

European Commission

Review of the Common Transport Policy

Task 1.3 Logistics, inter- and co-modality - Final Report

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Contents

1	LOGISTICS, INTER- AND CO-MODALITY	1
	Executive summary	1
	Introduction	1
	Summary of the policy	3
	Legislative Framework	4
	Qualitative Analysis	4
	Quantitative Analysis	7
	Conclusions	12

FIGURES

Figure 1.1	Intermodal rail service punctuality over the period 1999-2007	8
Figure 1.2	Marco Polo I - objectives and results	9
Figure 1.3	Load factors in freight transport	10
Figure 1.4	EU27 performance by mode for freight transport – 1995-2007	11
Figure 1.5	EU27 modal split by modes - 1995-2007	12

TABLES

Table 1.1	Assessment of measures for freight transport logistics	5
Table 1.2	SWOT analysis: Logistics, inter – and co-modality	6
Table 1.3	Marco polo programmes characteristics	8
Table 1.4	Projects financed by marco polo programmes – 2003-2008	9
Table 1.5	Best practices in urban freight transport	11
Table 1.6	EU27 Growth rates of freight transport by modes	12

APPENDICES

LEGISLATIVE INTERVENTIONS IN FREIGHT LOGISTICS TRANSPORT

1 Logistics, inter- and co-modality

Executive summary

- 1.1 Freight transport and logistics are now considered a specific policy area of the Common Transport Policy (CTP). Further to the 2001 White Paper, the EU identified logistics policy measures to help facilitate the free-flow of goods within Europe and to improve the efficiency and sustainability of freight transport. In 2007, a number of policy initiatives were adopted, including the European Freight Logistics Action Plan, which defined the framework strategy in this area.
- 1.2 Policy measures that have been undertaken in this area include:
- measures to improve the quality of rail freight;
 - funding programmes (Marco Polo I and II) to incentivise intermodality;
 - the development of freight integrators¹; and
 - the promotion of increased efficiency in urban freight.
- 1.3 Some of the measures might be considered fully implemented (such as the promotion of best practices in urban goods transport) but there is still work to do in other areas, for example relating to the quality of rail freight services. Further work is also needed in order to promote intermodal transport. In the future, a balance will have to be struck between provision of additional infrastructure capacity and the enhancement in the efficiency of the utilisation of this capacity.

Introduction

- 1.4 In recent years, there has been a significant increase in the volume of freight transported within the European Union. During the period 1995-2006, within the EU27, freight transport registered an annual tonnage km growth rate of 2.8%, 0.4% above annual growth in GDP. Most of the additional freight traffic has been transported by road: road traffic increased by 46.5%, and by 2006, had a modal share of 45.6% (72.7% of inland transport)². It has been estimated that the expenditures made for freight and logistics services account for 13.4%³ of GDP in some Member States. Some European logistics companies are also world leaders.
- 1.5 A 50% increase in freight transport was also forecast for the period 2000-20, which corresponds to a 2% average growth per year. The recent Communication from the Commission [COM(2007) 606] “The EU’s freight transport agenda: Boosting the

¹ Freight integrators are defined as “transport service providers who arrange full load, door-to-door transportation by selecting and combining without prejudice to the most sustainable and efficient mode(s) of transportation” (Study on Freight Integrators - Final Report 2003)

² See the section “Quantitative Analysis” for an overview of freight transport modes performance

³ Rodrigues, Bowersox and Calantone, Estimation of global and national logistic expenditures, Journal of Business Logistics, 2005.

Review of the Common Transport Policy

efficiency, integration and sustainability of freight transport in Europe” highlighted that this posed a number of policy issues, particularly in relation to congestion, pollution and fossil fuels dependency. As the growth experienced for freight traffic in the 2000-07 period was above the estimated one (2.6% per year), these issues have been particularly critical in past years⁴, while at present they are partially mitigated by the current economic crisis, as discussed further in the document.

- 1.6 The definition of a European approach toward freight transport logistics is justified by the fact that freight transport logistics is crucial to the realisation of the higher-level objectives of EU CTP to build an integrated transport market and is essential for trade with non-EU countries.

Sources

- 1.7 The documents on which we have based the analysis in this area are:
- The future development of the common transport policy - A global approach to the construction of a Community framework for sustainable mobility [COM(92)494];
 - European transport policy for 2010: time to decide, White Paper [COM(2001) 370];
 - Keep Europe Moving - Sustainable mobility for our continent, 2006 White Paper Mid Term Review [COM(2006)314];
 - “The EU's freight transport agenda: Boosting the efficiency, integration and sustainability of freight transport in Europe”, [COM(2007) 606];
 - “Report on the Motorways of the Sea” State of play and consultation, Accompanying document to the Communication from the commission “The EU's freight transport agenda”, [SEC(2007) 1367];
 - “Consultation on a European maritime transport space without barriers reinforcing the internal market for intra-European maritime transport”, Accompanying document to the Communication from the commission “The EU's freight transport agenda”, [SEC(2007) 1351];
 - “Freight Transport Logistics Action Plan”, [COM(2007) 607];
 - “Towards a rail network giving priority to freight” [COM (2007) 608];
 - “European Ports Policy” [COM (2007) 616];
 - “Study on Freight Integrators - Final Report (2003);
 - Communication on the creation of a European maritime transport without barriers [COM(2009)10];
 - European Environment Agency (2005), TERM 2005 30 Load factors in freight transport, Indicator Fact Sheet;

⁴ See Task 1.8 report for a deeper discussion.

Review of the Common Transport Policy

- Millan De la Lastra, C. (2008), Future Trends of the Marco Polo Regulation, Marco Polo Conference, Valencia 2-3/12/2008 available at <http://ec.europa.eu/transport/marcopolo/>;
- Vankerckhoven, P., (2008), For a Sustainable Freight Transport in Europe, Marco Polo Conference, Valencia 2-3/12/2008 available at <http://ec.europa.eu/transport/marcopolo/>;
- UIRR, (2008), UIRR position paper on the European Commission communications entitled “Towards a rail network giving priority to freight” and “Freight logistics action plan”, available at www.uirr.com;
- UIRR, (2005), Marco Polo II is good but needs to be refocused, UIRR press release, available at www.uirr.com;
- UIRR, (2007), Statistics 2007, available at www.uirr.com;
- UIRR, (2008), Quality Statistics on major CT Corridors, available at www.uirr.com

Structure of the rest of this section

1.8 The rest of this section has been structured as follow:

- Summary of the policy;
- Overview of the legislative framework;
- Qualitative and quantitative analysis;
- Conclusions.

Summary of the policy

1.9 The 2001 White Paper [COM(2001) 370] proposed a number of specific policy interventions in the context of freight transport for the 2000-2010 period (see below). Some of these areas had already been identified in the 1992 White Paper [COM(92) 494], including the promotion of international rail transport; modal shift; improved integration of different transport modes, at least in specific corridors; and the enhancement of the efficiency of the system.

1.10 However, it was only within the 2001 White Paper and, then, within the 2006 Mid-Term review, that these areas were clearly defined and specific measures identified. The 2006 Mid Term Review promoted the need to develop a framework strategy for freight transport logistics in Europe that has resulted in the launch of a series of policy initiatives.

1.11 These policy initiatives are:

- the Freight Logistics Action Plan [COM(2007) 607];
- the Communication on a freight-oriented rail network [COM (2007) 608];
- the Communication on a European Ports Policy [COM (2007) 616];
- the Commission staff working paper “Towards a European maritime transport space without barriers” [SEC(2007) 1351];

- the Commission staff working paper on Motorways of the Sea [SEC(2007) 1367].
- 1.12 Other important interventions include the launch of two programmes, Marco Polo I (2003-2006)⁵ and Marco Polo II (2006-2013)⁶, funding projects aimed at encouraging modal shift away from road.
- 1.13 In addition, within the different Framework Programmes⁷ (starting with the 5th), projects have been funded aimed at improving the performance of logistics chains and optimising the distribution of goods, specifically with respect to the final urban leg. These initiatives include: the Bestufs I and II research networks, the different Civitas Initiatives (I and II and recently Civitas Plus), and the ELTIS project.
- 1.14 All the policy initiatives as well as funding and research programmes in this area have focused on the same areas:
- Restructuring the road freight sector;
 - Enhancing the role of railways for the movement of goods;
 - Turning intermodality and co-modality into reality;
 - Promoting the efficiency and the sustainability of the logistics chains, especially at an urban level.
- 1.15 For each sub-areas, specific measures have been identified to address the main issues and problems and some of them are being dealt with in other tasks. The measures assessed in this task will be the following:
- Improve the quality of rail freight services;
 - Implement funding programmes (Marco Polo I and II) to sustain intermodality;
 - Promote the development of freight integrators;
 - Promotion of best practice in freight urban transport.

Legislative Framework

- 1.16 Appendix A to this document sets out the legislative interventions dealing with the overall policy area of Freight Transport Logistics.

Qualitative Analysis

- 1.17 The table below sets out a brief description of the CTP measures related to this task and preliminary assessment of the achievement of their objectives. The SWOT analysis, provided below, will focus on all the sub-areas of interventions mentioned above.

⁵ Regulation 2003/1382/EC

⁶ Regulation 2006/1692/EC

⁷ The Framework Programmes (FPs) set out the priorities for the European Union's research, technological development and demonstration (RTD) activities.

TABLE 1.1 ASSESSMENT OF MEASURES FOR FREIGHT TRANSPORT LOGISTICS

Measures	Introduction of legislation or other initiatives
Improvement of the quality of rail freight services	<p>Some progress. The low level of quality, in terms of average speed, punctuality and reliability, is one of the causes of the low market share of rail freight. To deal with this issues, the 2001 White paper suggested a threefold approach:</p> <p>(a) to facilitate new entry;</p> <p>(b) to incentivise the rail freight industry to include service quality commitments; and</p> <p>(c) to introduce a Regulation to define the compensation payable in the case of non compliance with the contractual service.</p> <p>The first of these has been implemented, but the second has not as yet. In 2004, the Commission proposed a Regulation [COM(2004) 143] with regard to compensation, but this has not yet been accepted.</p> <p>The recent Communication on a freight-oriented rail network [COM (2007) 608] has again stressed the importance of improving the quality of rail services, starting with some specific rail freight corridors.</p>
Implement funding programmes (Marco Polo I and II) to sustain intermodality	<p>Done. Both Marco Polo I (2003-2006) and Marco Polo II (2007-2013) funding programmes aim to shift freight transport from road to other modes of transport and improve intermodal services. The Marco Polo II programme also takes into account the objectives of sustaining co-modality, enhancing the potential of European logistics.</p> <p>Consequently, it introduces two other key actions: motorways of the sea and traffic avoidance, and the duration, budget and geographical coverage of the programme were extended. However, to date, 104 contracts have been concluded, although the budget committed was well below the budget available (De la Lastra, 2008) and during the period 2003-2006, the modal shift target (12 billion tonne kilometres) was not achieved.</p>
Promote the development of freight integrators	<p>Not done. To ensure sustainable intermodality, this intervention was aimed at providing framework conditions for the activity of freight integrators and standardising loading units by developing a European Intermodal Loading Unit.</p> <p>In 2003 a study was prepared to analyse the level of intermodal integration in European freight transport and consequently to adopt an Action Plan. This identified several barriers to the development of freight integrator such as empty returns, lack of standard loading units, rail capacity allocation, poor quality of rail services, lack of incentives and lack of a common cross-modal liability regime. Actions have been taken on some measures, but results have not been achieved yet: development of intermodal infrastructure, the facilitation of the legislative framework for intermodal transportation⁸ and the harmonisation of loading equipment (proposed in the Communication 155/2003).</p>

⁸ In particular the Freight Transport Logistics Action Plan suggests the need to introduce within the EU a standard fall-back liability clause as well as to allow full coverage of the existing international mode-based liability regimes over the entire multimodal supply chain.

Measures	Introduction of legislation or other initiatives
Promotion of urban transport practices for goods transport	Done. The aim is to disseminate best practice to improve the overall efficiency of the urban distribution activities. The EU Research Framework Programmes, and to a lower extent the European Structural Funds, have financed several projects and network programmes aimed at identifying the most appropriate measures to deal with urban freight. The most important projects are: CityPorts, CityFreight, Merope, Bestufs I and II, Civitas Initiatives I and II and the ELTIS database.

SWOT Analysis

1.18 The table below reports the SWOT analysis for this policy area.

TABLE 1.2 SWOT ANALYSIS: LOGISTICS, INTER – AND CO-MODALITY

Strengths	<p>Integrated logistics policy should promote environmental sustainability and energy efficiency.</p> <p>The Freight Logistics Action Plan may create benefits in terms of cost reduction in the freight business.</p>
Weaknesses	<p>Limited implementation of some provisions in Member States.</p> <p>The quality of service offered by rail freight is still low.</p> <p>The slow deployment of the ETCS component of the European Rail Traffic Management System limits the development of international rail.</p> <p>The fragmentation of the transport segment of the logistics industry can make it difficult to roll out new technologies as well as to introduce new working practices.</p>
Opportunities	<p>Full implementation of rail freight liberalisation should facilitate modal shift by reducing costs.</p> <p>The application of advanced ICT together with satellite radio navigation systems might facilitate tracking and tracing of goods.</p> <p>The development of indicators for evaluation of the performance of logistics could lead to substantial performance benefits.</p>
Threats	<p>Some of the measures suggested in the Freight Logistics Action Plan might be opposed by some industry segments.</p> <p>If implementation is not monitored correctly, there could be a possible failure to achieve the objectives.</p>

Results

- 1.19 Several measures aimed at improving the quality of freight and logistics are still to be adopted by the EU. In particular, actions are needed to improve quality of rail freight: the quantitative analysis below shows that after an improvement in rail service punctuality in 2004, performance has again declined.
- 1.20 Of the measures undertaken, urban freight transport and Marco Polo, the first has been able to deliver results, while the latter has had less impact than expected to date, partly because the funds have not been fully utilised.
- 1.21 Hereafter we report an assessment of the measures taken in relation to goals pursued by the CTP in this area:

- I Enhance the role of railways for the movement of goods.** The adoption of the First Railway Packages (2001) and Second Railways Package (2004) have set the framework and liberalised the freight sector. However, while some of the initial legislative goals have been successful, there are still some barriers as a result of the industry structure and technical restrictions that are hindering the full achievement of the market opening benefits. Further improvements are needed especially in relation to interoperability (e.g. full deployment of ERTMS) and in full implementation of the Directives by all Member States.
- I Turn intermodality and co-modality into reality.** The main objective is to promote the use of specific “green corridors”. To this end different measures have been planned, including TEN-T projects, and the launch of two funding programmes, Marco Polo I and II, specifically aimed at financing intermodal projects; the establishment of the Motorways of the Sea initiative; and finally the implementation of Naiades project focused at promoting inland waterways. However, it is still early to produce an assessment of their effectiveness.
- I Promote the efficiency and the sustainability of the logistics chains, especially at urban level.** Here the key measures promoted focused on the establishment, in consultation with the relevant stakeholders, of a set of indicators aimed at measuring and recording performance (e.g. sustainability, efficiency etc.). This was subsequently added to by the intention, expressed in the Freight Transport Logistics Action Plan to elaborate, together with industry, a set of generic (dynamic and static) benchmarks for terminals, starting from multimodal inland terminals. Measures have also been taken aimed at simplifying and harmonizing administrative procedures along the transport chains. An example is given by the e-freight initiative, which is intended to ease administrative procedures by implementing paper-less business-to-administration and administration-to administration information data flows

Quantitative Analysis

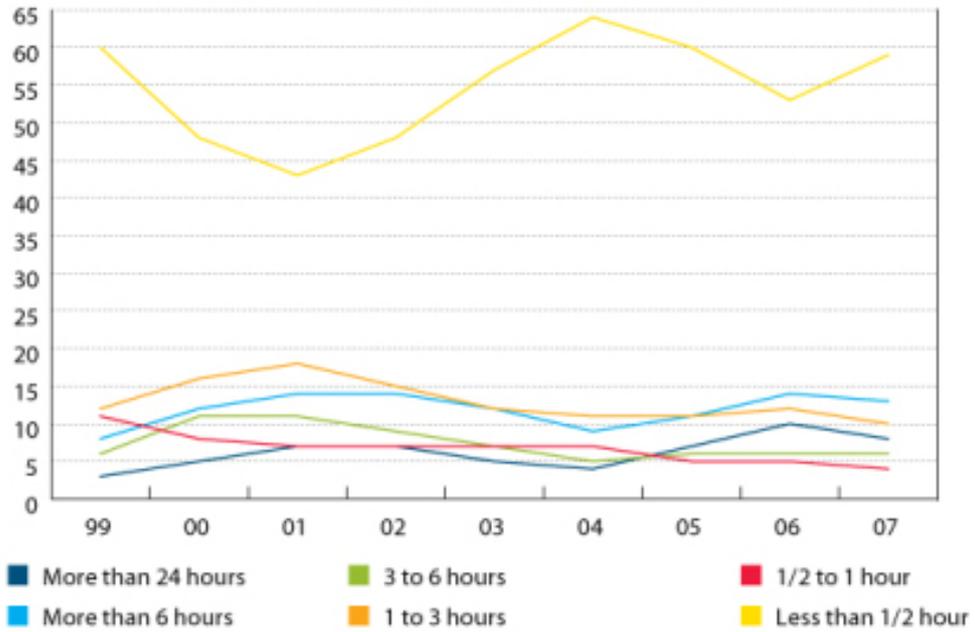
- 1.22 In this section, for each policy measure described above, quantitative data is provided, in the form of output or outcome indicators. Where possible, outcome indicators are presented to assess the overall impact of these measures (as well as of those not treated in this task) to achieve modal shift.

Improvement of the quality of rail freight services

- 1.23 The figure below sets out the trend in delays in intermodal rail services⁹ over the period 1999-2007. Delays reduced after 2001, but from 2004 started to increase again.

⁹ Unaccompanied traffic with swap bodies, containers and trailers

FIGURE 1.1 INTERMODAL RAIL SERVICE PUNCTUALITY OVER THE PERIOD 1999-2007



Source: UIRR

1.24 **Implementing funding programmes (Marco Polo I and II) to sustain intermodality**
 In relation to the Marco Polo programmes, Table 1.3 presents the general characteristics of the Marco Polo I and Marco Polo II programmes.

TABLE 1.3 MARCO POLO PROGRAMMES CHARACTERISTICS

	Marco Polo I	Marco Polo II
General objectives	Support alternatives to road-only transport through the combination of different modes of transport	Shifting freight off the road (especially by promoting SSS and Motorways of the Sea services)
Period covered	2003-2006	2007-2013
Total budget	€115 million	€450 million
Key actions	Shifting freight from roads Catalyst actions Common learning	Shifting freight from roads Create synergies Encourage cooperation Motorways of the Sea Traffic Avoidance
Geographical coverage	EU Member States	EU 27 Member States + Iceland, Norway, Liechtenstein and Croatia

Source: SDG elaboration. Note: geographical coverage is referred to the countries whose operators are eligible to apply for funding.

1.25 Table 1.4 shows the number of projects financed and the budget allocated during the period 2003-2008 as well as the achievement, until 2006, of the modal shift

target (that it was set for the Marco polo I programme at 12 billion tonne km per year).

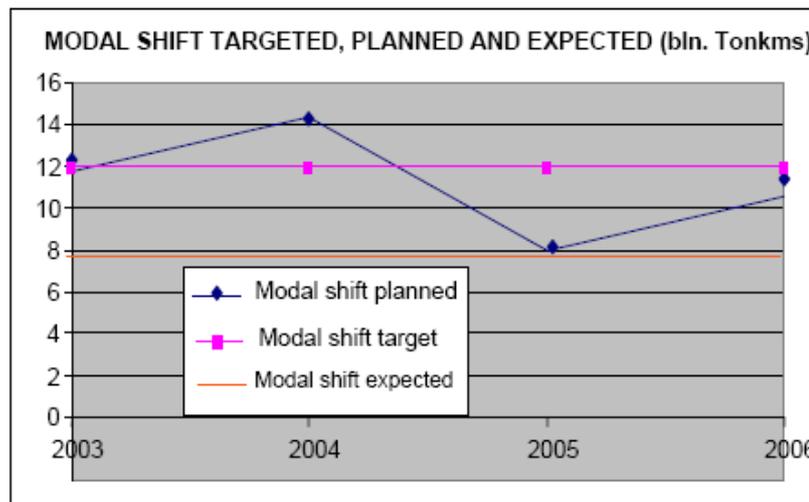
TABLE 1.4 PROJECTS FINANCED BY MARCO POLO PROGRAMMES – 2003-2008

	Marco Polo I Programme				Marco Polo II Programme	
	MP I 2003	MP I 2004	MP I 2005	MP I 2006	MP II 2007	MP II 2008
Calls for projects						
Available budget (€ millions)	15	20.4	30.7	35.7	56	58
Committed budget (€ millions)	13	20.4	21.4	18.9	45	37*
Received proposals	92	62	63	48	55	46
Number of project selected	19	12	16	15	27	28
Concluded contracts	13	12	15	15	19	31*
Planned freight to be shifted (billion tonne km)	12.4	14.4	9.5	11.5	23.6	17.2

Source: Millán de la Lastra, C. (2008); Vankerckhoven, P., (2008), Note: (*) Provisional figure before finalisation of contract negotiations

1.26 The table above shows that the full Marco Polo programme budget has not been allocated; and (Figure 1.2 below) shows that the modal shift that was achieved remained below the target set for all years except 2004.

FIGURE 1.2 MARCO POLO I - OBJECTIVES AND RESULTS

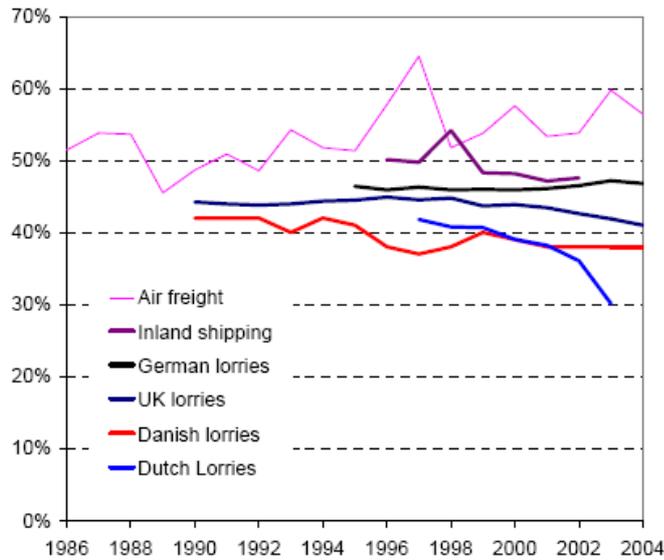


Source: Millán de la Lastra, C. (2008)

Promote the development of freight integrators

1.27 One of the aims of the development of freight integrators was to improve the efficiency of freight transport services, especially in intermodal transport. In general terms, the trend measured through the assessment of load factors can indicate whether efficiency can be improved. Figure 1.3 shows that load factors have generally declined for road freight and inland shipping, but slightly increased for air freight. This indicates that load factors could be further improved, and some companies already achieve higher load factors than others.

FIGURE 1.3 LOAD FACTORS IN FREIGHT TRANSPORT



Note: Air transport refers to principal European airline carriers. Inland shipping includes all inland shipping that either loads or unloads in the Netherlands. Data on lorry transport is for national transport only. Source: EEA, 2005

Promotion of urban goods distribution practices

1.28 Since 1998 different programmes and projects addressed urban freight transport issues. The main result of these different projects was the identification of best practice measures aimed at reducing the impact of urban freight transport (see table below). Each measure has advantages and disadvantages, however what is of greater importance is the need to consider the specific characteristics of each city as well as the need to integrate the different measures.

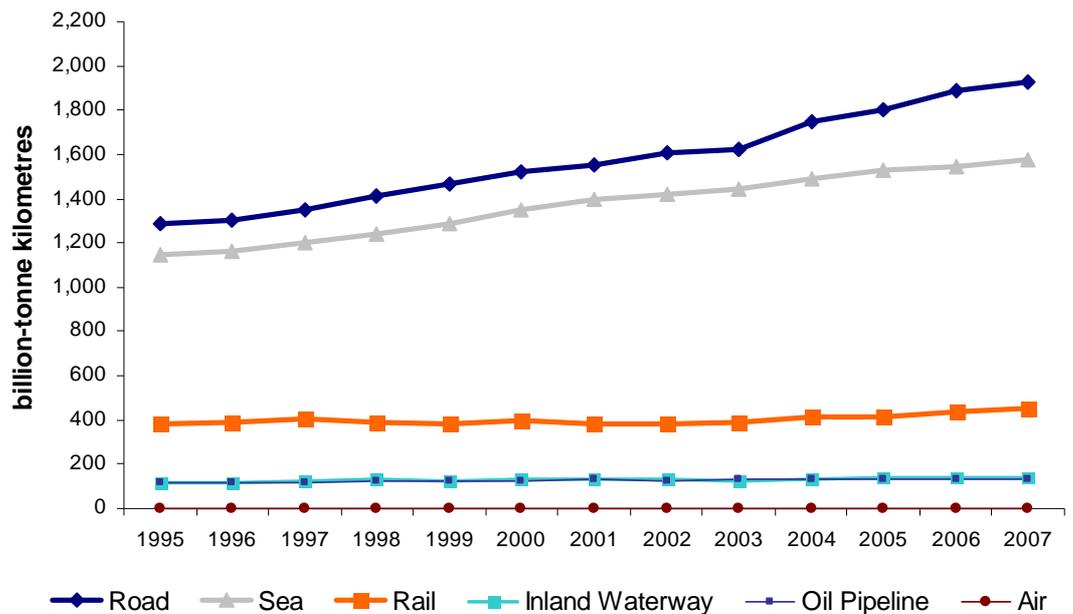
TABLE 1.5 BEST PRACTICES IN URBAN FREIGHT TRANSPORT

Market Based Incentives	Command and control incentives	Land use management	Infrastructure	New technologies	Management and other policies
Subsidies for less polluting vehicles Congestion charges Parking charges Charges on truck access	Emission standards Physical restraint of traffic Time window Night-time delivery Bus lanes and other priorities Volume or weight restraints on vehicle use	Provide available loading/unloading zone Create reserved parking areas Use of reserved and private parking lot Parking management system	New transport infrastructure Urban distribution centres Collection points Nearby delivery zones	Install equipment on the vehicles that allow the monitoring of emission parameters Use of alternative fuels Identification system for access control Adoption of IT technologies Real time traffic information	Incentives to the increase the load factor Foster consolidation strategies and freight carrier cooperation Create city logistics forum Foster the use of alternative modes of transport

Modal Shift

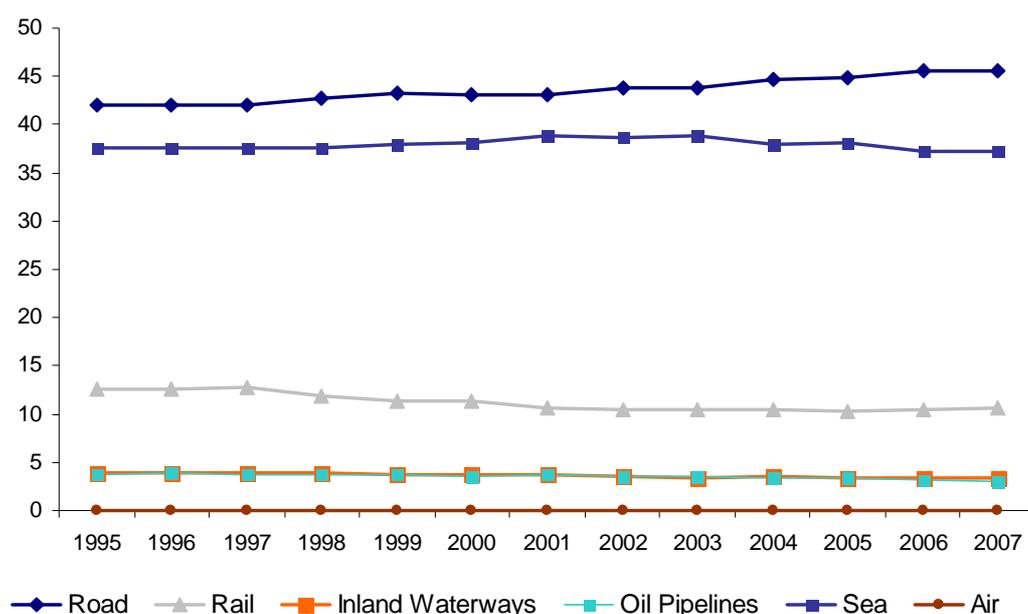
1.29 The figures below show the volume of goods moved (in terms of tonne km) by the different modes of transport and the modal split during the period 1995-2007. The modal shift objective has not been achieved: despite the implementation of the policy measures described above, rail freight market share has stabilised since 2001.

FIGURE 1.4 EU27 PERFORMANCE BY MODE FOR FREIGHT TRANSPORT – 1995-2007



Source: Transport Statistic Pocketbook 2009 - Directorate-General Energy and Transport. Note: air and sea refer to intra-EU traffic.

FIGURE 1.5 EU27 MODAL SPLIT BY MODES - 1995-2007



Source: Transport Statistic Pocketbook 2009 - Directorate-General Energy and Transport. Note: air and sea refer to intra-EU traffic.

1.30 During the period 1995-2007, rail freight transport grew more slowly than the other main transport modes. However, it grew fastest during 2006-7, which may reflect the policy measures discussed above starting to have an effect, though the ITF argues that this is mainly “because of market-push rather than policy-pull”¹⁰. Additional intervention in this area may be necessary to achieve the objectives of enhancing rail freight transport and supporting modal shift towards more sustainable modes.

TABLE 1.6 EU27 GROWTH RATES OF FREIGHT TRANSPORT BY MODES

Variation	Road	Rail	Inland Waterways	Oil Pipelines	Sea	Air
1995-2007	49.6%	17.1%	15.6%	12.1%	37.0%	55.0%
Per year	3.4%	1.3%	1.2%	1.0%	2.7%	3.7%
2006-2007	+3.9%	+2.7%	+1.9%	-4.7%	+1.7%	+3.3%

Source: Transport Statistic Pocketbook 2009 - Directorate-General Energy and Transport

Conclusions

The overall impact of the policy

1.31 The analysis has shown that although progress still has to be made in achieving the objectives set out in this policy area, the European framework strategy for freight transport logistics is a step towards achieving the objective to “improve both the economic and operational efficiency and the environmental viability of freight transport in Europe” (UIRR, 2008).

¹⁰ <http://www.internationaltransportforum.org/Press/PDFs/2009-03-12.pdf>

- 1.32 The impact assessment of the Freight Logistics action plan identifies a number of possible positive outcomes¹¹, but at present it is too early to assess whether this initiative has been successful.
- 1.33 However, there are a number of potential challenges, including:
- possible delays by Member State in implementing the strategy;
 - a need for continuous monitoring of implementation of the strategy; and
 - the need to focus the specific objectives for each measure.

Contemporary developments

- 1.34 The main developments in the context of freight logistics transport are the following:
- **Marco Polo II.** A new call for the submission of projects was launched in 2009. A number of changes have been made: the budget available has increased; it will support 35-50% of the eligible project costs; and the potential contribution per tonne kilometre has been doubled (to €2 per 500 tonne km).
 - **Freight Action Plan.** Several interventions (proposals for Directives, code of best practices, adoption of common standards etc.) will be made in the future especially in relation to the application of ICT for freight transport (e-freight and internet for the cargo), the adoption of indicators to evaluate supply chain performance, the elaboration of benchmarks for terminals, the simplification of administrative procedures (single access point).

Lessons learnt and going forward

- 1.35 From the quantitative and qualitative analysis performed above, the principal lesson learnt is the importance of ensuring a coherent and centralised policy. It will be important however that the EU constantly monitors the implementation of the framework strategy, and revises it when appropriate, to take into account recent developments in the industry and in the wider economy.
- 1.36 The modal shift objective has not been fully achieved: despite the implementation of the policy measures described above, the share of rail in total freight transport has not increased. However, the decline in the share of rail that occurred in the 1990s appears to have stopped.
- 1.37 The crisis is putting in danger the economic stability of some transport operators such as container ship companies (some of which recently went into bankruptcy)¹².
- 1.38 The only positive impact of the crisis is that it is reversing the recent growth in freight traffic, and this should reduce emissions. Recent figures for sea container traffic and air cargo are showing a negative trend¹³.

¹¹ SEC(2007) 1321.

¹² Moreover the reduction in container traffic has reduced the demand for big ships whose production, however, has continued to grow. This will cause a future a problem of excess capacity.

¹³ More information is available on the following website : <http://www.drewry.co.uk/> and <http://www.aci-europe.org/>

APPENDIX

A

LEGISLATIVE INTERVENTIONS IN FREIGHT LOGISTICS TRANSPORT

A1. MAIN LEGISLATIVE INTERVENTIONS IN FREIGHT TRANSPORT LOGISTICS

1.39 The main legislative interventions for each of the sub-areas of freight transport and logistics are:

- Enhance the role of railways for the movement of goods:
 - Directive 2004/51/EC of the European Parliament and of the Council of 29 April 2004 amending Council Directive 91/440/EEC on the development of the Community's railways;
 - Directive 2001/12/EC of the European Parliament and of the Council of 29 April 2004 amending Council Directive 91/440/EEC on the development of the Community's railways;
- Turn intermodality and co-modality into reality:
 - Regulation 2003/1382/EC of the European Parliament and of the Council of 22 July 2003 on the granting of Community financial assistance to improve the environmental performance of the freight transport system (Marco Polo Programme);
 - Regulation 2006/1692/EC of the European Parliament and of the Council of 24 October 2006 establishing the second Marco Polo programme for the granting of Community financial assistance to improve the environmental performance of the freight transport system (Marco Polo II) and repealing Regulation 2006/1692/EC
 - Communication from the Commission [COM(2003) 155 final]: Programme for the Promotion of Short Sea Shipping, with annexed Proposal for a Directive of the European Parliament and of the Council on Intermodal Loading Units
- Promote the efficiency and the sustainability of the logistics chains, especially at urban level:
 - Proposal for a Directive [COM(2008)887]: Framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other transport modes