Logistics Centres: Best Practice of Logistics Nodes in International Networks

UNECE Working Party on Intermodal Transport and Logistics (WP.24)

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Agenda

- 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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Logistics Centre definition

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 2009

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Position in the „banana“
Some facts about the German Network

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).
  - Föderrichtlinie Kombinierter 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 Logistics Centre Minsk

- Feasibility study and investment dossier „Logistics Centre Prilesie“
Thank you for your attention!

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