



Logistics

Joint Focal Points and Short Sea Promotion Centres Meeting

16 November 2011, Brussels

Directorate-General
for Mobility
and Transport



● Logistics - what can the Commission do?

- Having goods in the right condition, in the right time at the right place
- Quality, reliability, efficiency, safety, security
- Procurement, production, distribution, warehousing, recycling
- Involves all transport modes and all industrial and commercial sectors
- The Commission can help to set the right framework conditions to enable and optimise efficient and sustainable logistics

● **White Paper 2011: Goals for competitive and resource efficient transport**

- New and sustainable fuels and propulsion systems
- Optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes
- Increasing the efficiency of transport and of infrastructure use with information systems and market-based incentives

● **White Paper 2011: Initiatives establishing the framework for logistics:**

- Completion of the Internal market
- Funding of transport infrastructure
- Research and Innovation
- User-pays and polluter-pays principles
- Urban mobility
- Supply chain security
- Multimodal transport of goods : e-Freight

● Funding of transport infrastructure

- A dual layer approach for transport infrastructure: core and comprehensive network
- Corridors' approach carrying freight with high efficiency and low emission, making use of existing infrastructure, completing missing links and alleviating bottlenecks and using more multimodal services supported by advanced information and communication technologies
- A single framework to use coherently money in TEN-T, cohesion and structural funds
- For transport: €21.7bn + €10bn from the Cohesion fund in the framework of the Connecting Europe Facility

Research and innovation

- Technological development to advance the sustainability of logistics while enhancing its efficiency
- Development and application of advanced information and communication technologies
- Re-design of vehicles, handling and storage systems
- New generation of freight terminals combining multimodal transfer of inter-urban freight flows with the consolidation of urban supplies and e-commerce order delivery

● Multimodal transport of goods : e-Freight

- A standard framework for freight information exchange covering all transport modes and all stakeholders
- An integrated traffic and transport management and information systems improving the use of infrastructure, providing real-time information to track and trace cargo and to manage freight flows
- A single window (single access point) and one stop shopping for administrative procedures in all modes
- A single European transport document for all carriage of goods, irrespective of mode should be developed along with all the necessary legislative support
- Simple, harmonised border crossings procedures for all modes of transport for all EU member states

● Areas of work and instruments

- Support to sustainable freight transport services - Marco Polo
- Research and technological development
- Multimodal / combined transport
- Green corridors
- Carbon footprint
- Hinterland transport/transshipment/terminals
- E-Freight

● European logistics: the vision

- Efficient use of the available modes and multimodality at longer distances
- Sustainable modes of transport used and minimum environmental impacts of non-transport elements of logistics
- Zero paper documents needed for planning, executing and completing any transport operation within EU independent of the mode of transport used
- Reduced waiting time at hubs related to administrative procedures

● Today's problems

- Complexity of freight transport information exchange in the context of multimodal transport :
 - lack of interoperability along the supply chain => inefficiencies, costs, reduced visibility of freight
 - operators provide information several times for different purposes => administrative costs + perceived complexity for multimodal transport
 - lack of information on intermodal availabilities => no full exploitation of multimodal transport / non-optimization of use of existing transport infrastructure

=> Need for interoperable interfaces for information on freight in the various transport modes

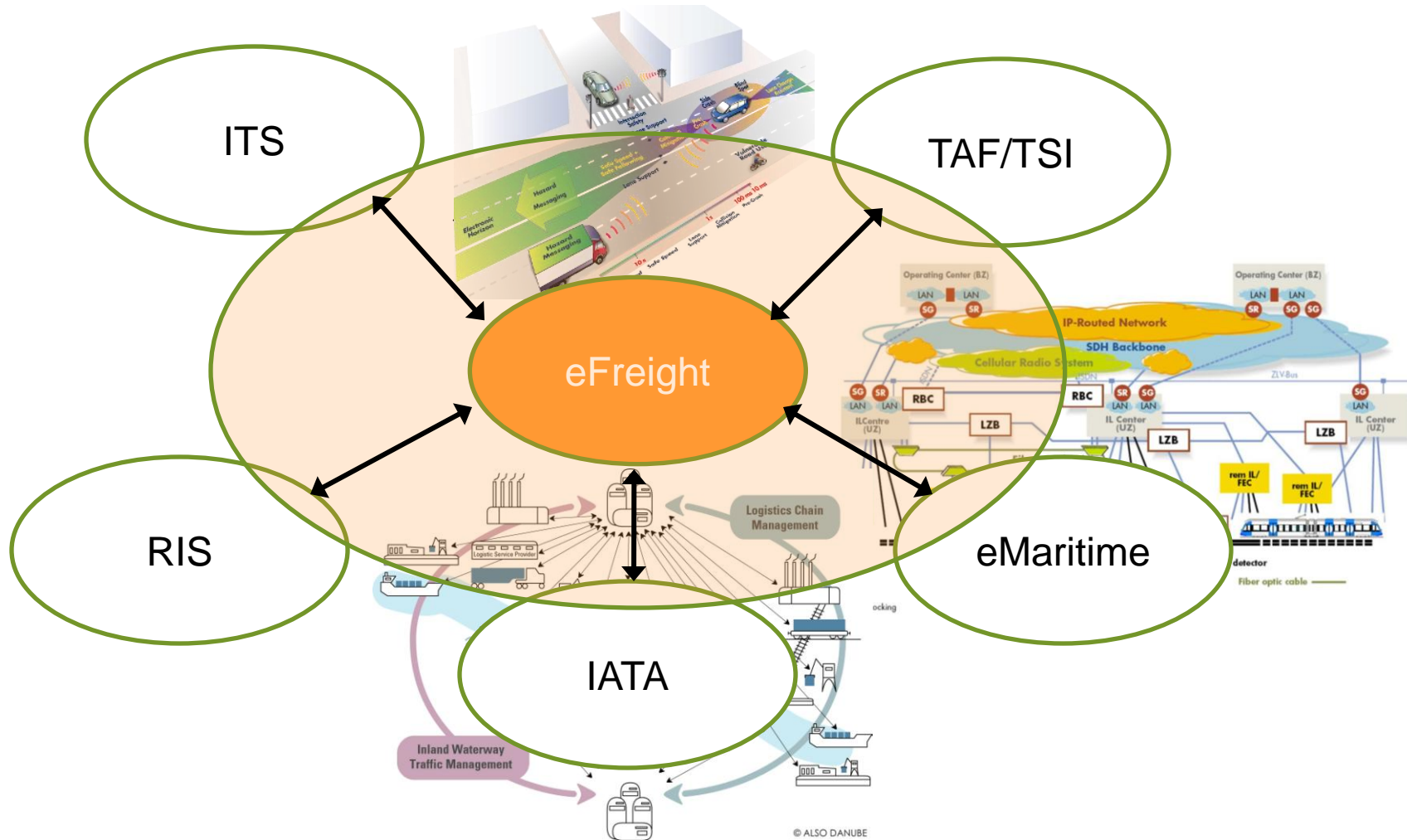
eFreight : the challenges

- Technology is available but implementations on a large scale are slow to appear
- How to ensure market uptake
- Co-operation between stakeholders requires interoperability
- Standardisation
- It is not only about technologies, but about change in organisation and behaviour
- Sharing of information requires trust and, where needed the appropriate legal framework, data security and data protection
- The fragmented structure of the business sector, major players and thousands of SMEs and micro companies

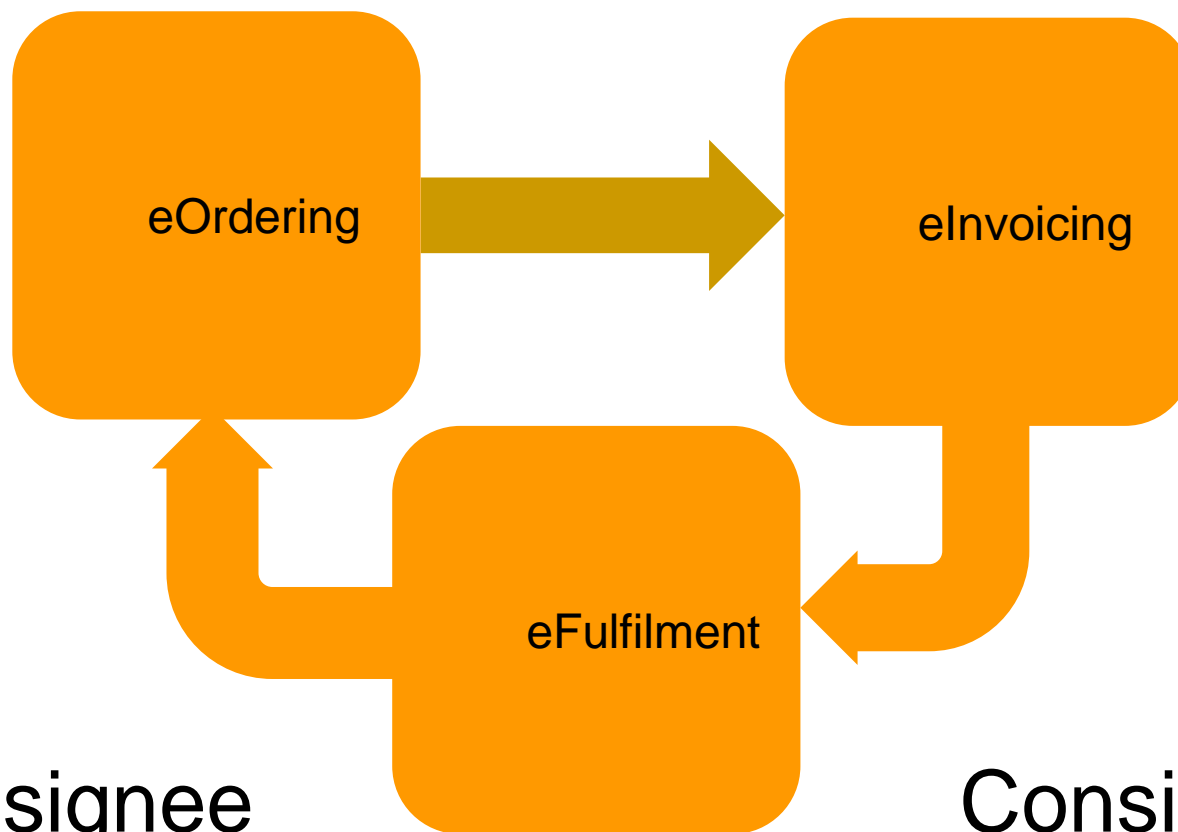
● eFreight : areas of focus

- Common reference framework for information exchange
- 'single window' and links between single windows at European level and across modes
- single digital transport document (electronic waybill) across modes, allowing operators to provide information only once in electronic form for booking, execution and monitoring
- framework to track and trace freight along its journey

eFreight

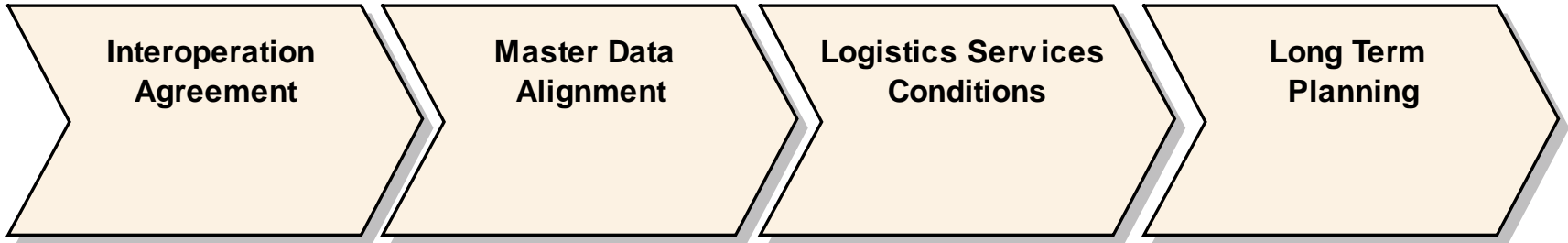


● Linking Trade and Transport

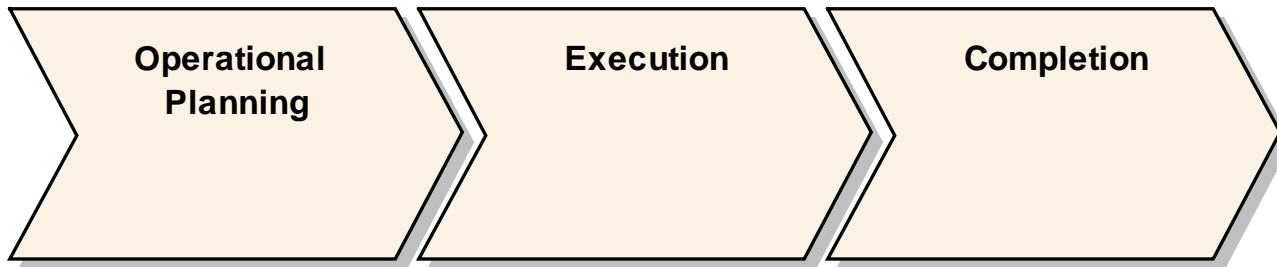


Common Reference Framework: Business Processes

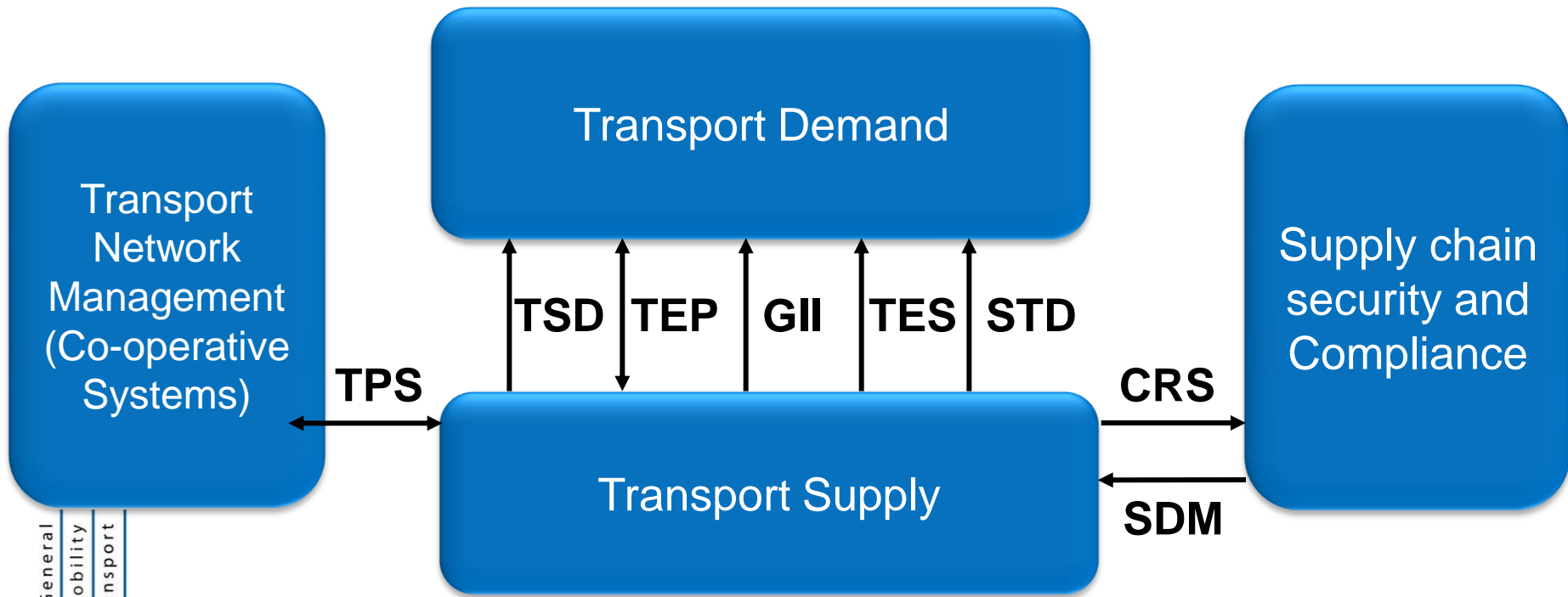
analysis Business Process Model



analysis Business Process Model

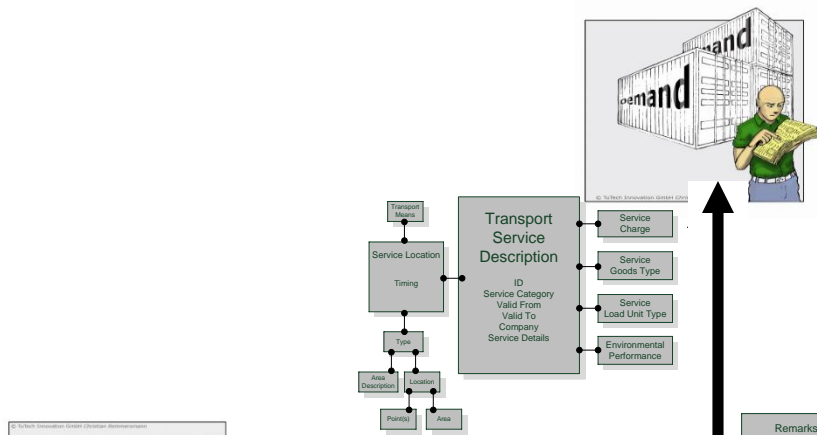


● Common Reference Framework

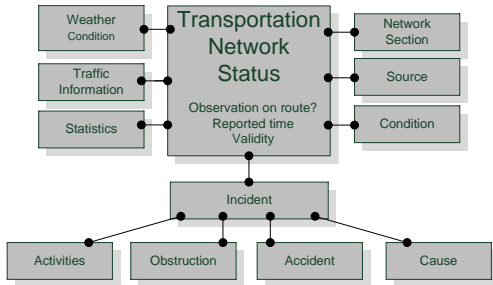


Common Reference Framework

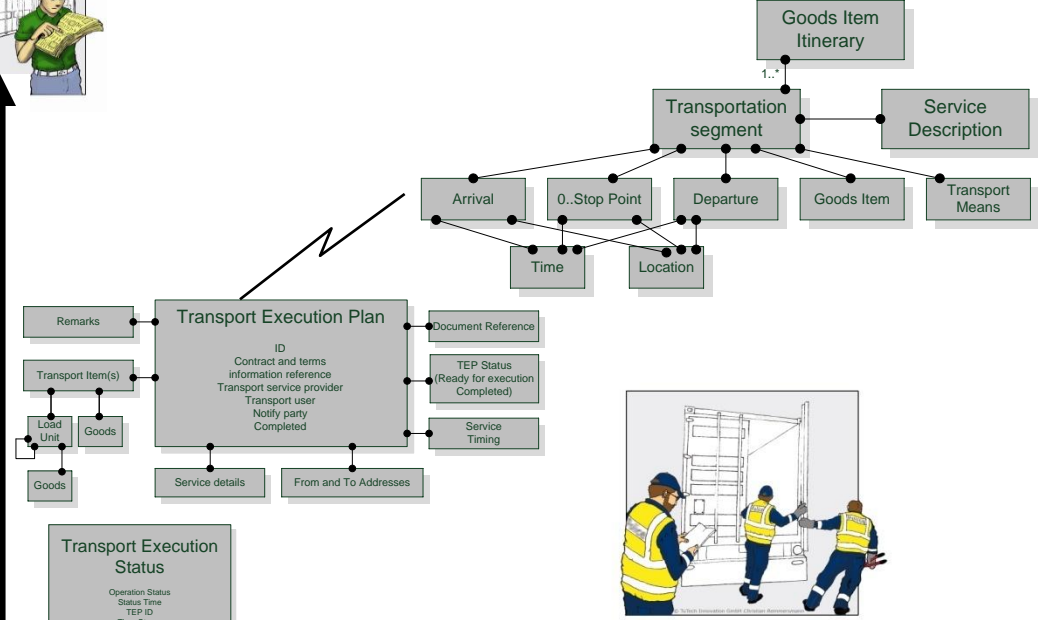
Transport User



Transportation Network Manager

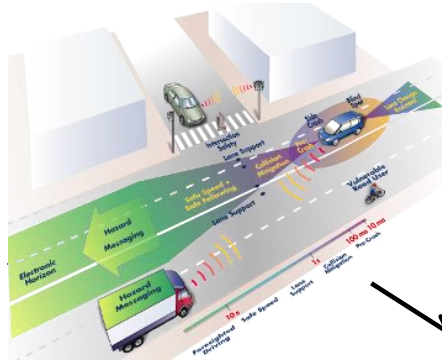


Transport Service Provider



Transport Regulator

Common Reference Framework: Reference Model



Transportation Network Management (Co-operative Systems)

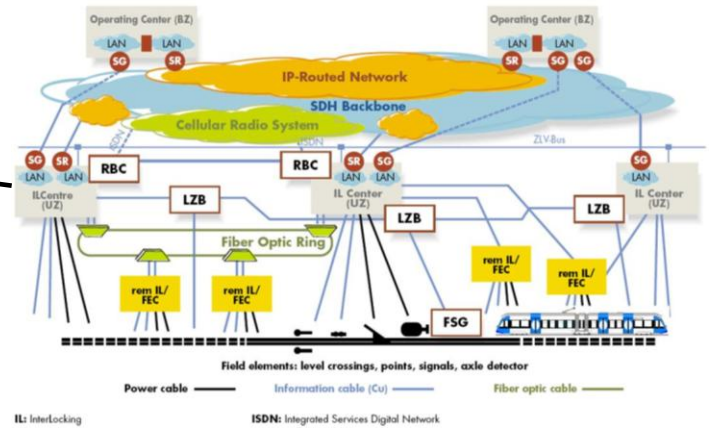
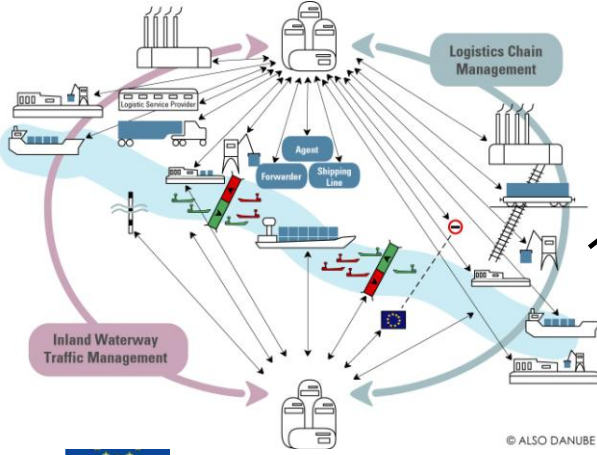
Transport Demand

Transport Supply

Supply chain security and Compliance

ITS
TAF/TSI
RIS
eMaritime

Corridor Management



● Common Reference Model: Standardization and Synergies

● Standardization

- OASIS – ubl 2.1 in second public review; TSD, TEP, GII, TES and TPS are being part of the ULB 2.1 in 2011
- GS1 – eCom Logistics Forum
- ISO
- CEN
- APEC

● Synergies

- US DOT (EFM)
- Common Framework
- Port Community Systems
- National Single Windows

● Single Window

- **Regulatory Compliance Complexity**
 - Mode-specific, country-specific, globalisation
 - Security has increased compliance requirements
 - Complex set of (duplicating) reporting requirements and related systems
- **Business are hold to maintain interfaces with many different systems**
- **EU policy context and legal framework:**
 - White Paper
 - Customs Code, e-Customs
 - SafeSeaNet
 - Ship reporting formalities
 - RIS, TAF/TSIs, ITS
- **EU Single Window Initiatives**
 - E-Customs single windows – trade facilitation
 - Maritime single windows – monitoring vehicle and cargo movements

● Single Window

- Variety of developments at different levels: local, national and European
- Automatically the question comes up whether there is a need for even more integration and interoperability in order to establish
 - A Single entry point for all traffic and transport regulatory information at national level regardless of mode
 - And to exchange and share information between national authorities within a country and between countries
- This question, the technical concept and the validation of the concept is addressed in the eFreight project

● Single Transport Document

- Document exchange between stakeholders involved in transport of goods is characterised by various national, international, often mode-specific regulations, conventions and standards
- To cope many organisations and companies have developed their own waybill
- Is this the right setting for multimodal transport chains?
- Transport documents play an important role in international business, which is becoming more and more electronic – hence there might be the need for a multimodal and electronic multimodal transport document (e-waybill)

● Thank you for your attention

