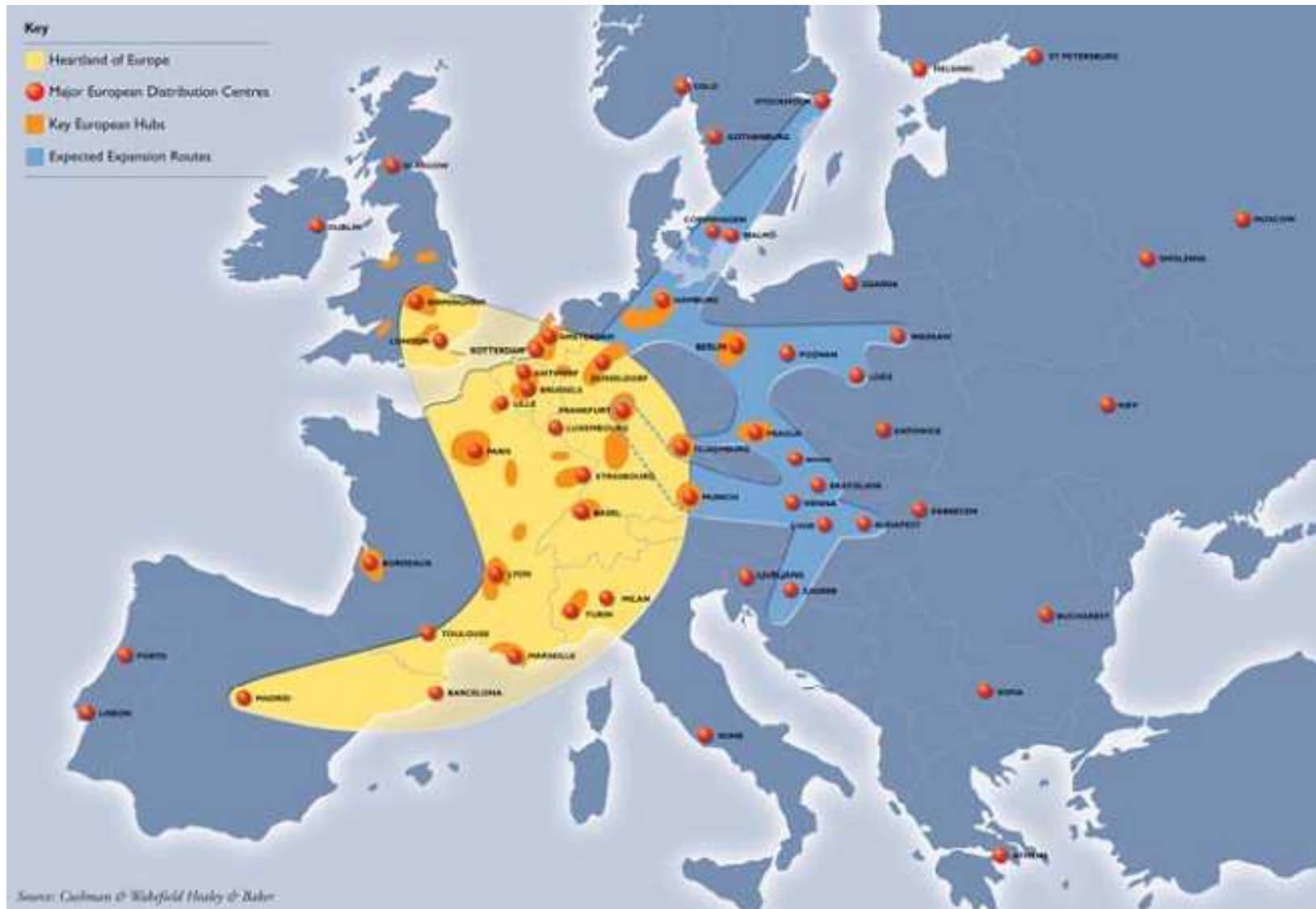
# Logistics Centres Networking in Germany



- FV locations
  - DGG member
  - DGG shareholder
  - Garbe Logistic AG
  - Goldbeck Ost GmbH
- Status: Januar y 2009



## Position in the „banana“



There are about **1.300 enterprises**  
in German FV



The current number of employees is about:

**45.000 employees**



## Existing political support

- ▶ Federal Ministry of Transport and regional governments have supported FV initiatives through feasibility studies.
- ▶ Furthermore, direct financial support is provided through the following instruments:
  - Gemeindeverkehrsfinanzierungsgesetz (GVFG)
  - GA - Gemeinschaftsaufgabe zur Verbesserung der regionalen Wirtschaftsstruktur (common programme for improvement of the regional economic structure)
  - Bundesschienenwegeausbaugesetz (investment law for federal rail transport infrastructure).
  - Förderrichtlinie Kombiniertes Verkehr (grant scheme for intermodal terminals)

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## The main advantage (1)

- high-level **road/motorway access** and proximity to conurbations (short reaction and delivery times)
- **intermodality** increases commercial flexibility and investment security (present bonus or future option)
- **low conflict potential** (24h operation )
- **Co-operative activities I.** (between logistics providers and logistics intensive production and trade companies in one specific area)

## The main advantage (2)

- **cooperative activities II.** (cost savings for telecom, energy etc.)
- wide service spectrum (truck service, customs clearance, etc.)



- **direct financial support** by the national transport ministry for Freight Villages

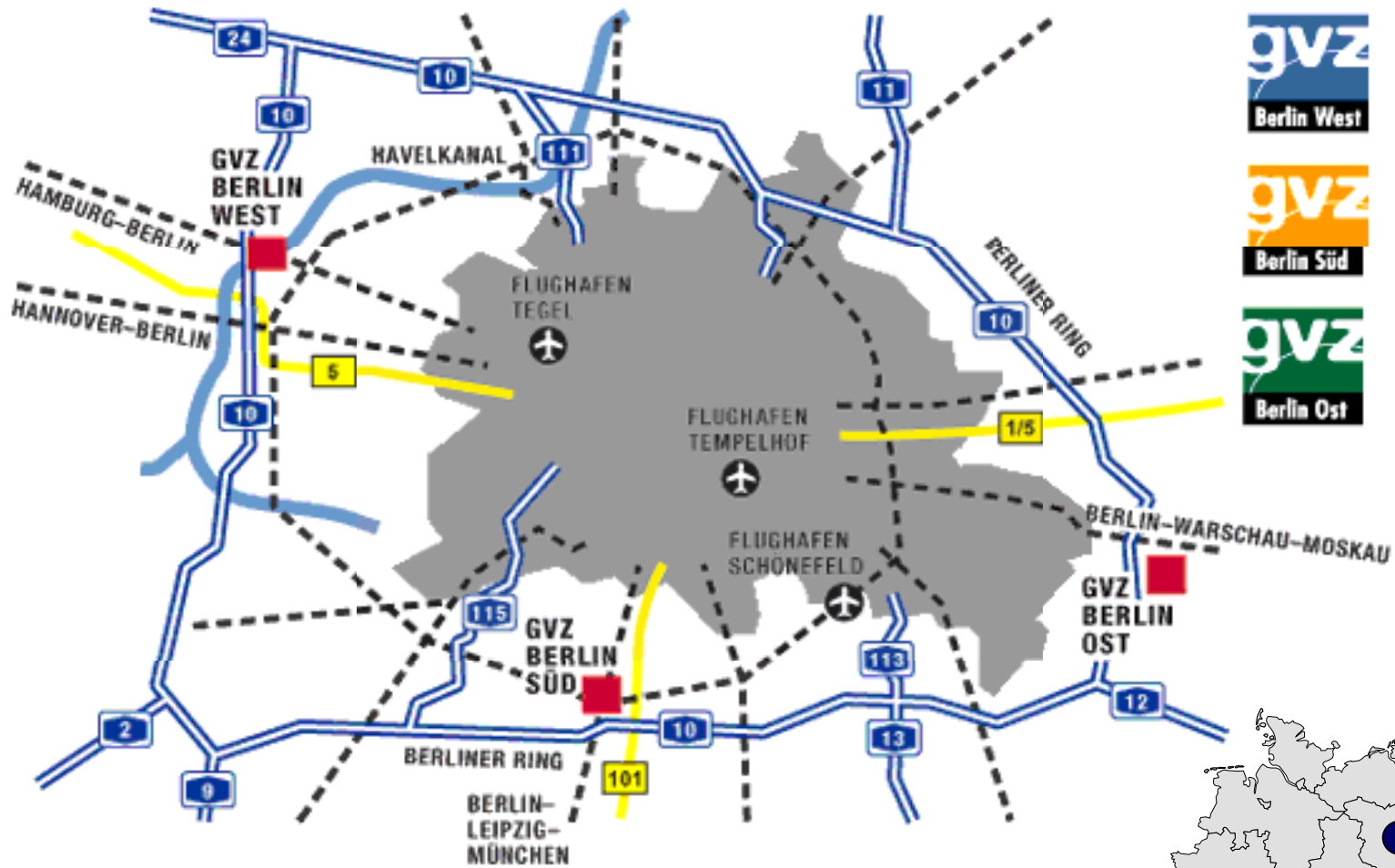
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Source: Foto GVZe Bremen, 2006



# FV Berlin West/South/East



**West: 47ha, South: 150 ha, East: 63ha**



- Feasibility study and investment dossier „**Logistics Centre Prilesie**“





*Thank you for your attention!*

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