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FREIGHTWISE

Management Framework for Intelligent  
Intermodal Transport

Integrated Project (IP)

Sustainable surface transport - Rebalancing and integrating different transport modes.

D19.1 Identification of multipliers, policies and directive initiatives.

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## Executive Summary

Transport policies are subject to very wide range of pressures – practical, political, organisational, national and international, social and economic – which pull in different directions.

Because of the coexistence of EU and national legislation processes, the problems of policy making and policy implementation at the Community level are much more complex and multilayered than in a member state. The success of an EU policy program depends not only on a harmonised adoption by different parliaments, but also on the effective implementation in different arenas. To achieve maximum synchronisation of EU legislation and its adoption by member states, European policy formulation is preceded and accompanied by processes of consultation, information exchange, interest accommodation and alliance formation. This leads to socio-political configurations which may be conceptualised as “policy networks”.

European policy making is modelled essentially as a “two-level game”: in the first stage, Member-State governments interact with domestic actors in lower level games; in the second, they proceed to represent the aggregate interests in negotiation games within the Council of ministers. While this model is flexible for iterative processes of mutual adjustments between the connected games, lateral and diagonal interactions between the players in the different games (such as nongovernmental national groups, private associations) are, by definition, excluded from the analysis. If all players’ interactions are to be taken into account, a distinction between only two levels of a game would, at the very least, seem rather artificial.

The interaction of policy actors in European policy processes is far more complex as formally, there is a two-stage sequential process in which the member-state governments first negotiate in the Council and then ratify the agreements separately in each member state. However, around this formal structure there is a complex array of informal relations between subnational actors in different countries, on the one hand, and national actors and supranational players on the other. These relationships enable the actors with the EU policy system to obtain much more information about one another than it is common in traditional diplomacy. The growth of Community lobbying in particular indicate, that the Commission and the Parliament are approached by a wide range of actors including individual firms, regional associations, cities, professional lobbyists and national as well as European interest associations.

This document maps such actors in the context of the three FREIGHTWISE domains in fifteen European countries both Eastern and Western. The aim is to provide the reader with a handbook that adopts the notion of the “multipliers” meaning any associations and organisations that have the ability to disseminate the FREIGHTWISE objectives to their members and partners.

A desk research has been carried out initially by looking at the different environments of the European policy context along with presenting major policy initiatives in the field of intermodal transport. The identification of the multipliers has been performed with the assistance of the FREIGHTWISE consortium in order to discover which actors may act as disseminators of the FREIGHTWISE project at both a formal and an informal level by drafting a list of the relevant stakeholders in several countries, with some brief information about them relevant for FREIGHTWISE, like:

- Field of business
- Representation of the Stakeholders covered
- Main Objectives of the entity
- Relevance to the Framework of FREIGHTWISE (to have an understanding of their possible interest in FREIGHTWISE activities via the dissemination channels)

The selection of the multipliers follows two criteria:

1. Categorising the entities based on the 'horizontal' domain. For instance:

- Safety
- Security
- Standards
- ICT
- Customs
- Infrastructure

2. Categorising the entities based on the three 'categories' domains as reported in FREIGHTWISE and covering all the transport modes.

- Traffic – infrastructure management: road, rail, sea, inland public or private;
- Administration: customs, border crossing, hazardous cargo, safety and security;
- Transport management: shipper, forwarder, operators, and agents.

The document also acts as an opener for the forthcoming deliverables in the European policy context by assessing some issues of a potential future directive along with assessing the differentiating and innovating assets of this project.

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## **1 Introduction to WP19**

The development of a new economic environment has been critical in the progress of the EU's policy activities concerning intermodal transport. The profound market changes as well as the wider economic and geographical changes, including the progress of European economic integration per se, have resulted in the increase and structural modification of the transnational regional trade and demands for rapid and fundamental adjustments. The common policy was developed in pursuit of filling the policy gaps that followed these contextual changes. These gaps are the divergent national policy traditions of member states that have become part of a single European market, the slow adjustment of market forces to the new economic environment, and the apparent ineffectiveness of the pre-existing national policy frameworks to produce policy realignments.

Information is an essential complement to freight transport. All freight must be accompanied by information to provide direction to handlers, answer questions of controlling authorities (e.g., customs), and to reconcile the records of shippers, consignees, and everyone in between.

Freight transportation has benefited from the radical improvements in information technology of recent decades. However, progress in linking the evolving information and transportation systems has been slowed by lack of interoperability, incomplete network infrastructure, and lack of expertise in some sectors that participate in the freight system.

European governments, in their roles as providers of transportation facilities and services and as regulators, affect the progress of information technology applications in freight transportation. Governments cannot mandate standards or the use of particular information infrastructure—such efforts have failed repeatedly. Nevertheless, governments have a role in facilitating the application of information technology in transportation. They can take a more active lead in ensuring that its systems are interoperable with evolving industry systems and they can provide research support for the development of solutions to problems in existing systems.

Governments can reduce regulatory compliance costs and at the same time provide an impetus for adoption of information technology by making its regulatory information reporting requirements consistent with industry practice. However, the full extent of opportunities for reducing regulatory costs through automation remains to be explored. In some cases, a flexible approach in applying regulations on anticompetitive practices may be advisable to permit industry collaboration on key pre competitive aspects of transport-related information infrastructure.

### **1.1 The Objectives of this Task**

As we approach the end of the first decade of 2000, intermodal freight transport in Europe stands at a crossroads of technological development opportunities that will radically change its face, accompanied by yet unresolved institutional and other policy issues that will determine the range and extent of these changes. As the remaining few restrictions are removed and the liberalisation of freight transport within the European Union countries becomes complete, intermodal freight transport operation at a European level appears to be proceeding at two speeds:

The first, (applicable to EU countries) is characterized by high organisational efficiency and free from administrative restrictions, led by technological solutions that are now already at various stages of development, and

The second, applies to the remaining countries of Europe, mainly in the East, that continue to enforce restrictions, and lag behind in technological efficiency.

As the EU is enlarged, these disparities will tend to disappear.

Freight intermodality is an essential component of the Common Transport Policy. In order to provide the necessary impetus to the development of intermodal freight transport, a range of policy issues have been defined:

- The need for an integrated European strategy on infrastructure: trans-European transport networks and nodes.
- Development of the single transport market: harmonisation of regulations and enforcement of competition policy.
- The identification and elimination of barriers to intermodality.
- Implementation of the Information Society in the freight transport sector.

The process of Europeanisation is posing anew the fundamental question of the applicability of research results for a very simple reason. For the European project to materialize, it is necessary to obtain not only the support of national governments, but more generally of the policy apparatus in each country, the research community and the European citizens. After all, research of European added value cannot ultimately be applied or exploited unless it is recognised as of added value by the Member States. The recognition of this mechanism has led the Commission to place much emphasis on dissemination.

The description of decision-making processes represents a complex task by reason of the increasing number of relevant multipliers (bodies that may help ideas multiply and, hence, influence decision-making processes). Not all of these multipliers are organised as lobbies or interest groups but as associations and organisations. At times and in some contexts, this renders the decision making process informal or lacking transparency. In the sector of transport, economic multipliers and the interests they represent play an important role.

**Kommentar [JTP1]:** If not, how are they organised?

In the sector of transport, economic multipliers are often institutional players who, until recently, represented the state, but which now are called upon to represent “private” or “independent and market oriented” interests. Under the framework of liberalisation and privatisation, the status of the state owned transport industry has changed.

Apart from transport service and infrastructure operators, interest groups play a major role in transport policy. Trade unions have traditionally had a strong influence on the public transport sector and representative organisations of the employers and operators are active in all countries.

The European Union, as currently developing, represents a specific form of multi level governance. Despite the principle of subsidiarity (meaning that some matters ought to be handled by smallest competent authorities), the borders between the four established political levels – local, regional, national and European – remain diffuse, giving rise to conflicts about competencies. Two developments are at the root of these conflicts: the rise of a new supranational European level, and the demand of regional and local governments for participation in decision making.

**Kommentar [JTP2]:** Could you please explain this term?

The potentially contradictory nature of some or several of the common transport policy objectives is recognised by the Commission itself, when it talks about the barriers to common transport policy implementation. The various goals are only contradictory because they are interpreted or valued differently by different multipliers. Any one multiplier is absolutely in the position to combine these in a consistent manner and to use them to guide policy making.

Public policies are now defined by many multipliers who interact in order to reach several objectives. Transport policy does not depart from these rules and the implementation of the common transport policy is the theatre of many decision making processes.

The construction of major infrastructures constitutes an important part of the common transport policy. This is reflected in national master plans as well as in TEN-T, the explicit objective of which is to contribute to the European integration principle. Such projects raise the questions of equity and representation, be it of regions or of specific social groups in relation to either socio-economic advantage or environmental protection.

These decision making processes also highlight how t currently there is no one sole legitimate bearer of a measure or a project able to co-ordinate and integrate the strategies of the different players. The increase in the number of relevant multipliers creates a problem in co-ordination, which is more than just an organisational problem, and which does not mean that organisational problems are to be underestimated.

Previous case studies focused on the decision process characterising the implementation process. Any public policy can be considered and approached as a social system. It is shaped by a system of interacting actors who employ certain practices or activities to reach their objectives. A public policy combines in an interdependent way and through action a process of content definition and implementation. The players involved in the process configure the relevant issues and, through their interaction, the rules of the decision-making process.

**Kommentar [JTP3]:** Performed in Freightwise or other projects?

In order to characterise the decision making process specific to each of the project's case, the information regarding the potential multipliers of the FREIGHTWISE project must be systematically collected: the technical and socio-economic description of the project; the chronology of the decision making; the political, technical, socio-economic and legal context; the actors and multipliers involved.

**Kommentar [JTP4]:** Is the word case here used to mean s Freightwise business case?

Actors and multipliers should be classified according to spheres of action: civil, socio-economic, technical, administrative and political. What primarily distinguishes them is their level of organisation and the role assigned to them in the decision-making process. The analysis of their mobilisation will allow FREIGHTWISE to distinguish between the promoters and the challengers of the project.

Subsequently, scenes of action can be constructed, each delineated by a set of multipliers, arguments, actions, and those decisions most relevant for the cases under study. These scenes of action can be identified by providing answers to the following questions: Why and when did the issue appear? By whom was it set on the agenda? Who were the multipliers who expressed an opinion on this issue? What were the consequences on the decision making process? The analysis [of these potential multipliers] may reflect the new order in the field of decision-making in Europe, the role of the European initiative and the way in which European policy is constructed.

## 1.2 EU Policy-Making in the Intermodal Freight Transport Sector

Intermodal transportation, in the narrowest usage of the term, refers to transport of goods in load units that can be moved on land by rail or truck and on water by ship or barge. However, intermodal freight is critical in international trade, in transport of many high value-added products, and in military supply. It has been a source of trucking industry cost savings and rail industry revenue growth; and intermodal transfers, which often require coordination of government entities and multiple private-sector.

The term "intermodal" is often used as shorthand or a paradigm for the important overall advances in freight transportation and logistics of recent years. For example, one of the consequences of changes in the industry is that carriers, which traditionally have defined their businesses by a mode (e.g., they are trucking companies or railroads), have begun to redefine themselves in terms of services offered rather than the mode of carriage.

Intermodal transport is one of the elements of the wave of technological change affecting logistics. It is one more option increasing flexibility for shippers and offering opportunities for cost savings, and underlines the value of coordination in the logistics process. The success of intermodal transport depends essentially on information technology applications.

Information technology has allowed carriers to mitigate intermodal's reliability problems, which arise from overproduction handling and the involvement of more parties in each freight movement.

The private-sector advances in logistics and freight transportation, while still maturing, are established features in the economy not a development that is predicted or that is dependent on government leadership for fulfilment.

In summary, intermodal freight transport is seen by many of the public sector participants as a means to an end [and] considerably more diverse than simply improving freight transportation efficiency.

The FREIGHTWISE project aspires to enhance freight productivity and will generally have the greatest chance of success in attaining other public goals. This project will be well used by carriers, will be viable for the long term, will generate the strongest stimulus for local economies, and will have the greatest effect on pollution, congestion, and accidents.

Intermodal movements of freight transport use the same infrastructure, equipment, and organizational systems as single-mode freight, with the exception of certain terminal and transfer facilities. Thus, for example, a well-functioning highway system is an asset to truck-rail intermodal freight as well as to all truck transport.

Analogously, the questions concerning government programmes and investment decisions that are most important for intermodal freight efficiency are, for the most part, the same questions that are most important for the efficiency of all freight services.

## 2 Policy Related Issues

### 2.1 FREIGHTWISE in the Context of the Common Transport Policy

#### 2.1.1 *of The Political Environment*

Political multipliers have an important bearing on the policy evolutions which can be observed both at modal level and at the level of a common transport policy. Those associated with the quest for the soul of a common European policy, and those associated with competition for national advantage, are at the centre of the fundamental long-running policy stories; but mingled with them is a succession of short term political stories involving the mostly national efforts of particular politicians and their success or otherwise in creating or benefiting from the windows of policy-making opportunity which open from time to time.

Politicians and institutions alike have to be skilled in responding to events, but politicians in particular like to convey the impression that their vision and skilful direction of the resources of government is responsible for shaping events. The liberal inter-governmentalist explanation of the process of European integration relates most naturally to policy making in the political environment; it stresses the importance of actors within the political environment in laying down the main lines of the policies which are then carried forward by the institutions they have created.

#### 2.1.2 *The Organizational Environment*

The organizational environment within which European transport policies take shape is a dense and complex web of governmental and non-governmental organizations representing the interests of transport operators, employees and public authorities separately and collectively, monomodally and multimodally in a series of patterns, some of them dating back to the 19<sup>th</sup> century. The institutions the European Union are relative newcomers in this company, and their success in establishing for themselves what a pre-eminent role in policy making is now is a significant story itself.

Among the factors which give the organizational environment of the Community institutions some of the best opportunities to influence the process of policy making, the relative frequency of meetings at all levels and the convenience of Community law as a means of implementing decisions, are among the most potent.

In other circumstances, whilst it is true that the institutional pressures which operate within the organization environment of policy making are powerful, and the Commission is aware of this, it is not so easy to show that they are powerful enough on their own to bring about European integration, or even to demonstrate that they constitute the decisive influence of policy making.

#### 2.1.3 *The Practical Environment*

The importance of the practical environment for transport-policy making is hard to overstate. The astonishing economic growth which the developed world has experienced since the middle of the eighteenth century has been accompanied by successive advances in transport technology – canals, conventional railways, steamships, road and vehicle engineering, the aviation industry, ro-ro ferries, high speed railways – to which policy-makers have responded with measures of safety and economic regulation.

Initially the regulatory requirements of growing transport industries could be met by means of national legislation, but as cross-frontier traffic has grown, so too has the need for international organizations to regulate and facilitate it. These have been set up both by companies responding to the needs of their customers, and by governments concerned both to encourage trade and travel and to regulate in public interest.

The first steps towards integration are made in response to practical requirements, setting in train a process of supranational cooperation which leads automatically to further steps of integration and supranational cooperation and supranational cooperation.

The evidence seems to suggest that policy-making is influenced by pressures arising in all three environments which have the capacity to affect the speed and timing of developments as well as their content, and that each environment may take the decisive input at different times and in different circumstances.

#### *2.1.4 The Interactions of the Environments and FREIGHTWISE*

Freight operations depend critically on communication among shippers, carriers, and receivers. Progress in information technology has been a primary source of productivity growth in the freight industry and has been especially important to the viability of intermodal transport. Information bottlenecks—for example, incomplete implementation of electronic data interchange and lack of standard information requirements among parties in intermodal freight transactions—hinder freight efficiency. Government, as an operator of transportation facilities as well as through its regulatory functions, must be a party to the solution of these information problems.

In addition to building and operating facilities, the European Union regulates many aspects of freight transportation operations. Important categories of regulation that affect intermodal freight are land use (e.g., zoning and wetlands preservation), other environmental legislation, truck size and weight, transportation safety, economic regulation of ocean shipping, and antitrust regulation. The European Union regulates private-sector shippers and carriers, and local governments regulate the practices of state and local government transportation agencies.

An integrated government policy for improving efficiency of intermodal freight must give at least as much attention to regulatory and operations issues as to infrastructure needs.

The major questions for FREIGHTWISE policy recommendations are the following:

- What are the best opportunities for government agencies that operate ports, roads, and waterways to improve the efficiency of these operations?
- Do opportunities exist for process streamlining or other reforms to improve the cost-effectiveness of regulations?
- What is the overall effect of government policies—including antitrust, maritime, and tax regulations as well as government aid programs—on the structure and development of the intermodal freight industries?

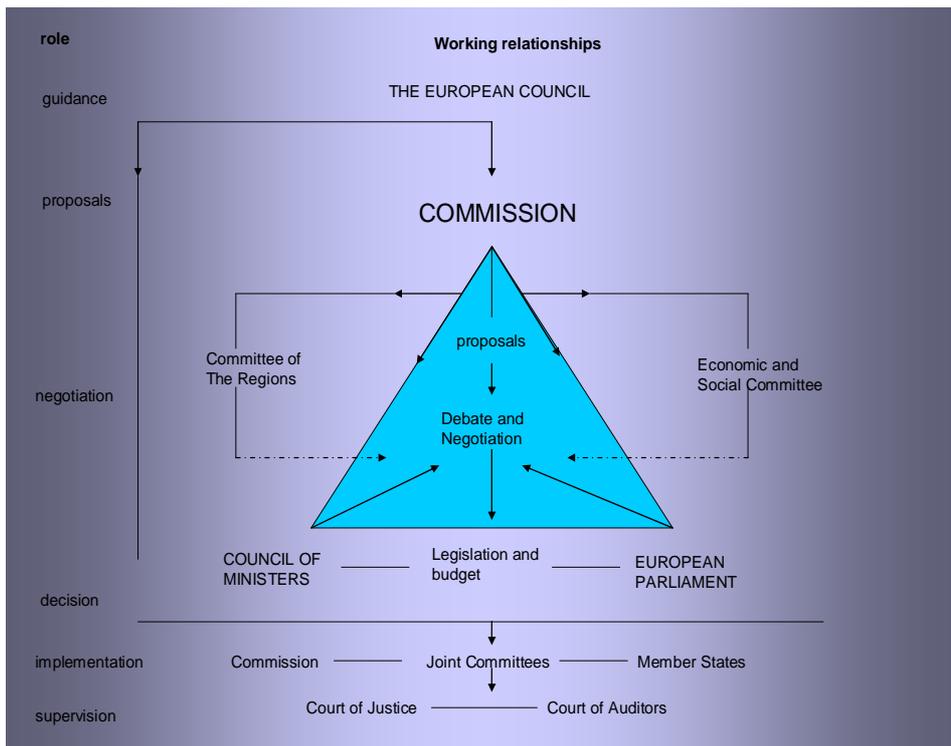
## **2.2 The Complex Process of Reaching Common Decisions**

There are five Community institutions whose work has had a major impact on the development of transport policies in Europe – the European Council, which gives overall political direction to the European Union; the Commission, the Council of Ministers and the European Parliament which together prepare and implement the policies of the European Community; and the European Court of Justice which interprets the Treaties when called to do upon so.

The complex process by which Commission, Council and Parliament arrive at common policies and programmes is known as the Community method.

In Figure 1 the space within which debate and negotiation takes place between the Commission, the Council of Ministers and the European Parliament is shown as an equilateral triangle in recognition of the equal

status of the three partners in the legislative process now, but it is helpful to be aware of the very different situation which used to exist, and to which the different parties look back.



**Figure 1 The European Community Method**

A variety of private multipliers have been identified with this decision making process an important new level of power and have re-targeted their lobbying strategies aiming to influence the common transport policy. Through the formation of EU-level interest groups they seek to influence what, how and when will be changed.

Governments should apply standard methods for evaluating infrastructure investment proposals. The methods might be analogous to financial accounting standards. Methods are needed that would allow governments to evaluate forecasts of demand, modal diversion, and effects on congestion and pollution. Of equal importance, the financial and economic performance of completed projects should be systematically evaluated according to established guidelines. With honest evaluation of past projects, the public sector can learn from experience and improve the performance of its infrastructure investments.

European governments often have not applied a systematic benefit-cost framework for evaluating intermodal freight public-private partnerships. Their evaluations reveal uncertainty about how to assess novel kinds of projects according to diverse goals and criteria.

The effects on employment and government finances, which are central to conventional local government evaluations, are relevant to government decisions and should be estimated. However, evaluation of a transportation improvement ought to start with the assessment of transportation benefits.

The appropriate framework for evaluating intermodal freight infrastructure proposals should concentrate on quantifying and valuing their direct effects as transportation projects: changes in shipper total logistics costs,

changes in external costs such as pollution and congestion, and effects on the location of economic activity. This evaluation does not require government collection of proprietary cost data.

Rather, the necessary analysis is a market forecast, that is, a forecast of demand for the new facility at various levels of service and user charges. The primary utility of standardized evaluation procedures is to provide a structure for rational analysis and a factual basis for public discussion of government decisions rather than a single bottom-line evaluation of net benefits or costs.

## **2.3 Policy Initiatives**

### *2.3.1 Overview*

The key European Policy initiatives influencing intermodal transport in the current millennium are:

- White paper: European Transport Policy for 2010: Time to Decide
- White paper: midterm review
- Trans European Transport Network
- Marco Polo II
- Rail Transport and Interoperability – Third Railway Package
- Freight Integrator Action Plan
- Freight Logistics Action Plan
- On the Continuous Carriage of 45' Containers in National Road Transport
- European Road Safety Action Programme

Each of these is described in some detail in Annex 1.

### *2.3.2 Relevance to FREIGHTWISE*

All policy documents mentioned in the templates in Annex 1 are relevant to the FREIGHTWISE project. These are about measures, policy or other businesses of intermodal freight transport in Europe. In the EC's White Paper, promoting intermodal freight transport is one of the objectives. In the mid-term review of 2006 the focus has changed to co-modality, which still relies on efficient intermodal transport operations. The TEN-T programme has as the main objective to build trans-European corridors (road, rail, water), including intermodal transport. The programme Marco Polo II has the objective to move the growth of international freight transport off the road, by providing subsidies to intermodal operators that want to start new intermodal operations (rail, inland water, motorways of the sea). The Freight Integrator plan supports the objective of the White Paper by supporting freight integrators to use intermodal transport. The Freight logistic action plan aims to develop transport logistics and intermodal solution by the industry. The European Road Safety Action Programme focuses on more safety on the road, which is related to working/driving times of the drivers and other restrictions of the road transport.

For decades a decline in use of rail freight transport was visible. Since the opening of the rail market freight transport by rail has increased. In many ways rail transport is not as competitive as road haulage. The current objective is to make the rail freight market a more attractive (adaptive, quick, competitive) mode of transport, which will stimulate intermodality. As described in policy documents of the third railway package one can conclude that the third railway package promotes the use of rail for freight, which is favourable for intermodality and thus potentially useful for the FREIGHTWISE cases where railways are involved.

In this task the template gives answers on the questions such as: 'What policy of intermodal freight transport is available?' and 'What type of action is running now?' This report gives an overview of the different kinds of policy (domain driven) and the policy instruments.

With respect to the policy domains the following relevant domains can be distinguished:

- Infrastructure
- Freight operations
- Intermodality/co-modality
- (Road) safety
- Market access (rail)
- Environment
- Technology

With respect to the policy instruments the following relevant instruments can be distinguished:

- Regulations
- directives
- communications
- action plans
- subsidy programmes
- other financial incentives
- standardisation

This policy information can be input to FREIGHTWISE and its pilots as a general framework in which the FREIGHTWISE project operates. On the other hand, the main findings and recommendations from the FREIGHTWISE project should be expressed in the proper format of policy instruments that could be applied to specific policy domains, either in existing ones or as new ones.

### 3 Identification of FREIGHTWISE Multipliers

#### 3.1 Definition of the Multipliers

The broad objectives of awareness activities for FREIGHTWISE are:

To make the intermodal business community and the other associated industries; other interested European organisations and institutions, and the general public aware of the existence and operation of the project and its targets;

To enable on-going reporting of the activities and results of the project as its work progresses

These broad objectives may be broken down into more specific ones, as follows:

- To ensure that businesses that are suppliers of research and innovation are more easily able to communicate the value of their products and services to potential clients/customers in the transport operating sector, the shippers and freight forwarders sectors, and other interested organisations and companies
- To ensure that the relevant European Union institutions that are in a position to allocate funds to programmes or to projects are aware of and give some priority to intermodal research activities
- To ensure that there is a 'public backcloth' of support for innovation and research in the intermodal freight transport sector, produced by an enhanced awareness in the trade, regional, national, and European media of the importance of the sector from a socio-economic standpoint, and of the existence and work of FREIGHTWISE.
- To ensure that there is an on-going reporting and presentation of the work of FREIGHTWISE to all the above groups, rather than one set of reports with no continuous follow-up.

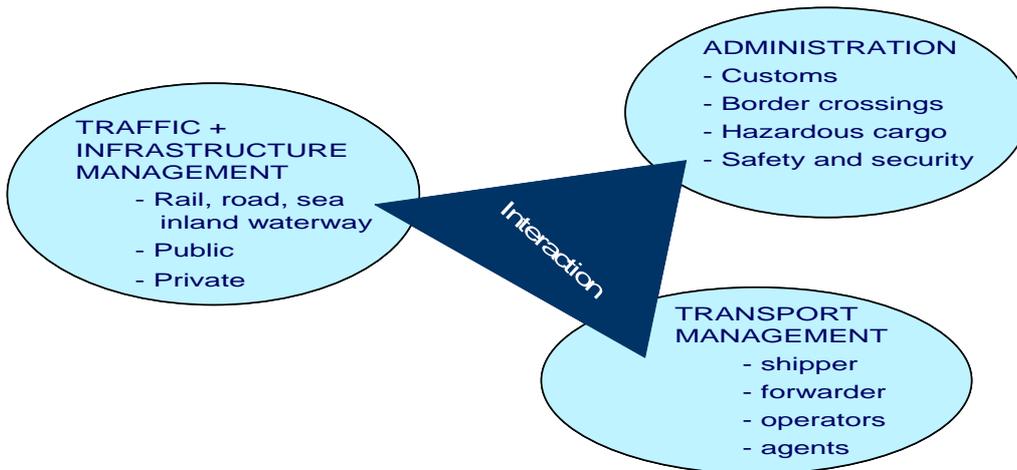
In order to spread the FREIGHTWISE framework much wider, in support of the dissemination activities, and possibly obtain wider involvement and consensus to the FREIGHTWISE methodology and tools, it has been decided to identify and map relevant multipliers across Europe. Multipliers can be defined as "*interest groups, stakeholders, or people, directly or indirectly involved in the transport business that have the ability to multiply the objectives within other interest groups*". E.g. if an Association has 100 members it will be able to multiply by 100 the objectives of the FREIGHTWISE. Therefore, we intentionally avoided listing private operators directly involved in the transport sector.

#### 3.2 Multipliers Related to the FREIGHTWISE Three Main Domains

The identification and mapping of relevant multipliers in Europe has been tailored to those entities which can support the continuing development of harmonised frameworks.

In doing so, the multipliers have been researched and identified in accordance with the three important domains which influence logistics solutions; see below in Figure 2:

- Transport infrastructure including public and private traffic management networks and traffic information systems providing the physical systems for executing a specific transport.
- Transport management including all commercial market players and stakeholders involved in managing and carrying out the transport.
- Administration and legislation (here considered as e-government, covering safety and security requirements, customs, etc.) providing the formal framework for the use of the infrastructure, the transport of goods, the relations between the parties involved.



**Figure 2 FREIGHTWISE domains**

This strategic plan should analyse the strategic position of the FREIGHTWISE project and should be able to reflect the industry's objectives and expectations. This strategic plan should be capable of visualizing and transmitting the strategic management to the multipliers that is needed for the change process of the industry's practices and framework within it operates.

### 3.3 Methodology for Listing and Categorizing the Multipliers

The methodology used to identify and categorise the multipliers is simple and transparent in order to ensure that:

- The criteria used for the identification and selection of the entities are applied uniformly across all the Countries
- The identified multipliers are relevant for the activities to be carried out and in line with the Framework of FREIGHTWISE and its objectives.
- The identified multipliers can easily be involved in a communication process to be established in later phases of the project and via other means (e.g. Dissemination activities)
- The identified multipliers well represent the industrial sector and its peculiarities seen from different perspectives (in terms of transport modes, operators, filed of know-how)
- The identified multipliers are chosen based on their relevance and importance at national level. This to avoid having too many organisations, which might be overlapping with each other or not relevant for the purpose of WP19.

More specifically the multipliers have been first identified, selected and categorised based on the 'horizontal' domains, such as:

- Safety
- Security
- Standards
- ICT
- Customs

- Infrastructure

Then the multipliers have been categorised based on the three ‘categories’ domains as reported in section 3.2 above, in order to ensure that all the transport modes and all possible related stakeholder categories are covered.

In doing so for instance, there can be an association which is related to the security of rail, another one which is responsible for the security of waterways transport, and another one which is related to the safety of a particular category of workers in the intermodal industry.

This approach has allowed for a similar number of multipliers across all the Countries and for the same ‘thematic areas’ covered.

Below are attributes that are used to categorise the identified and selected multipliers.

Horizontal Domains	Safety	Security	Standards	ICT	Customs	Infrastructure
Multipliers per Mode of Transport	Road	Rail	Intermodal	Sea	In. Water.	Logistics
Multipliers’ domain	Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Shippers

The mapping of the identified and selected multipliers following the tables presented above can be found in Annex 2.

For each multiplier a brief explanation in English has been provided, when available. The information on the multipliers has been structured in a standard way, covering:

- Data contacts
- Field of business
- Representation of the Stakeholders covered
- Main Objectives of the multiplier
- Relevance to the Framework of FREIGHTWISE

The identification and selection of the multipliers across all European Countries has been made with the willing cooperation of all FREIGHTWISE partners.

In the next phase of the project, the approach taken will identify and analyse the peculiarities and different requirements and expectations towards the activities of FREIGHTWISE. It will also develop a possible EC directive for the benefit of the various actors involved in the intermodal sector. In doing so, it will also be possible to ascertain the effective participation of the stakeholders’ involvement in research driven activities in their Country. This approach is extremely valid for analysing the different performance and characteristics of the multipliers and their network, for strengthening the research dimension (strategies, investments, programmes, etc.), and eventually for evaluating how best practices can be used to increase research capacity and community involvement. It should be kept in mind that FREIGHTWISE is following a practical and pragmatic approach, moving towards new steps in supporting European policies towards a common framework for organising intermodal transport, without re-inventing the wheel. At the same time this approach will stimulate and facilitate the development of a multinational dimension related to the issue under consideration.

It is envisaged that the multipliers will be involved in the project via three consequent steps:

- Level 1 - identification of the appropriate contacts within the selected multiplier (e.g. email) and population of the mailing list, so that multipliers will then automatically receive information about the project via the dissemination channels (e.g. newsletters, brochures, CD/DVD Roms, etc).
- Level 2 - tailored communication via phone or email to create awareness and interest towards the projects, its objective and framework. This will be done prior to events and conferences.
- Level 3 - is where they participate in our events (or we hold a specific event for them). This occasion will represent a tangible possibility for us to receive feedbacks from the multipliers. It is envisaged to produce and distribute ad hoc materials and an easy to fill in questionnaire in order to ascertain their 'influence, effectiveness, and orientation' with regard to the Framework of FREIGHTWISE and their expectations/thoughts about a possible EU Directive moving towards the recommendations, which FREIGHTWISE will make at a later stage.

These activities include the active communication with the multipliers and close co-operation with the dissemination WP and its conferencing and workshop tasks.

### **3.4 Interest Groups Identification and Mobilisation**

The identification of actors able to perform as multipliers (positively and negatively) in order to increase the uptake of intermodal freight was undertaken by utilising the multiple and overlapping networks of experts accessible by the task partners. AMRIE, HIT and NewRail combined their existing expert knowledge with those of the broader AMRIE, RETRACK, REORIENT, INHOTRA, PROMIT, and EURIFT networks with the FREIGHTWISE consortium to build up synthesised lists of actors in the EC member states. This was compiled by AMRIE, HIT and NewRail into the agreed data format and validated by the wider FREIGHTWISE consortium.

This process will be iterative and will be updated as contact details become available, to help with the communication strategy in WP16.

### **3.5 Establishing a Communication Strategy for the FREIGHTWISE Agenda**

Having identified the actors most likely to affect intermodality take-up, the communication with the actors is managed by WP16, specifically for the following tasks:

- Online portal: [www.freightwise.info](http://www.freightwise.info)
- Project Information material (split into 16.3.1, 16.3.2, 16.3.3)
- Three sub tasks:
  - Project Brochure
  - Newsletter
  - CD and DVD Rom compilations of promotional material
- Conferences, publications and presentations

In addition to the dissemination activities of WP16, the actors identified in WP19.1 will be addressed by email or direct phone contact when recruiting delegates to conferences or workshops. This will ensure a higher take up than simple announcements.

### 3.6 Valorisation of the FREIGHTWISE project

The French term “valorisation” is a concept adopted by the European Commission and the wider educational community. The term “valorisation” describes the process of dissemination and exploitation of the results of a project aiming to optimize its value and its impact at local, regional, national and European levels.

The identification of the “multipliers” has been performed in a way that supports the systematic dissemination and exploitation by focusing on end user/target groups and their suitability for transferring the innovative results of the FREIGHTWISE project. The resulting “multipliers” handbook has clearly given emphasis at both the project’s micro and macro level as it aims to address the specific requirements of companies, organizations and the different European multi-governance levels.

The listing of the “multipliers” in fifteen major European countries (both Eastern and Western) serves the perspective of the dissemination task of the project as a strategic tool of valorization as a supplementary measure for exploiting, using and assuring the sustainability of the project results.

The resulting handbook will facilitate the constant interaction between the project partners and a sample of potential users of the project results right from the current starting stages of the project and through its entire lifecycle.

The findings indicate that the project can be disseminated by utilizing the “multipliers” handbook to the entities that can support the harmonization of [transport??]frameworks within Europe. The activity performed has managed to cover the three important domains of the project: transport infrastructure, transport management and administration and the selected actors in the field of pan-European intermodal transport.

According to their area of expertise the “multipliers” will be invited to communicate and to multiply the updated project results and objectives to their respective members. They will also be invited to participate in the project’s annual conferences where their perceptions and expectations of the project’s achievements will be measured against certain service quality benchmarks. This will not only benefit the project but will also benefit the invited parties as they will be kindly asked to aspire to the generation of new knowledge and to pump it efficiently through their “policy networks”.

This document and its findings in its conclusion will enhance the formation of “social ecology” within and outside the project’s consortium. This will allow excellence in the dissemination tasks associated with the sharing and mobilization of the FREIGHTWISE knowledge - by identifying opportunities to share knowledge, building effective and efficient transmission channels, and convincing individuals to accept and use the knowledge received.

## **4 Supporting Policy through FREIGHTWISE**

### **4.1 Complementing Present and Previous Efforts in Developing European Policy**

Intermodality is one of the crucial factors in the European transport policy to support a sustainable mobility. In this context the European policy has promoted the integration among the different transport modes in order to make the transport systems more efficient and capable to meet user needs.

The PACT programme, which was introduced in 1992, allowed the launch of 167 projects between 1992 and 2000. The operational actions of the PACT programme were innovative in terms of Combined Transport (CT) routes, employed technologies and CT services. The Programme has achieved some relevant results in CT promotion. However it has underlined some barriers in the further CT development, as lack of competition in the rail sector, lack of compatibility in technical standards and need of information technology.

Intermodality is such an important issue, that when PACT ended, it was replaced by the Commission with another programme called “Marco Polo”. This aims to support actions to reduce congestion, to improve the environmental performance of the transport system and to enhance the intermodal transport, thereby contributing to a more efficient and sustainable transport system and with an annual budget of around 30 MEuro.

Among the supported actions it can be found:

Modal shift actions from road to short sea shipping, rail and inland waterways;  
promotion of the motorways of the sea, achieving a door-to-door service, able to shift freight from long road distances to a combination of short sea shipping and other transport modes;  
Traffic avoidance actions integrating transport into production logistics: reducing freight transport demand by road with a direct impact on emissions.

A milestone in the EU transport policy was the White Paper “European Transport Policy for 2010: time to decide”, issued in 2001. One of the most relevant ideas was to plan multimodal corridors throughout Europe in order to give priority and to meet the needs of freight transport.

To do that a high-quality rail infrastructure is required. But some physical and operational characteristics of the rail network make it not suitable for a massive freight transport system. For instance, it is not possible to make long trains due to the constraints of some natural barriers (e.g. gradients on existing lines across Alps and other mountain regions), and often rail freight transport has to share the infrastructure with a dense passenger traffic.

For these reasons, beside this long-term action, several short-term actions have been finalised to ensure a larger integration of modes and to promote a better transport chain management, in order to enhance the freight transport in a network limited by infrastructural constraints and bottlenecks.

The mid-term Review of the 2001 White paper “keep Europe moving”, issued in 2006, emphasizes the needs to build on a range of policy tools in order to shift to more environmental friendly modes, above all on long distance, congested corridors and in urban areas. Each of these transport modes has to be optimised and used in a more efficient and eco-compatible way.

Integration between maritime and inland waterways transport and rail transport represents an important factor to face the growing congestion of roads and railways. Up to now these modes are underutilised, despite their huge potential and their virtually unlimited transport capacity.

The way to promote this integration is to build the motorways of the sea and offer simplified and efficient services. At national level priority should be given to the ports with good connections with inland networks.

In the meanwhile short sea shipping requires efficient and integrated commercial services. Therefore the development of advanced telematics services in ports can improve operational reliability and safety. The active cooperation among all the actors involved in the logistics chain, in particular through electronic data interchange, enhances both quality and efficiency of intermodal transport.

Nevertheless, it must be considered that new infrastructures cannot solve all problems due to congestion and accessibility, and because they need long duration planning, high investments and new spaces, which have become scarce in some areas.

In this contest an Intelligent Logistics may be the approach that can optimise the use of the existing transport capacity. This concept can bring together industry interest in cutting costs and public interest to ensure financial and environmental sustainability.

In order to increase mobility and decrease environmental impact per freight unit transported, the goals should be to improve load factor, to enable and promote transshipment, especially onto rail and sea transport, and to optimise timing and routing.

On one hand industry has taken up the challenge of using existing infrastructure and vehicles in a more efficient way by developing more sophisticated logistics chains, using advanced information and communication technologies.

On the other hand, co-modality, the optimal use and the combination of different transport modes means to match this trend with public policy, through the removal of regulatory obstacles, promotion of standardization and interoperability across modes, and stimulation and exchange of learning and best practices.

Also the new amendment to “Freight Logistics in Europe – key to sustainable mobility”, prepared in 2006 as the communication from the Commission to the Council, the European Parliament, the European Economic and Social Committee and the Committee of the Regions, points out some important issues:

The European transport market and its linkage to other continents. Resources optimization through the use of liberalization and harmonization in advanced logistic solutions. Importance of a more close interaction between transport policy, logistics and ITS as a key factor for efficient logistics.

#### **4.2 FREIGHTWISE Differentiation and Added Value**

Since intermodal transport is recognised by EU policy as a topic factor for a sustainable mobility, as indicated above, the main issue is the modal integration in order to achieve an optimum mix of every transport mode. This requires an efficient transport management.

However, even if several efforts at different levels (industry, national and European) has already been spent to support intermodal transport, there are still current issues to be addressed to achieve further developments.

Business integration in transport planning and operation is not completely achieved, in particular for the intermodal transport. A growing interest in the Supply Chain Management shows an increasing understanding of the importance of integration internally and across companies to reach more synergies.

There is still a little intermodal transport chain thinking. Common thinking is quarantined inside the single mode, in a sort of “modal island”.

Rapid changes in business and administrative requirements demand a high level of flexibility, which means high standardization of interfaces and procedures.

The use of IT for transport management requires too high efforts for small and medium sized enterprises, both in terms of cost and know-how.

Fulfilment of some legal requirements is not yet automated in a sufficient degree.

Some infrastructure network information, like traffic data, is hardly available, sometimes not easy accessible to be used in planning and operation by the transport industry.

In this context FREIGHTWISE complies with some of the objectives of the EU's 6th Framework Programme. In particular it is directly related to the 3rd objective "Re-Balancing and integrating different transport modes". In this sense the FREIGHTWISE project has the aim to bring added value by reaching the following objectives:

- to enhance freight integrating services,
- to support short sea shipping,
- to contribute to the realisation of the motorways of the sea,
- to improve the efficiency of transshipment,
- to enhance the competitiveness of the rail freight transport and support rail corridors.

FREIGHTWISE contributes also to the 1st objective "New technologies and concepts for all surface transport modes" by:

- encouraging intermodal transport systems design based on a common framework,
- contributing to improve software to manage complex transport chains,
- bridging the gap between legacy system to enable seamless communications,
- supporting harmonization and standardization.

Moreover, FREIGHTWISE addresses the 4th objective "Increasing road, rail and waterborne safety", by

- improving safety of hazardous goods transport through a more reliable and integrated information interchange along the transport chain,
- improving road safety due to the shifting of freight traffic from road to rail or waterborne transport,
- supporting administration to provide better information about network conditions.

An important activity of the FREIGHTWISE project is to improve standardization.

The main expected outputs of the project are:

The FREIGHTWISE Framework Architecture (FWF-A). It aims to represent a standard framework for the development and integration of ICT systems and modules for the intermodal transport management. If FWF-A is adopted as a standard, availability of interoperable software solution will be improved.

A virtual transport services and network is defined as follows: It consists of the development of a standard to describe the attributes of transport services. With this uniform description of services, which are elements of an intermodal transport chain, it is possible to set up a chain with modules, which can communicate with each other, and with the chain manager.

At the moment a large variety of transport documents are used by a lot of companies, with very different education level regarding IT. FREIGHTWISE can contribute to the standardization of transport documents.

The FREIGHTWISE project addition of value is to improve intermodal chain management, making possible the efficient use of long transport chains, composed of different transport modes. This provides the means to enhance transport capacity, using the existing infrastructure.

Moreover, this promotes especially the more sustainable modes, like rail and internal maritime transport. Also the integration with other research projects and programmes, at regional, national and EU level, represents a key factor of the project.

The standardization effort of FREIGHTWISE will give the first basis for the creation of a European wide "rules of games", that could give some inputs and ideas for future European policy.

### **4.3 Expected Innovation**

The FREIGHTWISE Framework Architecture (FWF-A) is a workable framework of business models and tools.

Several projects have already developed frameworks and architectures in the transport sector. Among them the network THEMIS made a review of all functional models of freight transport projects from various EU programmes; the result was create the Freight Functional Framework, which is an input to FREIGHTWISE. Models and tools developed by the project will be tested and evaluated during the demonstration phase. Once developed and tested, the FWF-A will promote an increased development and use of open and free systems for intermodal transport operations management.

Another innovation is the Virtual Transport Network concept. The definition of a network of transport services suitable for a specific transport chain, and the implementation of relevant operational and commercial information in a management tool, are very difficult and resource consuming.

FREIGHTWISE contributes to standardise this definition of generic transport service. In this way the same description can be reused by those transport chain management systems that follow the “rules” defined in the project. This process creates a “virtual transport service”. Several virtual transport services related one to the other, define a virtual transport network.

A further aim of the project is to define a virtual transport service in a way that its description can be proposed as a standard for developing transport chain management solutions.

An example of the facilitation than could take place by Virtual Transport Network, is the sharing of schedules. The possibility to visualise and exchange information about schedules in a form that may be used by others is a fundamental mechanism that needs to be implemented if different transport services have to be integrated into competitive intermodal transport operations. One of the innovative aspect of FREIGHTWISE is developing a standardise solution to define and exchange transport schedules.

Through the concept of the Virtual Transport Exchange the Automatic Generation of Transport chains becomes possible. This activity normally involves human intervention. The project intends to develop a mechanism for automatically defining usable transport chains in the virtual network.

FREIGHTWISE also facilitates the access for SMEs. Small companies can “advertise” their services through the Network and the Framework defines the context in which the services have to be delivered.

The “standardised” rules of interacting with the partners enable SMEs to be a part of an intermodal chain, and also to take a management role. Companies ordering transport can therefore get an alternative to the big freight integrators.

### **4.4 Issues for a Future Directive**

The primary sources of Community law are the provisions of the Treaty establishing the European Community. These provisions are further expanded by secondary legislation. Such legislation takes the form of regulations, directives, decisions, recommendations and opinions. With the exceptions of recommendations, opinions and communications, secondary legislation binds Member States. These Community acts can be divided into two main categories: binding acts and non-binding acts – (see Table 1)

**Table 1 Administrative EU acts**

<i>Binding</i>	<i>Decisions</i>
	<i>Regulation</i>
	<i>Directives</i>
<i>Non-binding</i>	<i>Recommendations</i>
	<i>Communications</i>
	<i>Opinions</i>

Secondary legislation that binds Member States includes:

- **Decisions** are measures which are issued and applied directly to specified Member States or individuals. They are binding and must be complied with.
- A **regulation** is a legislative act of the European Union, which becomes immediately enforceable as law in all member states simultaneously. It can be distinguished from directives which are, at least in principle, binding only on a particular result to be achieved and dependent on implementing measures
- A **directive** is a legislative act of the European Union, which requires member states to achieve a particular result without dictating the means of achieving that result. It can be distinguished from European Union Regulations, which are self-executing and do not require any implementing measures. Directives normally leave member states with a certain amount of leeway as to the exact rules to be adopted. Directives can be adopted by means of a variety of legislative procedures depending on its subject matter.

Secondary legislation that is non-binding includes:

- **Recommendations and opinions:** are not binding measures but they may affect the way business is done.
- **Communications:** are preparatory papers on proposed legislation and other Commission communications to the Council and/or other institutions.

The following table lists some Directives issued by EU in recent years in the field of surface transport, provide an example of the topics addressed by EU policies.

**Table 2 EU Directives in field of surface transport from 2000**

<b>Rail</b>	
2004/51/EC, 2001/12/EC	Amendment of the directive 91/440/EC on development of Community Railway
2004/50/EC	Interoperability of Trans-European high speed rail system
2004/49/EC	Rail Safety
2001/16/EC	Interoperability of trans-European conventional rail system
2001/14/EC	Allocation of rail infrastructure capacity and charges for use of railway infrastructure.
2001/13/EC	Amendment of directive 95/18/EC on licensing of railway undertakings
<b>Road</b>	
2006/38/EC	Rules on taxes for heavy goods vehicles
2004/54/EC	Minimum safety requirements in road tunnels on Trans European road Network
2004/112/EC 2001/26/EC	and Amendments of 95/50/EC on checks on dangerous goods
2003/28/EC 2000/61/EC	and Amendments of 94/55/EC on dangerous goods
2003/26/EC 2000/30/EC	and Speed limits and exhaust emission of commercial vehicles
2002/15/EC	Working time organisation of persons performing mobile road transport activities
<b>Waterborne transport</b>	
2001/106/EC	On Port State Control

A strong effort has been put in place by EU towards the rail system, in order to increase competition in the rail services market. Safety is always one of the most important aspects to be considered by EU policies.

One of the main concepts on which EU transport policy is based is sustainable development with a broad approach on economic, social and environmental basis.

Consequently modal shift to environmental friendly modes is important topics, which for freight transport means stressing the importance of the intermodal chain.

A strong effort has been put in place by EU towards the rail system, in order to increase competition in the rail services market. Furthermore, safety is always one of the most important aspects to be considered by EU policies.

Other transport modes have been also addressed by EU policies, namely road and sea transport, as well as some technological aspects and components.

The FREIGHTWISE project will have strategic impacts on:

- Shippers. It will make intermodal transport more competitive. In this way shippers will be able to reduce overall logistics costs and to become more competitive (in particular the SMEs). Moreover the project will develop and promote more environmentally friendly solutions.
- Waterborne transport. Maritime transport in Europe is an under-exploited resource. FREIGHTWISE will increase the use of waterborne transport, short sea and inland waterway. It will also provide new opportunities to the European maritime shippers, by simplifying the visualization of maritime and inland waterway transport services and their schedules. Many ports are extending their reach close to the sea by developing so called “dry ports” and therefore achieving capacity growth. FREIGHTWISE will provide better information and communication that are necessary to coordinate operation between seaside terminal and dry port.
- Rail freight transport. European rail freight transport is losing market share. IT developed by the project will promote integration of rail transport into competitive intermodal chains.
- Public authorities. Improved use of traffic information in Freight transport management can enhance the capacity utilisation. Since traffic management on Trans European Network for Transport (TEN-T) is normally a public responsibility, the public involvement is an important success factor.

These strategic impacts can give the inputs for a future directive for Intermodal transport. The FREIGHTWISE framework, based on technical standardisation and alignment of business rules can be a basis for standardization of exchange information.

On the model of the Directive 2001/16/EC on the interoperability of trans European rail system, which defines real time monitoring for freight and trains, marshalling and train composition, path reservation management of connections with other transport modes and production of accompanying electronic documents, the project can build on a sub-system covering business model, process description and data exchanged, and consider how to ensure interoperability along an intermodal chain where rail provides one of the links.

The FREIGHTWISE framework and the definition of Virtual Transport Services can constitute a basis for a possible directive. Intermodal transport management is not limited to technical and organisational interoperability, but also to economic, environmental and social issues, like customs, supply chain security and the handling of dangerous goods.

The FREIGHTWISE project can also offer a contribution to EC initiatives on the following topics:

- Carriage of dangerous goods
- The declaration of Customs, for which the EU aims for the use of electronic information exchange and prior arrival and departure notice.
- Enhanced security of transport chains.

The contribution of the project to a future Directive will also be validated in the real world by means of the FREIGHTWISE business cases.

## Annex 1: Political Initiative Descriptions

### White paper: European Transport Policy for 2010: Time to Decide

Item	Guidelines/notes
<b>Name/title/object of policy/standard/recommendation</b>	<b>White Paper:</b> <b>European transport policy for 2010: time to decide</b>
<b>Effective from/till</b>	<b>When was the policy drafted/issued; When did it go into effect (or stop being in effect); Other milestones</b> September the 12 <sup>th</sup> , 2001
<b>Geographical area covered</b>	<b>Country, region where the project is to be implemented</b> All EU Member States
<b>Transport modes involved</b>	<b>Which transport modes are involved (road, rail, waterborne)?</b> In principle all transport modes are involved
<b>Policy objectives</b>	<p><b>Describe briefly the policy objectives</b></p> <p>The two main policy objectives are:</p> <ul style="list-style-type: none"> <li>- Breaking the link between economic growth and transport growth</li> <li>- To increase the relative use of other modes than road transport:</li> </ul> <p>Shifting the balance between modes involves looking beyond the rightful place of each particular mode and securing intermodality. The biggest missing link is the lack of a close connection between sea, inland waterways and rail. For centuries sea and river dominated goods transport in Europe. Nowadays, despite a slight revival, water transport is the poor relation even though it is a mode which is not expensive and does less damage to the environment than road transport.</p> <p>The proposal is to launch a large-scale programme (Marco Polo) to support intermodal initiatives and alternatives to road transport in the early stages until they become commercially viable. Intermodality will also require rapid introduction of a series of technical measures, particularly on containers, loading units and the profession of freight integrator.</p> <p>Regarding maritime transport and inland waterway transport:</p> <p>The way to revive intra-Community maritime transport and inland waterway transport is to build motorways of the sea and offer efficient, simplified services. To help to establish this trans-European shipping network, priority should be given at national level to ports which have good connections to the Inland network, particularly along the Atlantic and Mediterranean coasts, and which could form part of an authentic logistics chain.</p> <p>Certain shipping links, particularly those providing a way around the bottlenecks in the Alps and Pyrenees, should be made part of the trans-European network, just like motorways or railways.</p> <ul style="list-style-type: none"> <li>- eliminating bottlenecks, correcting gauges, providing missing links, revitalising goods transport waterways which have fallen into disuse, establishing links to rivers and installing transshipment equipment;</li> <li>- installing highly efficient navigational aid and communication systems on the inland waterway network;</li> <li>- continuing to standardize technical specifications throughout the Community's</li> </ul>

	<p>inland waterway network;</p> <ul style="list-style-type: none"> <li>– further harmonization of pilot certificates throughout the Community inland waterway network, including the Rhine; the Commission will be making a proposal in 2002;</li> <li>– harmonizing the rules on rest times, crew members, composition of crews and sailing times of inland waterway vessels; the Commission will be making a proposal in 2002.</li> </ul> <p>Efforts will be made to harness the advantages of short-sea shipping.</p> <p>Three principal objectives have been set for this support:</p> <ul style="list-style-type: none"> <li>– the first is to support measures proposed by players on the logistics market, with particular emphasis on starting up new services which will be commercially viable in the long term and will lead to substantial shifts from road to other modes, without necessarily being technological innovations. Community aid will be limited to the start-up phase for these services;</li> <li>– the second is to improve the operation of the entire intermodal chain;</li> <li>– the third concerns innovation in cooperation and dissemination of best practice in the sector.</li> </ul> <p>Creating favourable technical conditions:</p> <p>The principal limitation of modes such as rail, inland waterway or sea is that they are unable to carry freight from door to door. Unloading and reloading wastes time and adds to costs, making the services less competitive, to the benefit of road haulage, which has the advantage of a feeder network enabling it to carry goods almost anywhere.</p> <p>Technological research has produced many innovations in logistics concepts and systems. Many, however, have never got beyond the drawing-board or prototype stage, because all too often they have focused on just a single link in the intermodal chain. From now on it is imperative to target research and development on the integration and consistent validation of the most innovative concepts and systems. The critical technologies developed for vehicles and transshipment equipment, for communications and for management must be tested in real conditions, with technical coordination.</p> <p>If this research is to bear fruit, it is important to create the right technical conditions for developing the profession of freight integrator, and to standardise loading units.</p> <p>Encouraging the emergence of freight integrators:</p> <p>For goods transport, making the right use of the most efficient mode in the transport chain, based on different criteria at any given time, is the job of transport flow “organizers”, and a new profession is emerging: that of freight integrator. Modelled on what has been done at world level for package distribution, a new profession specializing in the integrated transport of full loads (exceeding around 5 tonnes) should emerge. These “freight integrators” need to be able to combine the specific strengths of each mode at European and world level to offer their clients and, consequently, society at large the best service in terms of efficiency, price and environmental impact in the broadest sense (economic, ecological, energy, etc.).</p> <p>As the European Parliament has already stated, such a profession must develop within a “single, transparent scheme which is easy to enforce”, clearly defining, in particular, where responsibility lies all along the logistics chain and laying down the corresponding transport documents. The Commission will make a proposal along these lines in 2003.</p> <p>Standardizing containers and swap bodies:</p> <p>Conventional shipping containers cannot meet all consignors' needs. In particular, they are too narrow to accommodate two standard pallets side by side. In addition, the spread of the large containers used by US or Asian companies exporting all over the world would pose safety problems on European roads when it comes to delivery to the final destination.</p> <p>For this reason, European inland transport operators have developed wider containers suitable for palletisation and posing no problems at the time of final delivery. Most of these “swap bodies” are easily transferable from rail to road (and vice versa). They are</p>
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	<p>wider than containers and allow easy palletisation but, on the other hand, are more fragile and not stackable. Measures must therefore be taken to design and standardize new loading units offering the advantages of containers and swap bodies plus optimum intermodal transshipment. This subject, already highlighted in reports by the European Parliament, is one of the issues the Commission wishes to explore in the sixth RTD framework programme. The Commission may possibly make a proposal on harmonization in this area in 2003.</p>
<b>Context and Framework Condition</b>	<p><b>Describe briefly the freight market, the extent to which transport modes are used, which institutional and business parts are involved. Address main problems in the transport sector taking into account the influence they have on the project development and how they can be overcome:</b></p> <p>There is unequal growth in the different modes of transport. While this reflects the fact that some modes have adapted better to the needs of a modern economy, it is also a sign that not all external costs have been included in the price of transport and certain social and safety regulations have not been respected, notably in road transport. Consequently, road now makes up 44% of the goods transport market compared with 41% for short sea shipping, 8% for rail and 4% for inland waterways.</p> <p>Continued growth in demand for goods transport is due to a large extent to changes in the European economy and its system of production. In the last twenty years, we have moved from a "stock" economy to a "flow" economy. This phenomenon has been emphasized by the relocation of some industries - particularly for goods with a high labour input - which are trying to reduce production costs, even though the production site is hundreds or even thousands of kilometres away from the final assembly plant or away from users. The abolition of frontiers within the Community has resulted in the establishment of a "just-in-time" or "revolving stock" production system.</p> <p>Unless major new measures are taken by 2010 in the European Union so that the fifteen can use the advantages of each mode of transport more rationally, heavy goods vehicle traffic alone will increase by nearly 50% over its 1998 level. This means that regions and main through routes which are already heavily congested will have to handle even more traffic. The strong economic growth expected in the candidate countries, and better links with outlying regions, will also increase transport flows, in particular road haulage traffic. In 1998 the candidate countries already exported more than twice their 1990 volumes and imported more than five times their 1990 volumes.</p> <p>Although, from their planned economy days, the candidate countries have inherited a transport system which encourages rail, the distribution between modes has tipped sharply in favour of road transport since the 1990s. Between 1990 and 1998, road haulage increased by 19.4% while during the same period rail haulage decreased by 43.5%, although - and this could benefit the enlarged European Union - it is still on average at a much higher level than in the present Community.</p> <p><b>Are the prevailing conditions during the development of the analyzed policy still relevant today? Are there some other emerging conditions that should be considered explicitly?</b> Still relevant.</p>
<b>Participants</b>	<p><b>Who took the initiative?</b> European Commission</p> <p><b>Role and responsibilities of involved entities/councils</b> Not mentioned</p> <p><b>Involved experts/consultants (if any)</b> Not mentioned</p>
<b>Stakeholders</b>	<p><b>Who are the target audience of the policy?</b> All Member States.</p> <p><b>Who are the main stakeholders involved?</b> Transport authorities Transport users such as transport operators and their representatives</p>

<b>Type of policy</b>	<b>Describe the format of the policy/recommendation etc</b> White Paper
<b>Policy overview</b>	<p><b>Please describe the policy and provide the main aspects/points</b></p> <ul style="list-style-type: none"> <li>- Revitalising the railways</li> <li>- Improving quality in the road transport sector</li> <li>- Promoting transport by sea and inland waterway</li> <li>- Striking a balance between growth in air transport and the environment</li> <li>- Turning intermodality into reality:</li> </ul> <p>Intermodality is of fundamental importance for developing competitive alternatives to road transport. There have been few tangible achievements, apart from a few major ports with good rail or canal links. Action must therefore be taken to ensure fuller integration of the modes offering considerable potential transport capacity as links in an efficiently managed transport chain joining up all the individual services. The priorities must be technical harmonization and interoperability between systems, particularly for containers. In addition, the new Community support programme ("Marco Polo") targeted on innovative initiatives, particularly to promote sea motorways, will aim at making intermodality more than just a simple slogan and at turning it into a competitive, economically viable reality.</p> <ul style="list-style-type: none"> <li>- Building the trans-European transport network</li> <li>- Improving road safety</li> <li>- Adopting a policy on effective charging for transport</li> <li>- Recognising the rights and obligations of users</li> <li>- Developing high-quality urban transport</li> <li>- Putting research and technology at the service of clean, efficient transport</li> <li>- Managing the effects of globalisation</li> </ul>
<b>Adoption plan/status</b>	<p><b>Which are the steps that have to be followed (or have been followed) for adoption of the policy?</b></p> <p><b>Not mentioned.</b></p>
<b>Related policies</b>	<p><b>Which other relevant policies have been already enacted and which are under development/consideration?</b></p> <p>White book</p> <p><b>To which extent have the previous policies reached their objectives?</b></p> <p>Objectives of the Commission's first White Paper on the future development of the common transport policy (published in December 1992): opening-up of the transport market: over the last ten years or so, this objective has been generally achieved, except in the rail sector. Develop the most modern techniques within a European framework of interoperability: Projects launched at the end of the 1980s are now bearing fruit, as symbolised by the trans-European high-speed rail network and the Galileo satellite navigation programme. However, it is a matter for regret that modern techniques and infrastructure have not always been matched by modernisation of company management, particularly rail companies.</p>
<b>Standardization</b>	<p><b>Which existing or de facto standards does this policy/standard draw upon/consider/comply to?</b></p> <ul style="list-style-type: none"> <li>- further harmonization of pilot certificates throughout the Community inland waterway network, including the Rhine; the Commission will be making a proposal in 2002;</li> <li>- harmonizing the rules on rest times, crew members, composition of crews and sailing times of inland waterway vessels; the Commission will be making a proposal in 2002.</li> <li>- Standardizing containers and swap bodies:</li> </ul> <p>Conventional shipping containers cannot meet all consignors' needs. In particular, they are too narrow to accommodate two standard pallets side by side. In addition, the spread of the large containers used by US or Asian companies exporting all over the world would pose safety problems on European roads when it comes to delivery to the final destination.</p>

	<p>For this reason, European inland transport operators have developed wider containers suitable for palletisation and posing no problems at the time of final delivery. Most of these “swap bodies” are easily transferable from rail to road (and vice versa). They are wider than containers and allow easy palletisation but, on the other hand, are more fragile and not stackable. Measures must therefore be taken to design and standardize new loading units offering the advantages of both containers and swap bodies plus optimum intermodal transshipment. This subject, already highlighted in reports by the European Parliament, is one of the issues the Commission wishes to explore in the sixth RTD framework programme. The Commission may possibly make a proposal on harmonization in this area in 2003.</p> <p><b>Does it provide input to any other standards/policies?</b> No</p>
<p><b>Evaluation and assessment criteria</b></p>	<p><b>Define assessment criteria</b> <b>Do the results meet the criteria defined before? If not, define the how will be the project evolved?</b> The criteria defined before where different from those set in this paper <b>Is there any benchmarking methodology used?</b> No</p>
<p><b>Availability of documentation</b></p>	<p><b>Public/confidential deliverables</b> <b>Do FREIGHTWISE partners have direct access to this information/material?</b> <b>Yes, everyone has direct access to this material by internet.</b></p>
<p><b>Additional information</b></p>	<p><b>Contact information for the reviewed architecture?</b> <b>All information on European policy of Rail transport is available on the web</b>  <b>Website?</b>  <b>Internal contact, i.e. FREIGHTWISE partner who can provide further information</b> <b>Wouter de Jong (w.dejong@mobycon.nl)</b></p>

## White Paper: Midterm Review

Item	Guidelines/notes
<b>Name/title/object of policy/standard/recommendation</b>	<p><b>White Paper – midterm review:</b></p> <p><b>Keep Europe moving – sustainable mobility for our continent</b></p>
<b>Effective from/till</b>	<p><b>When was the policy drafted/issued; When did it go into effect (or stop being in effect); Other milestones</b></p> <p>2006</p>
<b>Geographical area covered</b>	<p><b>Country, region where the project is to be implemented</b></p> <p>All EU Member States</p>
<b>Transport modes involved</b>	<p><b>Which transport modes are involved (road, rail, waterborne)?</b></p> <p>Land transport (road, rail), aviation, waterborne</p>
<b>Policy objectives</b>	<p><b>Describe briefly the policy objectives</b></p> <p>The objective of a European Union (EU) sustainable transport policy is that our transport systems meet society's economic, social and environmental needs. Effective transport systems are essential to Europe's prosperity, having significant impact on economic growth, social development and the environment. The transport industry accounts for about 7 % of European GDP and for around 5 % of employment in the EU. It is an important industry in its own right and makes a major contribution to the functioning of the European economy as a whole. Mobility of goods and persons is an essential component of the competitiveness of European industry and services. Finally, mobility is also an essential citizen right.</p> <p>From a slow start, the European Union's transport policy has developed rapidly over the past 15 years. The objectives of EU transport policy, from the transport White Paper of 1992 (1) via the White Paper of 2001 (2) to today's communication, remain valid: to help provide Europeans with efficient systems that:</p> <ol style="list-style-type: none"> <li>1) Offer a high level of mobility to people and business throughout the Union. The availability of affordable and high-quality transport solutions contributes vitally to achieving the free flow of people, goods and services, to improving social and economic cohesion, and to ensuring the competitiveness of European industry;</li> <li>2) Protect the environment, ensure energy security, promote minimum labour standards for the sector and protect the passenger and the citizen: <ul style="list-style-type: none"> <li>- environmental pressures have increased substantially and significant health and environmental problems will persist in the future, for example in the field of air pollution; the promotion of a high level of protection and improvement of the quality of the environment is therefore necessary;</li> <li>- equally, as one of the major energy consumers transport must contribute to ensuring energy security;</li> <li>- in the social area, the EU policy promotes employment quality improvement and better qualifications for European transport workers;</li> <li>- EU policy also protects European citizens as users and providers of transport services, both as consumers and in terms of their safety and, more recently, their security;</li> </ul> </li> </ol>

	<p>3) Innovate in support of the first two aims of mobility and protection by increasing the efficiency and sustainability of the growing transport sector; EU policies develop and bring to market tomorrow's innovative solutions that are energy efficient or use alternative energy sources or support mature, large intelligent transport projects, such as Galileo;</p> <p>4) Connect internationally, projecting the Union's policies to reinforce sustainable mobility, protection and innovation, by participating in international organisations; the role of the EU as a world leader in sustainable transport solutions, industries, equipment and services must even be better recognised.</p>
<p><b>Context and Framework Conditions</b></p>	<p><b>Describe briefly the freight market, the extent to which transport modes are used, which institutional and business parts are involved. Address main problems in the transport sector taking into account the influence they have on the project development and how they can be overcome:</b></p> <p>The growth of goods transport within the EU, at a rate of 2.8 % per year, was broadly in line with economic growth, which was 2.3 % on average in the period 1995–2004. Passenger transport grew at a lower rate of 1.9 % (6). Overall, goods transport grew by 28 % and passenger transport by 18 % during the period 1995–2004, with transport by road growing by 35 % and 17 % respectively. Short sea shipping grew at almost the same rate. Rail freight transport in those Member States that have opened up the rail market early showed a bigger increase compared with the other countries. Overall, rail freight transport grew by 6 % in 1995–2004. Rail passenger transport has increased considerably (albeit not as fast as other modes) and almost a quarter of this is now attributable to high-speed trains. Intra-EU air travel grew by more than 50 % in the same period despite the decline following the 11 September attacks, integrating the effects of the liberalisation that had already begun in the late 1980s. Inland waterway transport showed strong growth in the last decade in certain Member States (50 % in Belgium, 30 % in France).</p> <p>The largest share of intra-EU transport is carried by road, which accounts for 44 % of freight and around 85 % of passenger transport. Demand factors, such as a reduction in heavy bulk transport and the increasing importance of door-to-door and just-in-time services, undoubtedly contributed to the strong sustained growth of road transport. The share carried by rail is 10 % and 6 %, respectively. Among the main structural trends is the fact that rail freight transport has halted its relative decline since 2001 and is on a growth path in a number of Member States. Another salient trend is the strong and sustained dynamism of air and waterborne transport. Air transport dominates the long-distance passenger transport market; low-cost operators now account for 25 % of all scheduled intra-EU air traffic and have stimulated the growth of regional airports. Maritime transport accounts for 39 % of internal goods transport and nearly 90 % of the external trade volume. One quarter of ships in the world fly a European flag; 40% are European-owned. As major waterways exist only in certain Member States, inland waterway transport accounts for only 3 % of overall goods transport; this mode of transport still harbours considerable unexploited potential.</p> <p>Freight transport is expected to grow at roughly similar rates (50 % for the whole period) whereas passenger transport growth is expected to be lower in the order of 1.5 % on average annually (35 % over the whole period). Modelling confirms that the modal split will be roughly stabilised in the long term.</p> <p><b>Are the prevailing conditions during the development of the analyzed policy still relevant today? Are there some other emerging conditions that should be considered explicitly?</b></p> <p>Whereas the 2001 White Paper assumed an average economic growth rate of 3 %, the actual outcome in the period 2000–05 was 1.8 %. For the period between 2000 and 2020, forecasts establish the average annual GDP growth rate at 2.1 % (52 % for the whole period).</p>

<b>Participants</b>	<p><b>Who took the initiative?</b></p> <p>European Commission</p> <p><b>Role and responsibilities of involved entities/councils</b></p> <p>Not mentioned.</p> <p><b>Involved experts/consultants (if any)</b></p> <p>Not mentioned.</p>
<b>Stakeholders</b>	<p><b>Who are the target audience of the policy?</b></p> <p>All Member States.</p> <p><b>Who are the main stakeholders involved?</b></p> <p>Transport users.</p>
<b>Type of policy</b>	<p><b>Describe the format of the policy/recommendation etc</b></p> <p><b>White paper – midterm review</b></p>
<b>Policy overview</b>	<p><b>Please describe the policy and provide the main aspects/points</b></p> <p>The internal market has already brought benefits to the road and aviation sectors and this is expected to be the case also for rail and waterborne transport in the future. Efficiency gains supported by EU policies will make notably rail and waterborne transport more competitive, in particular on longer routes. Mobility must be disconnected from its negative side-effects using a broad range of policy tools. Therefore, the future policy will have to optimise each mode's own potential to meet the objectives of clean and efficient transport systems.</p> <p>The potential for technology to make transport more environmentally friendly must be enhanced, in particular in relation to greenhouse gas emissions. A number of major infrastructure projects will help to alleviate environmental pressure on specific corridors. Shift to more environmentally friendly modes must be achieved where appropriate, especially long distance, in urban areas and on congested corridors. At the same time, each transport mode must be optimised. All modes must become more environmentally friendly, safe and energy efficient. Finally, co-modality, i.e. the efficient use of different modes on their own and in combination, will result in an optimal and sustainable utilisation of resources. This approach is fully in line with the conclusions of the European Council of 16 June 2006 and the renewed sustainable development strategy, in particular its chapter on transport.</p>
<b>Adoption plan/status</b>	<p><b>Which are the steps that have to be followed (or have been followed) for adoption of the policy?</b></p> <p>Main actions:</p> <p>2006:</p> <ul style="list-style-type: none"> <li>• Road transport: internal market review.</li> <li>• Rail transport: action to remove technical barriers to interoperability and mutual</li> </ul>

	<p>recognition of equipment; programme to promote rail freight corridors within transport logistics.</p> <ul style="list-style-type: none"> <li>• Aviation: review of the air transport liberalisation measures; address airport charges and capacity.</li> <li>• Logistics: freight transport logistics strategy and broad debate on possible action at EU level.</li> <li>• Galileo: identification of possible future applications.</li> <li>• Security: strategy for critical infrastructure.</li> <li>• Report on the implementation of the 2003 biofuels directive.</li> <li>• Energy use in transport: action plan for energy efficiency and road map for renewables.</li> <li>• International organisations: reflection on a better representation of EU interests in organisations such as IMO and ICAO using a range of policy options.</li> </ul> <p>2007:</p> <ul style="list-style-type: none"> <li>• Urban transport: Green Paper.</li> <li>• Logistics: definition of an action plan.</li> <li>• Smart charging for infrastructure: preparatory research and consultations, hearing of stakeholders.</li> <li>• Report on transport scenarios with a 20- and 40-year horizon.</li> <li>• Road transport: review legislation on working conditions.</li> <li>• Rail transport: rail market monitoring including a scoreboard.</li> <li>• River transport: start implementing Naiades action plan.</li> <li>• Maritime transport: European ports policy.</li> <li>• Aviation: review and complete single sky framework and create SESAR undertaking.</li> <li>• Trans-European networks: identification of the multiannual investment programme up to 2013.</li> <li>• Passenger rights: examine action on minimum standards for coach transport.</li> <li>• Safety: first European road safety day.</li> <li>• External dimension: strategy for integrating EU's neighbouring countries into the internal transport market.</li> <li>• Security: strategy for land and public transport.</li> <li>• Energy use in transport: strategic technology plan for energy.</li> <li>• Launch first call of seventh RTD framework programme.</li> </ul> <p>2008:</p> <ul style="list-style-type: none"> <li>• Maritime transport: White Paper on a common European maritime space.</li> <li>• Smart charging for infrastructure: EU methodology for infrastructure charging.</li> <li>• Urban transport: follow-up of Green Paper.</li> <li>• Launch of a major programme to bring intelligent road transport systems to market and to prepare infrastructure for cooperative systems.</li> <li>• Security: review rules in air and maritime transport; examine security regime for land and transport.</li> </ul> <p>2009:</p> <ul style="list-style-type: none"> <li>• Launch of a major programme for green propulsion.</li> <li>• Global dimension: achieve membership in relevant international organisations.</li> <li>• Maritime transport: deploy e-maritime systems.</li> <li>• Galileo: start of the concession.</li> <li>• ERTMS: implementation on certain corridors.</li> </ul> <p>On a continuing basis:</p> <ul style="list-style-type: none"> <li>• Internal market: assure the functioning of EU rules in all modes.</li> <li>• Energy use in transport: improve energy efficiency and accelerate the development and deployment of alternative fuels.</li> <li>• Employment and working conditions: promote social dialogue; promote transport professions and training.</li> <li>• Safety: promote road safety through vehicle design, research and technology, infrastructure and behaviour, and continue the 'Intelligent car' and eSafety initiatives.</li> <li>• Infrastructure: ensure balanced approach to land-use planning; mobilise all sources of financing.</li> <li>• Technology: RTD and support to dissemination, exploitation and market penetration.</li> <li>• Galileo: build-up of the Galileo Supervisory Authority.</li> <li>• Global dimension: develop external relations through bilateral agreements and in</li> </ul>
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	<p>multilateral forums; deploy a common aviation area in Europe.</p> <ul style="list-style-type: none"> <li>• Governance: consolidate the European transport safety agencies and develop their tasks.</li> </ul>
<b>Related policies</b>	<p><b>Which other relevant policies have been already enacted and which are under development/consideration?</b></p> <p>White book</p> <p><b>To which extent have the previous policies reached their objectives?</b></p> <p>The 2001 White Paper identified as main challenges the imbalance in the development of the different transport modes, congestion on routes and cities, as well as in airspace, and the impact on the environment. Accordingly, the White Paper proposed policies to adjust the balance between the modes, stressed the need to do away with bottlenecks in the trans-European networks (TENs) and to reduce the number of road accidents. It called for an effective policy on infrastructure charging and it argued that the Community should strengthen its position in international organisations. It needs to be taken into account that the White Paper expected a strong economic growth which did not materialise as such.</p> <p>Since 2001, major legislative proposals were approved and are being put into practice such as the opening-up of rail freight transport to competition, the upgraded social conditions of road transport, the definition of 30 TEN priority projects, the creation of the European 'single sky', the strengthening of aviation passenger rights, the new road charging directive whose distance- based user charges can be channelled to the financing of infrastructure in some cases, the promotion of intermodal transport with the Marco Polo programme, and the reinforcement of the legal framework in maritime safety. The EU has also shown its capacity to develop industrial innovation programmes such as Galileo, ERTMS and SESAR. Most of the White Paper measures have been proposed or adopted. A full description of these and the assessment of the foreseen impacts are included in the 'impact assessment', which is available via the Internet.</p> <p>Extensive consultation has taken place over the past year. This consultation has highlighted the central role of transport in economic growth and the need to readjust the policy measures. In reply to the multiple questions and contributions made during the consultation, the communication 'Keep Europe moving — Sustainable mobility for our continent' builds on the objectives of EU transport policy since its major relaunch in 1992 and on the measures identified in the 2001 White Paper, most of which have been implemented as envisaged.</p>
<b>Standardization</b>	<p><b>Which existing or de facto standards does this policy/standard draw upon/consider/comply to?</b></p> <p>ERTMS traffic management system</p> <p>The river information services (RIS) system</p> <p><b>Does it provide input to any other standards/policies?</b></p> <p>No.</p>
<b>Evaluation and assessment criteria</b>	<p><b>Define assessment criteria</b></p> <p>The two main policy objectives of the White Paper published in 2001 where:</p> <ul style="list-style-type: none"> <li>- Breaking the link between economic growth and transport growth</li> <li>- To increase the relative use of other modes than road transport:</li> </ul> <p><b>Do the results meet the criteria defined before? If not, define the how will be the</b></p>

	<p><b>project evolved?</b></p> <p>Since the publication of the 2001 White Paper:</p> <ul style="list-style-type: none"> <li>• The economic growth rate and transport growth rate have been roughly the same.</li> <li>• The intended modal shift has not been taken place.</li> </ul> <p><b>Is there any benchmarking methodology used?</b></p> <p>See assessment criteria.</p>
<p><b>Conclusions/ Recommendations</b></p>	<p><b>HAVE THERE BEEN ANY CONCLUSIONS/ RECOMMENDATIONS FROM THE POLICY ANALYSIS THAT CAN BE USEFUL TO FREIGHTWISE AND OTHER DEVELOPERS OF POLICY?</b></p> <p>The mid-term review gives the latest vision of the EC on European Transport policy, including (intermodal) freight transport. Therefore the Mid-term review, and more specifically the following foreseen actions, are very relevant for FREIGHTWISE:</p> <p>2007:</p> <ul style="list-style-type: none"> <li>• Logistics: definition of an action plan.</li> <li>• Smart charging for infrastructure: preparatory research and consultations, hearing of stakeholders.</li> <li>• Report on transport scenarios with a 20- and 40-year horizon.</li> <li>• Road transport: review legislation on working conditions.</li> <li>• Rail transport: rail market monitoring including a scoreboard.</li> <li>• River transport: start implementing Naiades action plan.</li> <li>• Maritime transport: European ports policy.</li> <li>• External dimension: strategy for integrating EU's neighbouring countries into the internal transport market.</li> <li>• Security: strategy for land and public transport.</li> <li>• Launch first call of seventh RTD framework programme.</li> </ul> <p>2008:</p> <ul style="list-style-type: none"> <li>• Maritime transport: White Paper on a common European maritime space.</li> <li>• Smart charging for infrastructure: EU methodology for infrastructure charging.</li> <li>• Launch of a major programme to bring intelligent road transport systems to market and to prepare infrastructure for cooperative systems.</li> <li>• Security: review rules in maritime transport; examine security regime for land and transport.</li> </ul> <p>2009:</p> <ul style="list-style-type: none"> <li>• Maritime transport: deploy e-maritime systems.</li> <li>• Galileo: start of the concession.</li> <li>• ERTMS: implementation on certain corridors.</li> </ul> <p>On a continuing basis:</p> <ul style="list-style-type: none"> <li>• Internal market: assure the functioning of EU rules in all modes.</li> <li>• Employment and working conditions: promote social dialogue; promote transport professions and training.</li> <li>• Technology: RTD and support to dissemination, exploitation and market penetration.</li> <li>• Galileo: build-up of the Galileo Supervisory Authority.</li> <li>• Governance: consolidate the European transport safety agencies and develop their tasks.</li> </ul>
<p><b>Availability of documentation</b></p>	<p>PUBLIC/CONFIDENTIAL DELIVERABLES</p> <p><b>Do FREIGHTWISE partners have direct access to this information/material?</b></p>

	<ul style="list-style-type: none"> <li>• Yes, everyone has direct access to this material by internet.</li> </ul>
<b>Additional information</b>	<p><b>Contact information for the reviewed architecture?</b></p> <p>All information on European policy of Rail transport is available on the web</p> <p>WEBSITE?</p> <p><b>INTERNAL CONTACT, I.E. FREIGHTWISE PARTNER WHO CAN PROVIDE FURTHER INFORMATION</b></p> <p><b>Wouter de Jong (Mobycon)</b></p>

## Trans-European Transport Networks

Item	Guidelines/notes
<b>Name/title/object of policy/standard/recommendation</b>	<b>TEN-T Trans European Transport Network</b>
<b>Effective from/till</b>	<p><b>When was the policy drafted/issued; When did it go into effect (or stop being in effect); Other milestones</b></p> <p>1990 – Commission adopt first action plan on trans-European networks</p> <p>1993 – TENs given legal base in Maastricht Treaty</p> <p>2004 – Revised guidelines and financial regulation adopted with a list of 30 priority projects (including the original 14 and MoS) and a higher maximum funding rate of 20% in certain cases.</p> <p>2005 – a group chaired by former Commission Vice-President Loyola de Palacio due to propose axes linking TEN-T to neighbouring countries outside EU.</p>
<b>Geographical area covered</b>	<p><b>Country, region where the project is to be implemented</b></p> <p>All European Countries (old and new)</p>
<b>Transport modes involved</b>	<p><b>Which transport modes are involved (road, rail, waterborne)?</b></p> <p>Roads (89.500 km), railways (94.00 km including 20.000 km of high speed rail), inland waterways (11.250 km) , airports (366), seaports (294) and inland ports (210).</p>
<b>Policy objectives</b>	<p><b>Describe briefly the policy objectives</b></p> <p>Creating a multimodal network;</p> <p>Ensuring that the most appropriate transport mode may be chosen for each stage of a journey;</p> <p>Greater use of intermodality;</p> <p>Removing bottlenecks;</p> <p>Developing high-speed rail network;</p> <p>Developing MoS;</p> <p>Completing routes identified as priorities for absorbing the traffic flows generated by enlargement;</p> <p>Reducing journey time;</p> <p>Modal shift to re-balancing transport modes;</p> <p>Reducing road congestion;</p> <p>Improving rail performances;</p> <p>Reducing CO<sub>2</sub> emissions;</p> <p>Concentrating freight flows on sea-based and/or rail-based routes;</p> <p>Improve safety of long tunnels;</p> <p>Enlarge private funding.</p>
<b>Context and Framework Conditions</b>	<p><b>Describe briefly the freight market, the extent to which transport modes are used, which institutional and business parts are involved. Address main problems in the transport sector taking into account the influence they have on the project development and how they can be overcome:</b></p> <p>The trans-European transport network plays a crucial role in securing the free movement of passengers and goods in the European Union. Freight transport is expected to increase by more than two thirds between 2000 and 2020 and to double in the new Member States. Without TEN-T this increase in transport would be impossible to handle and European rate of economic growth significantly slowed. Nowadays substantial sections of the trans-European road network are already saturated and will suffer from increased congestion, accidents and environmental damage in the future. In economic terms European industry will lose competitiveness with supply chains, coming under ever-increasing pressure. For the EU, more energy-efficient freight transport is vital, both to improve our environment and to make the economy robust.</p> <p>During the five past years the growth of GDP and employment was lower than expected in 2001.</p>

	<p><b>Three impacts can be distinguished:</b>  <b>reduced growth rates in the transport sector;</b></p> <p>A high competitive pressure on the markets in order to reduce transport prices. Realization of social objectives might become more difficult since private companies are reluctant to invest in such issues and public authorities are reluctant to introduce legislation with enlarged costs;</p> <p>Reduction in public and private investment on infrastructure. Member States rather spend their available public funding on national infrastructure projects than on the cross border links. Moreover, it is likely that there will be a stronger preference a new road development and for other measures that reduce congestions. The attention for social and environmental objectives is likely to be tempered. On the other hand the pressures on public budgets may boost the need of gaining new revenues and may therefore positively influence the introduction of effective charging for transport.</p> <p>Since 2001 fuel prices have been relatively instable. The last year's oil prices have reacted almost immediately to the major world-wide event which might endanger supply lines, as 9/11, the Iraq War, the Katrina hurricane, several strikes etc.</p> <p>Are the prevailing conditions during the development of the analyzed architecture still relevant today? Are there some other emerging conditions that should be considered explicitly?</p> <p>The Trans European transport networks are organic and evolving. Regular reviews of progress in completing projects already identified and evaluations of potential changes or additional projects are essential.</p> <p>The opening of the markets has fostered the global interrelation of market activities, especially the linkages with Asian countries such China are growing. The UE is set to expand in the future.</p> <p>The realization of TEN-T objectives in the enlarged EU is more difficult than in the case of EU15 because of the considerable differences in priorities of transport policy in the New Member States (technical upgrading and improvement of transport infrastructure) as compared to the objectives of the "old" Member States (the full liberalization of transport market).</p> <p>It should be noted that the shifting between transport modes has another implication for the NMS. In those countries the share of railway in the transport market was considerably higher in the past than in Western Europe. During the past ten years a systematic decrease in railway share has been noticed and the modal split has become more similar to EU15.</p> <p>In the context of Enlargement the promotion of sea transport in the NMS to the higher degree is a necessity. It will be also necessary to promote integrated links including several corridors. In the transport policy of the NMS inland waterways are not considered to be an alternative for road transport.</p> <p>The Commission established in 2005, chaired by Loyola de Palacio, examined the connections between TEN-T priority axes and neighbouring countries. Moreover, links with countries around the Mediterranean, with Russia, Ukraine, Belarus and Moldova and with Armenia, Azerbaijan and Georgia are being enhanced through the EU's neighbourhood policy. These developing relationships need to be underpinned with reliable and efficient transport links, particular for freight. Without effective solutions to the existing problems, bottlenecks at border crossing will remain, even if the infrastructure is upgraded.</p> <p>As regards safety the implementation of EU solutions in the area of improving road safety is meeting difficulties in the NMS. But it should be noted that national programmes implemented in the past in EU15 produce desired results at present. Programmes implemented in the past in the NMS were based on individual solutions which had nothing in common with the EU proposals.</p> <p>Finally security has become as much an element in quality of service as safety or management methods. The EU should create a security awareness culture and should perform a profound debate on the privacy issues of security issues.</p> <p>The result of a midterm assessment does not give cause for large changes in transport policy. It is too early to conclude that another package of measures or a drastically revision of objectives is needed. The objectives and measures proposed in the White Paper are still valid and should, if implemented rigorously, help to produce the desired impacts, although the magnitude of impacts remains <b>uncertain</b>.</p>
<p><b>Participants</b></p>	<p><b>Who took the initiative?</b>  European Commission</p> <p><b>Role and responsibilities of involved entities/councils</b></p>

	<p>Member States are primarily responsible to realise the TEN-T. A number of financial instruments have been set up at Community level, each with their own legal basis, in order to conduct the development of the TEN-T. The experience of an analysis at corridor level done by ISIS (Istituto di Studi per l'Integrazione dei Sistemi) has shown that most countries' planning framework do not include the concept of transport corridors as formalised planning units with explicit decision-making processes; this effectively means that, in general, there are no "transport corridor" policies, plans or programmes, and as such, no decision into which corridors can feed.</p> <p>Involved experts/consultants (if any)</p> <p>The High Level Group under the chairmanship of Karel Van Miert, former Commission Vice-President: the group was made up of one representative from each Member State, with one representative from each of the 12 countries set to join the Union by 2007 and one representative of the European Investment Bank.</p>
<b>Stakeholders</b>	<p><b>Who are the target audience of the policy?</b></p> <p>All Member States.</p> <p>Who are the main stakeholders involved?</p> <p>All transport operators, all users of transport modes and all Member States.</p>
<b>Type of policy</b>	<p><b>Describe the format of the policy/recommendation etc</b></p> <p>The policy of TEN-T programme is composed by European decisions, directives and regulations. The programme is also mentioned in other documents. Follows a list.</p> <p>Decisions:</p> <p><i>1692/96/EC of the European Parliament and the Council of 23 July 1996 on Community guidelines for the development of the trans-European transport network;</i></p> <p><i>1346/2001/EC of the European Parliament and of the Council of 22 May 2001 amending Decision No 1692/96/EC as regards seaports, inland ports and intermodal terminals;</i></p> <p><i>884/2001/EC of the European Parliament and of the Council of 29 April 2004 amending Decision No 1692/96/EC on Community guidelines for the development of the trans-European transport network</i></p> <p>Directives:</p> <p><i>2001/16/EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the trans-European conventional rail system</i></p> <p><i>96/48/EC on the interoperability of the trans-European high-speed rail system</i></p> <p>Regulations:</p> <p><i>2236/95 laying down general rules for the granting of Community financial aid in the field of trans-European networks;</i></p> <p><i>1655/99 of the European Parliament and of the Council of 19 July 1999 amending Regulation (EC) No 2236/95 laying down general rules for the granting of Community financial aid in the field of trans-European networks.</i></p> <p><b>Other documents:</b></p> <p>Treaty on the European Union;</p> <p>White Paper 2001.</p>
<b>Policy overview</b>	<p><b>Please describe the policy and provide the main aspects/points</b></p> <p>The Trans-European Transport Networks are a planned set road, rail, air and water transport networks designed to serve the entire continent of Europe. A list of 35 priority axes and projects is defined.</p>
<b>Adoption plan/status</b>	<p><b>Which are the steps that have to be followed (or have been followed) for adoption of the policy?</b></p> <p>The Trans-European Networks were created by the European Union by Articles 154-156 of the Maastricht Treaty (1992), with the stated goals of the creation of an internal market and the reinforcement of economic and social cohesion. It made little sense to talk of a big EU market, with freedom of movement within it for goods, persons and services, unless the various regions and national networks making up that market were properly linked by modern and efficient infrastructure. The construction of Trans-European Networks was also seen as an important element for economic growth and the creation of employment.</p> <p>The Treaty on European Union first provided a legal basis for the TENs. Under the terms of Chapter XV of the Treaty (Articles 154, 155 and 156), the European Union must aim to promote the development of Trans-European Networks as a key element</p>

	<p>for the creation of the Internal Market and the reinforcement of Economic and Social Cohesion. This development includes the interconnection and interoperability of national networks as well as access to such networks.</p> <p>According with these objectives, the European Commission developed guidelines covering the objectives, priorities, identification of projects of common interest and broad lines of measures for the three sectors concerned (Transports, Energy and Telecommunications). The European Parliament and the Council approved these guidelines after consultation with the Economic and Social Committee and the Committee of the Regions.</p> <p>A large number of projects of common interest have benefited from financial support of the European Union budget through the TEN-budget line as well as the Structural Funds and Cohesion Fund. The European Investment Bank has also greatly contributed to the financing of these projects through loans.</p> <p>The networks are:</p> <ul style="list-style-type: none"> <li>▪ Trans-European combined transport network</li> <li>▪ Trans-European road network</li> <li>▪ Trans-European inland waterway network</li> <li>▪ European high-speed train network</li> <li>▪ Galileo satellite navigation system.</li> </ul> <p>In addition to the various TENs, there are ten Pan-European corridors, which are paths between major urban centres and ports.</p> <p>A more fundamental revision the TEN-T Guidelines and financing rules was proposed by the Commission at the end of 2003, to take account of Enlargement and expected changes in traffic flows. The result was a 600 billion dollar Euro investment programme stretching from now to 2020 with a concentration on cross-border projects.</p> <p>What is the current status (active/abandoned/superseded/etc)</p> <p>In view of the delays in completing the planned network, the Commission considers that a headlong rush to create new infrastructure routes cannot be the answer to the capacity requirements. Instead, the planned revision of the guidelines should confirm that it is necessary to complete what was decided in 1996 by focusing Community activities and projects on reducing the bottlenecks on major routes and on a small number of major projects. Financing appears to continue to be a major obstacle, as national governments with competing claims on their resources struggle to prioritise funds for TEN-T projects. Moreover many of the TEN-T costs have been underestimated in the past and their increase could in the future influence their timing.</p> <p>Anyhow the situation is not black as appears. Looking at the White Paper (which includes some policies for the TEN-T), by now around 46% of the measures proposed have been implemented at the EU level. These are 36 of 78 measures proposed. Moreover, another 15% of measures has been partly realized which means that at least some directives or regulations have been approved while other parts are still pending. As regards TEN-T all measures proposed have been realized (note that this does not imply that the projects are already finished, it merely says that the White paper activities that have to be implemented by the EC are done.)</p> <p>The TEN network for inland waterways is not on schedule and there are no signs that this will give problems towards 2010.</p>
<b>Related policies</b>	<p><b>Which other relevant policies have been already enacted and which are under development/consideration?</b></p> <p>Lisbon Strategy;  SESAME (and SESAR)  PACT program  Marco Polo programme  Marco Polo II  Motorways of the Sea  Environmental policies on air and noise pollution;  Framework programmes with very strong transport implications;</p>
<b>Standardization</b>	<p><b>Which existing or de facto standards does this policy/standard draw upon/consider/comply to?</b></p> <p>Containers</p>

	<p>Pallets</p> <p>RIS (River Information Service)</p> <p>NCTS (New Computerized Transit System)</p> <p><b>Does it provide input to any other standards/policies?</b></p> <p>No</p>
<b>Evaluation and assessment criteria</b>	<p><b>Define assessment criteria</b></p> <p>The European Community periodically makes an assessment of its objectives through analysis made out of institutes of research. The most recent analysis is "Assess" an assessment of the contribution of the TEN and other transport policy measures to the midterm implementation of the White Paper on the European Transport Policy for 2010. The midterm evaluation has two objectives. Firstly, it is assessed to what extent in the implementation activities in the period 2001-2005 are in conformance with what has been proposed in the White Paper and secondly, it is assessed whether the objectives are still feasible, taking into account the policy and the trend development in the past period.</p> <p>The objectives of the White Paper (and indirectly of the TEN-T) are:</p> <p>Shifting the balance between modes of transport</p> <p>Eliminating bottlenecks</p> <p>Placing users at the heart of transport policy</p> <p>Managing the globalization of transport.</p> <p>In Assess report the effect of those objectives has been assessed with a modelling and indicator approach. First the objectives in the White Paper have been quantified into indicators. For most of the White Paper has at least defined the preference direction, for a few there are quantitative targets given. Many White Paper concerns however organizational issues which are considered in the study as means to achieve the overall ends. Of these overall ends, only very few are precisely quantified.</p> <p>Four scenarios have been developed in increasing level of ambition:</p> <p>Null scenario – none of the White Paper measures have been implemented</p> <p>Partial scenario – includes only measures that will most likely be implemented before 2010.</p> <p>Full scenario – includes all White Paper measures</p> <p>Extended scenario – for most measures the E – scenario follows the full scenario while for some measures the partial scenario is followed because there is no indication that the full implementation is feasible.</p> <p>Do the results meet the criteria defined before? If not, define the how will be the project evolved?</p> <p>The time horizon to complete the network is 2010. Unfortunately, work is not advancing as rapidly as expected when the idea of trans-European networks was launched. As indicated in the 1998 TEN-T implementation report, the investments in the trans-European network projects in 1996-1997 was about €38 billion, while the financial resources needed to complete the network in 2010 are estimated to be €400 billion. If the rate of funding does not increase between now and 2010, there is a serious likelihood that the network will not be fully completed, in particular the railway and inland waterway components. This becomes more serious as traffic flows are raising on several routes. The EC just has renewed the TEN financing mechanism but the budget is still missing. Consequently the implementation activities in the various Member States are also slow.</p> <p><b>Is there any benchmarking methodology used?</b></p> <p>No, evaluations are done as above described.</p>
<b>Availability of documentation</b>	<p><b>Public/confidential deliverables</b></p> <p>TEN-T is a European Programme so there aren't "confidential" deliverables. All progress in the programme development is documented by official publications which are available on the web.</p> <p>ASSESS Final Report</p> <p>White Paper</p> <p>Status of the Pan-European Transport Corridors and Transport Areas – Final Report</p> <p>Trans-European Transport Network – TEN-T priority axes and projects 2005</p>

	<b>Do FREIGHTWISE partners have direct access to this information/material?</b> Yes, everyone in FREIGHTWISE has direct access to this material.
<b>Additional information</b>	<b>Contact information for the reviewed architecture?</b> <b>All information on TEN-T architecture is available on the web</b> <b>As regards what is written in this template you can contact AMRIE's staff</b> <b>Website?</b> <a href="http://ec.europa.eu/ten/transport/index_en.htm">http://ec.europa.eu/ten/transport/index_en.htm</a> <a href="http://www.indiaheritage.org/POPLAR/index.htm">http://www.indiaheritage.org/POPLAR/index.htm</a>

## Marco Polo II

Item	Guidelines/notes
<b>Name/title/object of policy/standard/recommendation</b>	Marco Polo II
<b>Effective from/till</b>	<p><b>When was the policy drafted/issued; When did it go into effect (or stop being in effect); Other milestones</b></p> <p>Marco Polo II (2007 – 2013) is a follow up of:            PACT (Pilot Actions on Combined Transport) 1997 – 2002            Marco Polo I (2003 – 2006)</p>
<b>Geographical area covered</b>	<p><b>Country, region where the project is to be implemented</b></p> <p>The current 25 [27??] EU Member States.</p>
<b>Transport modes involved</b>	<p><b>Which transport modes are involved (road, rail, waterborne)?</b></p> <p>Marco Polo II aims to shift 144 billion tonne-kilometres off the road in the period 2007 – 2013 to rail and water.</p> <p>Roads (89.500 km), railways (94.00 km including 20.000 km of high speed rail), inland waterways (11.250 km) , airports (366), seaports (294) and inland ports (210).</p>
<b>Policy objectives</b>	<p><b>Describe briefly the policy objectives</b></p> <p>General objective: Reduce road congestion, enhance traffic safety and to improve the environment performance of the freight transport system within the Community, thereby contributing to an efficient and sustainable transport system.</p> <p>Specific objective: to get at least the expected increase of international freight transport off the road.</p> <p>Operational objective: modal shift and traffic avoidance.</p>
<b>Context and Framework Conditions</b>	<p><b>Describe briefly the freight market, the extent to which transport modes are used, which institutional and business parts are involved. Address main problems in the transport sector taking into account the influence they have on the project development and how they can be overcome:</b></p> <p>In an open European ‘flow’ economy freight transport is essential. The basic rationale of the public Marco Polo II programme is to reduce a number of negative side-effects of the road dominated position:</p> <p>Contribution of (road) freight transport to congestion;            Environmental (and noise) effects of road freight transport;            Disproportionate number of accidents involving freight transport vehicles.</p> <p>Marco Polo II seeks to develop practical multi-modal and traffic avoidance applications within the total transport domain, which are capable of replication. It is specifically addressing the issue of constraining international road freight transport through effective short-term intervention (mainly 3-4 years project support duration, with lasting effects) by the use of practical logistics services projects using intermodal technologies and traffic avoidance measures. The nature of the programme, providing risk-reducing subsidies (with state contribution at a maximum rate of 35 percent, leaving the remainder of investment to be covered by the private sector), makes the programme a typical Public private Partnership. By doing so, Marco Polo II fills a market niche (international road freight, short-term, bottom-up logistics services) and provides a funding opportunity for projects, which have limited access to financial support from national Governments, given their tight financial position.</p> <p><b>Are the prevailing conditions during the development of the analyzed policy still relevant today? Are there some other emerging conditions that should be considered explicitly?</b></p> <p>Besides the direct impact in terms of tonne-kilometres, Marco Polo II results in a range of indirect impacts: air pollution, global warming, noise, traffic safety</p>

	(accidents), congestion infrastructure, economic, social, competitiveness, crime and terrorism.
<b>Participants</b>	<p><b>Who took the initiative?</b> European Commission Role and responsibilities of involved entities/councils</p> <p><u>European Commission</u> provides a risk-reducing subsidy to commercial parties which start commercial intermodal operations resulting in a modal shift from road to rail and water.</p> <p><u>Commercial freight operators</u> start to run international intermodal operations, receiving a start-up subsidy from the EC.</p> <p>Involved experts/consultants (if any)</p>
<b>Stakeholders</b>	<p><b>Who are the target audience of the policy?</b> All transport operators.</p> <p><b>Who are the main stakeholders involved?</b> All transport operators, all users of transport modes and all Member States.</p>
<b>Type of policy</b>	<p><b>Describe the format of the policy/recommendation etc</b></p> <p>Marco Polo II seeks to develop practical multi-modal and traffic avoidance applications within the total transport domain, which are capable of replication. It is specifically addressing the issue of constraining international road freight transport through effective short-term intervention (mainly 3-4 years project support duration, with lasting effects) by the use of practical logistics services projects using intermodal technologies and traffic avoidance measures. The nature of the programme, providing risk-reducing subsidies (with state contribution at a maximum rate of 35 percent, leaving the remainder of investment to be covered by the private sector), makes the programme a typical Public private Partnership.</p>
<b>Policy overview</b>	<p><b>Please describe the policy and provide the main aspects/points</b></p> <p>It aims at achieving a traffic shift or avoidance that is a substantial part of the expected yearly aggregate increase in international road freight traffic, measured in tonne-kilometres, to short sea shipping, rail and inland waterways or to a combination of modes of transport in which road journeys are as short as possible.</p> <p>It will run between 2007 and 2013 with a global budget of 400 M€ (2004 value) and will be the subject of yearly calls for project proposals. In principle, each call will be published in the last quarter of every year and be closed in the first quarter of the following year.</p> <p>It proposes to support actions to reduce congestion, to improve the environmental performance of the transport system and to enhance intermodal transport, thereby contributing to a more efficient and sustainable transport system which will provide EU added value without having a negative impact on economic, social or territorial cohesion.</p> <p>Five distinct types of action will be supported:</p> <p>Modal shift actions, which focus on shifting as much freight as economically meaningful under current market conditions from road to short sea shipping, rail and inland waterways. They may be proposing start-up of new services or significantly enhance existing services.</p> <p>Catalyst actions change the way non-road freight transport is conducted in the Community. Under this type of action, structural market barriers in European freight transport are overcome through a highly innovative concept: causing a real breakthrough.</p> <p>Motorways of the sea actions achieving a door-to-door service, which shift freight from long road distances to a combination of short sea shipping and other modes of transport. Actions of this kind are innovative at a European level in terms of logistics, equipment, products and services rendered,</p> <p>Traffic avoidance actions integrate transport into production logistics: reducing freight transport demand by road with a direct impact on emissions. Actions of this type shall be innovative and shall not adversely affect production output and production workforce</p> <p>Common learning actions enhance knowledge in the freight logistics sector and foster advanced methods and procedures of co-operation in the freight market. Under this</p>

	type of action, improvement of co-operation and sharing of know-how is encouraged
<b>Adoption plan/status</b>	<p><b>Which are the steps that have to be followed (or have been followed) for adoption of the policy?</b></p> <p>Regulation (EC) No. 1692/2006 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"), OJ L 328, 24.11.2006, p 1.</p> <p><b>What is the current status (active/abandoned/superseded/etc)</b></p> <p>Active, first call launched in March 2007.</p>
<b>Related policies</b>	<p><b>Which other relevant policies have been already enacted and which are under development/consideration?</b></p> <p>Motorways of the Sea Environmental policies on air and noise pollution; Framework programmes with very strong transport implications;</p> <p><b>To which extent have the previous policies reached their objectives?</b></p> <p><b>See description of TEN-T</b></p>
<b>Standardization</b>	<p><b>Which existing or de facto standards does this policy/standard draw upon/consider/comply to?</b></p> <p>Not applicable</p> <p><b>Does it provide input to any other standards/policies?</b></p> <p>No</p>
<b>Evaluation and assessment criteria</b>	<p><b>Define assessment criteria</b></p> <p>The methodology of the Marco Polo II ex ante evaluation is based on the European Commission document ex ante evaluation – a practical guide for preparing proposals for expenditure programmes. This document provides a complete overview of steps to be carried out. For specific, more in-depth guidelines on impact assessment, use is made of the document a handbook for impact assessment in the Commission – How to do an Impact Assessment.</p> <p>A target performance indicator for achievement of the operational objective has been set (€1 reduces road transport by 500 tonne-kilometre) and this is a threshold for all applicant projects to realise. The central target could be reset if required but appears to be practical and achievable. The potential inclusion of infrastructure into Marco Polo II projects is likely to increase the threshold cost level for individual project submissions. The direct consequences are that any such project must also be able to achieve the same core target tonne-km return.</p> <p>Do the results meet the criteria defined before? If not, define the how will be the project evolved?</p> <p>The Marco Polo II programme is expected to be capable of supporting the general and specific objectives set out to reinforce the overall objective of efficient and sustainable mobility. This will be achieved through a series of operational objectives and action initiatives. These will potentially be able to be tracked and measured using one central key performance indicator to verify their effectiveness.</p> <p><b>Is there any benchmarking methodology used?</b></p> <p>No, evaluations are done as above described.</p>
<b>Availability of documentation</b>	<p><b>Public/confidential deliverables</b></p> <p>See website</p> <p><b>Do FREIGHTWISE partners have direct access to this information/material?</b></p> <p>See website</p>
<b>Additional information</b>	<p><b>Contact information?</b></p> <p><b>Website?</b></p> <p><a href="http://ec.europa.eu/transport/marcopolo/index_en.htm">http://ec.europa.eu/transport/marcopolo/index_en.htm</a></p> <p><b>Internal contact, i.e. FREIGHTWISE partner who can provide further</b></p>

	<b>information</b> Wouter de Jong (w.dejong@mobycon.nl)
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## The Third Railway Package

Item	Guidelines/notes
<b>Name/title/object of policy/standard/recommendation</b>	<b>Rail Transport and Interoperability - Third railway package</b>
<b>Effective from/till</b>	<p><b>When was the policy drafted/issued; When did it go into effect (or stop being in effect); Other milestones</b></p> <p>18/01/2007 Adoption in second reading of the reports on the proposals of the Third Railway Package by the European Parliament.</p> <p>18/12/2006 Adoption by the European Parliaments Transport and Tourism Committee of the recommendations in the draft reports on the third railway package proposals (second reading).</p> <p>28/11/2006 Publication in the Official Journal C289E of the Council's Common Position on the proposals of the third railway package.</p> <p>5/12/2005 Political agreement in the Council of Ministers on the Third Railway Package proposals, see: Memo 05/464</p> <p>28/09/2005 Adoption of the reports on the proposals of the Third Railway Package by the European Parliament.</p> <p>20/07/2005 Adoption by the Commission of proposal for a Regulation on public passenger transport services by rail and by road, repealing Regulation 1191/69, COM(2005)319 final</p> <p>19/04/2005 Adoption of the reports on the proposals of the Third Railway Package by the Committee on Transport and Tourism of the European Parliament: Link to the Committee's newsletter traNNews.</p> <p>22/03/2005 Publication of the Committee of the Region's opinions on the third railway package in: OJ C71, of 22 March 2005, p. 26.</p> <p>9-02-2005 The Economic and Social Committee adopted its opinions on the third railway package during its plenary session on 9 and 10 February 2005: Rapporteur: Chagas, Opinions: TEN183, TEN184, TEN185 and TEN186, published in OJ C 221 of 8 September 2005.</p> <p>18-20/01/2005 The Committee on Transport and Tourism meets to discuss the third railway package. For the reports drafted by the rapporteurs: see points 16-19 of the agenda.</p> <p>22-24/11/2004 The Committee on Transport and Tourism meets to discuss the third railway package.</p> <p>17/11/2002 The Committee of the Regions adopted unanimously its opinion on the third railway package: Rapporteur: M. Soulage, COTER-028</p>
<b>Geographical area covered</b>	<p><b>Country, region where the project is to be implemented</b></p> <p>All European Countries (old and new)</p>
<b>Transport modes involved</b>	<p><b>Which transport modes are involved (road, rail, waterborne)?</b></p> <p>Rail</p>
<b>Policy objectives</b>	<p><b>Describe briefly the policy objectives</b></p> <p>Rail transport in Europe has seen a worrying decline for more than thirty years now, especially in the area of freight transport. In 1970, freight transport in the fifteen Member States of the EU (including the former German Democratic Republic) amounted to 282 bln tonne-kilometers (tkm). This figure dropped to 257 bln tkm in 2005 for the old Member States of the EU. The share of freight transport by rail for all land transport modes (road, inland waterways, rail and pipelines) dropped from 30 % in 1970 to 13.2 % in 2004. For the 25 Member States of the European Union, the modal share of rail freight declined from 19.6 % in 1995 to 16.4 % in 2004. In absolute terms, the number of tonne-kilometres dropped from 494.3 bln in 1970 to 380.5 bln tkm in 2005 in the EU25, which represents a decrease of more than 23 %. Freight transport by road has tripled in the same period.</p> <p>The main reason for this state of affairs is that the railways are not as competitive as road haulage. Railway transport is less reliable than road haulage as regards delivery</p>

	<p>times, which are far less predictable in the case of rail. On some international routes, delivery times have even doubled or trebled in recent years. This is due mainly to very long stopping times en route, because other trains (passenger services especially) have priority, and because procedures at borders are complicated (train crews and locomotives have to be changed because of differences in signalling systems from one country to another, etc.).</p> <p>Formalities are longer and more complicated at all stages of the procedure. It takes barely a few hours to set up a contract with a road haulage operator.</p> <p>Both road and rail, provide door-to-door services, though the significant decrease of private sidings for rail transport has given road transport a competitive advantage over rail.</p> <p>All these factors are critical for industries which work to tight schedules and apply the "just-in-time" principle.</p> <p>And yet, the railways have unique advantages: they are a safe and clean mode of transport and one train can contain up to 50-60 truckloads. Their infrastructure covers a lot of territory and is generally in a good state. But they no longer match modern-day customer requirements.</p> <p>Revitalising the railways is thus an imperative. It is a top priority in the European Union's common transport policy</p> <p>Far from wishing to "fragment" the railways the European Union is anxious, in line with its transport policy, to create conditions in which rail transport can once again be efficient and competitive, particularly for freight.</p> <p>Lest there be any misunderstanding here, the EU is in no way trying to privatise the railways: no European institution can do that, quite simply because the Treaty forbids it (Article 295 of the Treaty on the system of property ownership).</p> <p>However, the European Commission believes in the virtues of competition, which encourages undertakings to innovate and return to efficiency.</p>
<p><b>Context and Framework Conditions</b></p>	<p><b>Describe briefly the freight market, the extent to which transport modes are used, which institutional and business parts are involved. Address main problems in the transport sector taking into account the influence they have on the project development and how they can be overcome:</b></p> <p>Directive 91/440, as amended by the directives 2001/12 and 2004/51 provides that the Commission shall report by 1 January 2006 to the European Parliament and the Council on several issues in relation to the development of the European rail market, such as:</p> <p>implementation of this Directive in the Member States and the effective working of the various bodies involved;</p> <p>market development, in particular international traffic trends, activities and market share of all market actors, including new entrants;</p> <p>impact on the overall transport sector, in particular as regards modal shift;</p> <p>impact on the level of safety in each Member State;</p> <p>working conditions in the sector, for each Member State.</p> <p><b>Are the prevailing conditions during the development of the analyzed policy still relevant today? Are there some other emerging conditions that should be considered explicitly?</b></p> <p>Outline of the Rail Market Monitoring Scheme (RMMS);          Liberalisation Index;          The European Licence for train drivers</p>
<p><b>Participants</b></p>	<p><b>Who took the initiative?</b></p> <p>European Commission</p> <p>Role and responsibilities of involved entities/councils</p> <p>In all countries</p> <p>Railway infrastructure managers;</p> <p>Regulatory bodies.</p> <p>Involved experts/consultants (if any)</p>

<b>Stakeholders</b>	<p><b>Who are the target audience of the policy?</b></p> <p>All Member States.</p> <p>Who are the main stakeholders involved?</p> <p>EIM, European Rail Infrastructure Managers</p> <p>CER, Community of European Railways</p> <p>UITP, International Association of Public Transport</p> <p>EPF, European Passengers' Federation</p> <p>UNICE, Union of Industrial and Employers' Confederations of Europe</p> <p>ERFCP, European Rail Freight Customers Platform</p> <p>CLECAT, European Association for forwarding, transport, logistic and customs services</p> <p>Transport operators</p>
<b>Type of policy</b>	<p><b>Describe the format of the policy/recommendation etc</b></p> <p>The First Railway Package (Railway Infrastructure Package)</p> <p>In July 1998, the Commission put forward three proposals aimed solely at improving the effectiveness of the existing legislation. After long discussions in the European Parliament and the Council of Ministers, a political agreement was reached in November 2000 under the French presidency. The Council adopted the three directives on 26 February 2001. The Member States had to implement the provisions of the Directives in national legislation by 15 March 2003 at the latest. All Member States have now complied with this requirement.</p> <p>Directive 2001/12 modifies Directive 91/440 (consolidated version) on the development of the Community's railways. It requests the Member States to adapt their national legislation to enable the extension of access rights for international freight transport services to the national section of the Trans European Rail Freight Network (TERFN), which has a length of approximately 50.000 km. Some 70% of the rail freight traffic is carried out over the TERFN.</p> <p>The Directive also provides that different organisational entities must be set up for transport operations and infrastructure management. Essential functions, such as rail capacity allocation, infrastructure charging and licensing be separated from transport operations to enable new rail operators fair access to the rail market. This Directive also foresees that Railway Undertakings set up different account for passenger transport services and freight transport services.</p> <p>Directive 2001/13 amends directive 95/18 (consolidated version) on licensing of railway undertakings by defining the conditions under which companies can obtain a licence to run rail freight services over the TERFN. The Directive sets the framework for the financial, economic and safety conditions to which railway undertakings must comply to obtain a licence. The licensing authority will issue licenses that will be notified to the Commission and that will be valid throughout the territory of the Community.</p> <p>The Commission will publish the licenses. An operator however does not only need a licence, but it also needs a safety certificate and rail capacity, so-called train paths, to effectively run trains on the network, which are addressed under Directive 2001/14 on the allocation of railway infrastructure capacity and the levying of charges for the use of railway infrastructure and safety certification. This Directive replaces Directive 95/19. The directive applies to the entire network and sets the framework conditions for capacity allocation and management, as well as the tariff structure for the use of the network.</p> <p>Directive 2001/14 provides that the infrastructure manager shall publish a network statement, which contains information on the (technical) nature and limitations of the network, the access conditions to the network and rules on capacity allocation. The network statement also describes the tariff structure and the priority rules to be applied in case of conflicting demands. The directive also requires Member States to set up a Regulatory Body to monitor railway markets and to act as appeal body for railway undertakings if they believe they have been unfairly treated by for example the infrastructure manager or the organisations issuing licences or safety certificates.</p> <p>In May 2006, the Commission adopted a Report on the implementation of the first railway package with an overview of the main impacts for the railway sector in the Member States.</p> <p><b>The Second Railway Package and Third Railway Packages</b></p> <p>On 23 January 2002, the Commission adopted the second railway package, which</p>

	<p>contained a Communication and a series of proposals to further open the railway markets in the European Union. These proposals were adopted by the European Parliament and the Council of Ministers in April 2004, and have now come into force. The main elements of this package are:</p> <ul style="list-style-type: none"> <li>creation of a European Railway Agency in Valenciennes, France;</li> <li>opening of the market for international freight transport to the entire European rail network as of 1 January 2006;</li> <li>opening of the market for national freight transport ('cabotage') as of 1 January 2007;</li> <li>adoption of a directive on railway safety.</li> </ul> <p>Member States had to implement the provisions of this package by 31 December 2005 (for the market opening Directive) and 30 April 2006. Most of the Member States have notified their implementation measures.</p> <p>More information on the second railway package and its proposals is available in the dedicated section of the website (<a href="http://ec.europa.eu/transport/rail/index_en.html">http://ec.europa.eu/transport/rail/index_en.html</a>).</p> <p>Meanwhile, the Commission adopted a third package of measures on 3 March 2004. This package consists of 4 proposals:</p> <ul style="list-style-type: none"> <li>a further opening of the market for international passenger transport by rail;</li> <li>a regulation on the rights and obligations for passengers in international rail traffic;</li> <li>a regulation on rail freight quality;</li> <li>a directive for train driver licences.</li> </ul> <p>The European Parliament has adopted the reports in its first reading of the proposals. The Council of Ministers has adopted its common position. Final adoption of the proposals though will only take place after the Council of Ministers and the European Parliament reached a common agreement on the proposals.</p>
<p><b>Policy overview</b></p>	<p><b>Please describe the policy and provide the main aspects/points</b></p> <p>The European freight transport sector enjoyed vigorous growth in the last decade. The traffic performance rose by roughly 2,5% per annum outstripping growth in GDP by approximately 0,5 percentage points and thereby underlining the very high freight transport intensity of economic growth. In the European Union of 25 Member States rail freight transport amounts to 379 billion tonne-km in 2004 which corresponds to a modal share of 10%. Graph 1 shows that the market has remained essentially flat since the mid-1990s. Traffic performance picked up recently, however. Between 2003 and 2004 it rose by 5,8% in the old Member States (EU15) and by 4,4% in the enlarged Union (EU25).</p> <p>Rail freight transport is increasingly becoming a European business. Currently, some 50% of rail freight services in the EU are international (imports, exports or transit). The share of international services varies greatly between smaller countries, where it is higher, and bigger Member States, where it is lower due to the relatively higher importance of the domestic freight market. On some major European rail corridors such as the one between Rotterdam and Genoa, traffic performance has increased in recent years from around 5% to 10%[1]. This growth has been realised mainly due to block train/shuttle train activities where the new entry of railway undertakings has so far been the strongest.</p> <p>The opening of rail freight markets, based either on Community legislation or national initiatives, has resulted in increased market entry in recent years, although at a very modest scale. In 2003, new entrants had an estimated market share of around 3%-4% in terms of turnover in the Community of 25. Market entry was particularly strong in Germany, Sweden, the UK, the Netherlands, Italy, Poland and the Czech Republic. Many new entrants are small and operate in only one Member State. An analysis of national markets shows that there remains a clearly dominant operator on every network.</p> <p>Since market opening some rail freight operators have developed a European business strategy and have become present in several national markets, for example the Railion group (in Germany, Netherlands, Denmark and Italy), Trenitalia in Italy and Germany (through acquiring a majority share in the private German undertakings TX Logistik) and the Swiss SBB Cargo by setting up subsidiaries in Germany and Italy. Should the recent trend of historical operators entering into competition with each other be confirmed then this would have a significant impact on the level of competition on the European rail freight market. For instance, since December 2003, Railion and its Swiss partner BLS Cargo compete with SBB Cargo and its subsidiaries on the North-South corridor through Switzerland.</p> <p>By entering into new alliances, new entrants are now in a position to provide</p>

	<p>competitive international services and to compete with national incumbents for such services. The 'European Bulls' alliance set up by five new entrants in January 2005 is one example for this new trend. Faced with the high market share and relatively strong capital base of the national incumbents, new entrants often fight an uphill battle to establish a significant position on the market. They clearly require favourable market regulation and transparent, non-discriminatory framework conditions to succeed.</p> <p>The use of freight wagons</p> <p>The availability of suitable wagons is paramount to ensuring competitive rail freight transport services. In the European Union there are about 600.000 wagons in commercial use of which ca. 200.000 are owned by private wagon keepers, the remaining 400.000 wagons are owned by the railway undertakings.</p> <p>The rules for the use of these wagons are changing due to new Community legislation such as in the field of rail freight market opening, rail interoperability and safety as well as the revision of the Convention on International Carriage by Rail (COTIF). In October 2005, the European Commission has organised a workshop with the stakeholders to explore the problems and discuss possible solutions, including both regulatory and non-regulatory ones. The workshop concluded, that it is important to ensure a maximum adherence of parties (railway undertakings, wagon keepers) to the new General Conditions of Use (CGU), the new wagon use agreement replacing RIV. The need for developing guidelines on rules related to wagon registration, placing into service, maintenance and operation for the transition period between phasing out the old RIV agreement, the coming into force of the Technical Specifications of Interoperability (TSI) and the practical implementation of the rail safety Directive 2004/49/EC was underlined, too.</p> <p>Quality of rail freight services</p> <p>An insufficient level of service quality in European rail freight transport is a major stumbling block for the development of this transport mode. In order to inform the policy makers and the market actors involved, it is important to have a reliable and consistent set of indicators for service quality. The International Union for Combined Transport UIRR has developed with Community support an indicator of punctuality for trains of combined transport on major European freight corridors. According to this indicator punctuality of international combined transport trains has increased since 2001 when more than 50% of these trains were not on time (defined as being 30 minutes behind schedule at destination). However in 2005, roughly one third of those trains are still not yet on time.</p> <p>For single wagonload transport the International Union of Private wagon owners (UIP) has developed an indicator of punctuality for the use of private wagons with the financial support of the European Commission. The project set up a methodology for the compilation of such an indicator at European level and tested it through a pilot survey in selected countries. The final report concluded the feasibility of a regular, European wide survey in view of compiling a consistent indicator of punctuality of rail transport with private wagons.</p>
<b>Adoption plan/status</b>	<p><b>Which are the steps that have to be followed (or have been followed) for adoption of the policy?</b></p> <p><b>Action plan 2006-2010 for rail freight corridor Rotterdam-Genoa;</b></p>
<b>Related policies</b>	<p><b>Which other relevant policies have been already enacted and which are under development/consideration?</b></p> <p>White Paper</p> <p><b>To which extent have the previous policies reached their objectives?</b></p>
<b>Standardization</b>	<p><b>Which existing or de facto standards does this policy/standard draw upon/consider/comply to?</b></p> <p><b>ERTMS</b></p> <p><b>European Driving Licence for Train Drivers</b></p> <p><b>Does it provide input to any other standards/policies?</b></p> <p>Possible, open markets for rail freight</p>

<b>Evaluation and assessment criteria</b>	<b>Define assessment criteria</b>  <b>Do the results meet the criteria defined before? If not, define the how will be the project evolved?</b>  <b>Is there any benchmarking methodology used?</b> No, evaluations are done as above described.
<b>Availability of documentation</b>	<b>Public/confidential deliverables</b> Proposals for the third railway package White Paper  <b>Do FREIGHTWISE partners have direct access to this information/material?</b> Yes, everyone has direct access to this material by internet.
<b>Additional information</b>	<b>Contact information for the reviewed architecture?</b> <b>All information on European policy of Rail transport is available on the web Website?</b> <a href="http://ec.europa.eu/transport/rail/index_en.html">http://ec.europa.eu/transport/rail/index_en.html</a> <b>Internal contact, i.e. FREIGHTWISE partner who can provide further information</b> <b>Wouter de Jong (w.dejong@mobycon.nl)</b>

## The Freight Integrator Action Plan

Item	Guidelines/notes
<b>Name/title/object of policy/standard/recommendation</b>	Freight integrator action plan
<b>Effective from/till</b>	<p><b>When was the policy drafted/issued; When did it go into effect (or stop being in effect); Other milestones</b></p> <p>October 2003; consultation paper Freight Integrator Action Plan “Supporting the organisers of intermodal freight transport”</p>
<b>Geographical area covered</b>	<p><b>Country, region where the project is to be implemented</b></p> <p>Member States</p>
<b>Transport modes involved</b>	<p><b>Which transport modes are involved (road, rail, waterborne)?</b></p> <p>Focus from road to rail, short-sea and inland waterways.</p>
<b>Policy objectives</b>	<p><b>Describe briefly the policy objectives</b></p> <p>Mode shift as a follow-up of the objectives as described in the White Paper and Midterm Review.</p>
<b>Context and Framework Conditions</b>	<p><b>Describe briefly the freight market, the extent to which transport modes are used, which institutional and business parts are involved. Address main problems in the transport sector taking into account the influence they have on the project development and how they can be overcome:</b></p> <p>Shippers are often unaware of the potential of intermodal transport and lack the information and skills to take advantage of it. For example, efficient intermodal transport requires the use of Intermodal Loading Units (ILU) e.g. containers or swap bodies. So the form, volume and routing of shipments must be suitable for such units. These factors need to be considered during the design of the supply chain. Supply chains managers are often not aware of the transport implications of their decisions. Packaging design, production schedules and distribution arrangements all have a direct impact on the suitability of intermodal transport. However these considerations are often not part of the planning process. The national scope and modal attitudes of transport operators undermine their ability to shape high quality, international, door to door intermodal transport chains.</p> <p>Intermodal transport services require a greater initial investment than road-only transport. Thus, service providers need guaranteed volumes, often in both directions, before the planning and start up of an intermodal service becomes economically viable. Due to its complexity (number of actors, number of processes) intermodal transport requires careful planning and needs longer lead-in times. In order to develop intermodal transport, shippers need to develop long term co-operations with, and commitment to, their transport service providers. By co-operating shippers (and consignees) can guarantee operators certain cargo volumes on key routes making intermodal solutions more viable and bringing benefits to all concerned.</p> <p>The transportation of goods by different modes of transport is governed by different national and international regulations and conventions, which have evolved differently over time. These conventions set out the responsibilities and arrangements in the event of problems (delays, damage etc.).</p> <p>During an intermodal journey the regulations covering a shipment can change raise doubts about liability in the event of problems. Some have argued that this lack of clear rules in liability and responsibility poses an additional challenge to organising intermodal transport chains. With intermodal transport, shippers and freight forwarders have to rely on actors they do not know, and over who they have no direct control, to deliver their goods to the right place, at the right time and in the right condition. Each transfer of information, responsibility or the goods themselves increases the possibility of misunderstanding, error or dispute. All actors need to be confident in the capabilities and performance of the other actors and be able to recover their losses in the event of problems. For this, there must be clear and transparent rules about the scope and substance of responsibilities of each actor in the transport chain.</p>

	<p>The equipment used in transportation needs to be as interoperable as possible so that greater use can be made of vehicle capacity and transshipment equipment. Each company designing and constructing their own container, optimised for their use, undermines the efficiency of the whole transport network. The “boutique approach” followed widely in the transport sector may allow operators high flexibility to serve specific clients. At the same time, this individualisation forecloses enormous possibilities for large-scale and cheap production of equipment and enlarged market opportunities brought about by standardisation. More harmonised features of containers, swap bodies, semi-trailers, chassis and pallets would facilitate co-operation and improve efficiency.</p> <p>The format and medium for the transfer of information along supply chains is far from standardised, and again varies between modes and countries. Documents are often carried in paper form alongside the goods themselves, as they were in the nineteenth century. Different transport documentation is required for insurance, customs or commercial purposes. Due largely to historical reasons, the format of the documentation is also different according to the mode used. However, very often, one discovers that the information required for the various purposes is very similar, irrespective of the administrative or commercial purpose, and irrespective of the mode used. Traditional verification of documentation and equipment, often still done manually, increases costs, delays and is prone to error.</p> <p><b>Are the prevailing conditions during the development of the analyzed policy still relevant today? Are there some other emerging conditions that should be considered explicitly?</b> Yes, prevailing conditions still relevant today</p>
<b>Participants</b>	<p><b>Who took the initiative?</b> European Commission Role and responsibilities of involved entities/councils</p> <p><b>Involved experts/consultants (if any)</b></p>
<b>Stakeholders</b>	<p><b>Who are the target audience of the policy?</b> All Member States.</p> <p><b>Who are the main stakeholders involved?</b> The European Union, Member States, regional authorities, shippers and transport service providers all have a common interest and role to play in supporting freight integrators.</p>
<b>Type of policy</b>	<p><b>Describe the format of the policy/recommendation etc</b> <b>Action plan.</b></p>
<b>Policy overview</b>	<p><b>Please describe the policy and provide the main aspects/points</b></p> <p>The European freight transport system needs to adapt to the challenges of the 21st century. Growing congestion, environmental concerns and dependence on imported fossil fuel threaten European freight transport which is heavily dependent on road freight and fossil fuels. The use of road freight transport will grow rapidly in the next years. However as there are limits to the growth of road transport we need to make better use of alternative modes of transport (rail, short sea shipping and inland waterway) that have safety, efficiency, cost, energy and environmental benefits. The Commission White Paper on European Transport Policy<sup>1</sup> defines as central part of this policy the need to take all necessary measures to facilitate this modal shift. Much has already been done to improve the supply of transport services, particularly the alternative modes by opening markets, laying down common technical rules and applying the competition rules to the transport service sector. Issues of transport infrastructure need to be tackled. These issues are not the subject of the current initiative. Rather, this initiative aims at making full use of the potential - sometimes hidden; sometimes still to be developed - of intermodal solutions. For this, Europe needs to develop the skills and tools of intermodal freight transport managers – “freight integrators”. They organise door-to-door freight transport by combing different modes of transport to build high quality, efficient and sustainable intermodal transport solutions. To give these freight transport organisers the possibility to realise their full potential, the Commission is considering four areas of action:</p> <ul style="list-style-type: none"> <li>• Improve knowledge, awareness and understanding of intermodal transport;</li> </ul>

	<ul style="list-style-type: none"> <li>• Simplify intermodal transport through further standardisation;</li> <li>• Foster the commitment and co-operation of transport users;</li> <li>• Clarify the responsibility and accountability in intermodal transport.</li> </ul> <p>The Commission invites interested parties to comment and in particular propose other types of actions not considered in this paper to support the emergence of freight integrators.</p>
<b>Adoption plan/status</b>	<p><b>Which are the steps that have to be followed (or have been followed) for adoption of the policy?</b></p> <p>A list of possible actions is defined:  Improving awareness and understanding of intermodal transport;  Standardisation of intermodal transport;  Shipper commitment and co-operation;  Simplifying responsibility and accountability.</p>
<b>Related policies</b>	<p><b>Which other relevant policies have been already enacted and which are under development/consideration?</b></p> <p>The European Union already supports the supply of intermodal freight transport through its research programmes and the Marco Polo programme and has proposed financing intermodal terminals as part of the Trans European Networks (TEN). However in order to make maximum use of intermodal transport the Commission considers it necessary to support the organisers of intermodal freight transport – the freight integrator action plan.</p> <p><b>To which extent have the previous policies reached their objectives?</b></p>
<b>Standardization</b>	<p><b>Which existing or de facto standards does this policy/standard draw upon/consider/comply to?</b></p> <p>Equipment (see question by context and framework conditions)  Information (see question by context and framework conditions)</p> <p><b>Does it provide input to any other standards/policies?</b></p>
<b>Evaluation and assessment criteria</b>	<p><b>Define assessment criteria</b></p> <p><b>Do the results meet the criteria defined before? If not, define the how will be the project evolved?</b></p> <p>.</p> <p><b>Is there any benchmarking methodology used?</b></p> <p>No.</p>
<b>Availability of documentation</b>	<p><b>Public/confidential deliverables</b></p> <p>Consultation paper  Reactions on the consultation paper</p> <p><b>Do FREIGHTWISE partners have direct access to this information/material?</b></p> <p><b>Yes, everyone has direct access to this material by internet.</b></p>
<b>Additional information</b>	<p><b>Contact information for the reviewed architecture?</b></p> <p><b>All information is available on the web</b></p> <p><b>Website?</b></p> <p><a href="http://ec.europa.eu/transport/logistics/consultations/2006_04_26/2006_04_26_public_consultation_documents_en.htm">http://ec.europa.eu/transport/logistics/consultations/2006_04_26/2006_04_26_public_consultation_documents_en.htm</a></p> <p><b>Internal contact, i.e. FREIGHTWISE partner who can provide further information</b></p> <p><b>Wouter de Jong (w.dejong@mobycon.nl)</b></p>

## The Freight Logistics Action Plan

Item	Guidelines/notes
<b>Name/title/object of policy/standard/recommendation</b>	<b>Freight logistics action plan</b>
<b>Effective from/till</b>	<p><b>When was the policy drafted/issued; When did it go into effect (or stop being in effect); Other milestones</b></p> <p>A targeted approach to intermodality started in 1997 with a Commission Communication "Intermodality and Intermodal Freight Transport in the European Union" followed up in 1999 by the Communication on progress achieved. Furthermore a number of studies have been carried out, notably the study on Integrated Services in the Intermodal Chain ["ECORYS, November 2005]. That study examines a number of sub-areas (such as training, liability, intermodal terminals, and intermodal promotion).</p>
<b>Geographical area covered</b>	<p><b>Country, region where the project is to be implemented</b></p> <p>The consultation document Logistics for promoting freight intermodality involved the EU Member States.</p>
<b>Transport modes involved</b>	<p><b>Which transport modes are involved (road, rail, waterborne)?</b></p> <p>Integration of road, inland waterways, rail, Short Sea Shipping and deep-sea shipping.</p>
<b>Policy objectives</b>	<p><b>Describe briefly the policy objectives</b></p> <p>Developing transport logistics and intermodal solutions are primarily business-related activities and, thereby, a task for industry. Nevertheless, the authorities have a clear role to play in creating appropriate framework conditions and keeping transport logistics and intermodal policy continuously high on the political agenda. This framework approach that the Commission intends to develop would concentrate on improving the institutional preconditions that Europe can offer for logistics innovation and leave the internal running of company logistics to the companies themselves.</p>
<b>Context and Framework Conditions</b>	<p><b>Describe briefly the freight market, the extent to which transport modes are used, which institutional and business parts are involved. Address main problems in the transport sector taking into account the influence they have on the project development and how they can be overcome:</b></p> <p>Europe needs an intermodal logistics strategy:            Internal market: liberalisation and harmonisation;            The international dimension;            Infrastructure;            Standardisation of loading equipment;            Modern innovations in information technology;            One-stop shopping;            Motorways of the sea;            A common goal will lead to a common strategy.</p> <p><b>Are the prevailing conditions during the development of the analyzed policy still relevant today? Are there some other emerging conditions that should be considered explicitly?</b></p> <p>Quality should be a key factor in the European strategy:            Certifying quality            Is multimodal liability an area of concern?</p>
<b>Participants</b>	<p><b>Who took the initiative?</b></p> <p>European Commission</p> <p><b>Role and responsibilities of involved entities/councils</b></p> <p>Developing transport logistics and intermodal solutions are primarily business-related activities and, thereby, a task for industry.            Nevertheless, the authorities have a clear role to play in creating appropriate framework</p>

	<p>conditions and keeping transport logistics and intermodal policy continuously high on the political agenda. This framework approach that the Commission intends to develop would concentrate on improving the institutional preconditions that Europe can offer for logistics innovation and leave the internal running of company logistics to the companies themselves.</p> <p><b>Involved experts/consultants (if any)</b> Ecorys</p>
<b>Stakeholders</b>	<p><b>Who are the target audience of the policy?</b> All Member States.</p> <p>Who are the main stakeholders involved? Logistic integrators; Transport operators;</p>
<b>Type of policy</b>	<p><b>Describe the format of the policy/recommendation etc</b> Consultation document.</p>
<b>Policy overview</b>	<p><b>Please describe the policy and provide the main aspects/points</b> National policies might not always produce interoperable solutions that are needed for Europe to work together on optimising transport solutions in an area without borders. Substantial results can only be achieved by a combined effort from the European Commission, Member States and industry working towards a coherent framework covering the whole of Europe.</p> <p>To encompass possible actions in the above and further fields, the Commission plans to present an Action Plan in 2007. This Plan which, if appropriate, may be accompanied by proposals would set a landmark for advanced logistics developments in Europe. This Action Plan, following input from the consultations, could address a number of measures that are targeted to facilitate obstacles in intermodality and related logistics. These could include identifying concrete obstacles hindering intermodal logistics, best practice, further benchmarking needs, environmental considerations, research and technological development, intermodal statistics and observation of the market and employment.</p>
<b>Adoption plan/status</b>	<p><b>Which are the steps that have to be followed (or have been followed) for adoption of the policy?</b> See above by policy overview</p>
<b>Related policies</b>	<p><b>Which other relevant policies have been already enacted and which are under development/consideration?</b> The mid-term review of the Commission's 2001 White Paper "European Transport Policy for 2010: Time to Decide" examined further ways to enhance co-operation between transport modes and shift road freight transport onto other transport modes. This Consultation Document on "Logistics for Promoting Freight Intermodality" will lead to a Communication that will examine how framework conditions could be improved in Europe to foster transport logistics excellence with an emphasis on intermodality. The Communication will analyse and identify tools and areas that could be used to develop further the integration of road, inland waterways, rail, Short Sea Shipping and deep-sea shipping for the transport of freight in Europe towards fulfilling the objectives of the Lisbon agenda (prosperity and competitiveness) and the White Paper (in particular, competitiveness, sustainability, safety, bypassing land bottlenecks, rebalancing the modal split to the 1998 level). Policies set out in the review of the White Paper and policies put forward in this Consultation Document are complementary towards meeting the above objectives.</p> <p><b>To which extent have the previous policies reached their objectives?</b></p>
<b>Standardization</b>	<p><b>Which existing or de facto standards does this policy/standard draw upon/consider/comply to?</b> European standards for intermodal loading units (as described in Proposal for a Directive of the European Parliament and of the Council on Intermodal Loading Units, COM(2003) 155 final, 7.4.2003, as amended by COM(2004) 361 final, 30.4.2004); European Intermodal Loading Unit (EILU); Modern innovations in information technology: New Computerised Transit System (NCTS) and Track and tracing.</p>

	<p><b>Does it provide input to any other standards/policies?</b></p> <p>The New Computerised Transit System (NCTS) is in use in the EU since 2003 for communications between customs offices. The NCTS is, so far, used only for normal transit procedures but can become usable for any customs procedures. A major step in speeding up and simplifying customs procedures would be by moving on from contemporary practices based on paper documents, towards electronic messages becoming the rule in transactions with customs. The recent Commission proposals modernising the customs code goes clearly into this direction. Tracking and tracing of cargo irrespective of mode is becoming a realistic target. The introduction of the satellite navigation system GALILEO will have a substantially positive impact on this development and so will Long-range Identification and Tracking (LRIT) as well as River Information System (RIS) and Automatic Identification System (AIS). SafeSeaNet should also contribute to improving logistics in the maritime field. It offers a European platform for maritime data exchange and can be developed towards making available the relevant information on ships, their movements and cargo. Further elements in the equation are common messaging standards (e.g. EDI/EDIFACT) and new communications platforms (such as XML). Smart technologies should be introduced to avoid delays in supply chains for security and other reasons. One such technology is radio frequency identification (RFID) which is a growing market. It can open up a range of possible application to make business more efficient, but requires further research and work on radio spectrum management, interoperability and standardisation.</p>
<b>Evaluation and assessment criteria</b>	<p><b>Define assessment criteria</b></p> <p><b>Do the results meet the criteria defined before? If not, define the how will be the project evolved?</b></p> <p><b>Is there any benchmarking methodology used?</b></p> <p>No.</p>
<b>Availability of documentation</b>	<p><b>Public/confidential deliverables</b></p> <p><b>Do FREIGHTWISE partners have direct access to this information/material?</b></p> <p>Yes, everyone has direct access to this material by internet.</p>
<b>Additional information</b>	<p><b>Contact information for the reviewed architecture?</b></p> <p><b>Website?</b></p> <p><a href="http://ec.europa.eu/transport/logistics/consultations/2006_04_26/index_en.htm">http://ec.europa.eu/transport/logistics/consultations/2006_04_26/index_en.htm</a></p> <p><b>Internal contact, i.e. FREIGHTWISE partner who can provide further information</b></p> <p><b>Wouter de Jong (w.dejong@mobycon.nl)</b></p>

## On the Continuous Carriage of 45' Containers in National Road Transport

Item	Guidelines/notes
<b>Name/title/object of policy/standard/recommendation</b>	<b>On the continuous carriage of 45' containers in national road transport.</b> Commission staff working document: SEC(2006) 1581
<b>Effective from/till</b>	<b>When was the policy drafted/issued; When did it go into effect (or stop being in effect); Other milestones</b> The policy was drafted November the 27 <sup>th</sup> 2006.
<b>Geographical area covered</b>	<b>Country, region where the project is to be implemented</b> All EU Member States.
<b>Transport modes involved</b>	<b>Which transport modes are involved (road, rail, waterborne)?</b> All transport modes are involved.
<b>Policy objectives</b>	<b>Describe briefly the policy objectives</b> To examine if it would be possible to continue carrying 45' containers in road transport after the derogation in Article 4(6) of Directive 96/53/EC has ended. Article 4(6) allows, until 31.12.2006, in national transport operations, for vehicles registered or put into circulation before the implementation of the Directive, dimensions that exceed those in the Directive and makes it possible for 45' containers to move on the roads today.
<b>Context and Framework Conditions</b>	<b>Describe briefly the freight market, the extent to which transport modes are used, which institutional and business parts are involved. Address main problems in the transport sector taking into account the influence they have on the project development and how they can be overcome:</b> The global fleet of 45' containers is approximately 2 % (400.000 TEU) of the total global fleet of containers. Forty-five-foot containers are to some extent used in the EU. European short-sea operators also own a small fleet of pallet-wide 45' containers. <b>Are the prevailing conditions during the development of the analyzed architecture still relevant today? Are there some other emerging conditions that should be considered explicitly?</b> The prevailing conditions are still relevant today.
<b>Participants</b>	<b>Who took the initiative?</b> European Commission <b>Role and responsibilities of involved entities/councils</b> Stakeholders have requested the Commission services to examine whether it would be possible to continue carrying 45' containers in road transport after the temporary derogation in Article 4(6) of Directive 95/53/EC has ended. <b>Involved experts/consultants (if any)</b> Commission Services Commission Communication on Freight Transport Logistics
<b>Stakeholders</b>	<b>Who are the target audience of the policy?</b> All Member States. <b>Who are the main stakeholders involved?</b> Transport operators
<b>Type of policy</b>	<b>Describe the format of the policy/recommendation etc</b> Commission Staff Working Document

<p><b>Policy overview</b></p>	<p><b>Please describe the policy and provide the main aspects/point</b></p> <p>Article 4(3) of Directive 96/53/EC allows the competent authorities of the Member States to issue special permits without discrimination, or put in place similar non-discriminatory arrangements agreed on a case-by-case basis with those authorities, for vehicles or vehicle combinations to carry or be intended to carry indivisible goods.</p> <p>Forty-five-foot containers are able to continue circulating under Article 4(3) of Directive 96/53/EC as indivisible loads provided that the Member States concerned so decide and put in place the necessary administrative arrangements on a non-discriminatory basis.</p> <p>The format of these special permits or similar non-discriminatory arrangements is not detailed in Article 4(3). Nothing in the Directive seems to prevent envisaging permits that could cover a certain number of operations or a period of time (e.g. up to 1 year). Furthermore, using similar non-discriminatory arrangements could entail other reductions of red tape, such as allowing 45' containers to circulate more freely in the national territory while respecting the fact that they are oversized loads and should be permanently marked as such to other road users for reasons of safety.</p> <p>This interpretation allowing 45' containers to circulate under the concept of 'indivisible loads' should, in no way, be considered a precedent for allowing longer containers to circulate under this concept.</p> <p>2. Article 4(4) of the Directive allows the Member States to carry out transport operations in their territories by vehicles or vehicle combinations that deviate from the maximum dimensions stipulated in Annex I to the Directive. The deviations apply to carrying out those national transport operations that do not significantly affect international competition in the transport sector.</p> <p>Forty-five-foot containers are able to continue circulating under Article 4(4), in particular 4(4)(b) of Directive 96/53/EC provided that the Member States concerned apply Article 4(4) on a non-discriminatory basis, accept the 'modular concept' in their respective territories, and inform the Commission of the measures taken pursuant to the paragraph.</p> <p>A road train of 18,75 metres prescribed in Directive 96/53/EC also constitutes a 'modular concept' in accordance with the relevant definition in Article 4(4).</p> <p>These interpretations do not have any effect on the maximum weights stipulated in Directive 96/53/EC as amended.</p> <p>For carriage between Member States, intermodality (rail, short sea shipping or inland waterway transport) should be used. The first and final road legs of intermodal journeys can then be carried out nationally. This is fully in line with co-modality and can give a new incentive to multimodality.</p>
<p><b>Adoption plan/status</b></p>	<p><b>Which are the steps that have to be followed (or have been followed) for adoption of the policy?</b></p> <p>This working document explored the different legal options to enable stakeholders to continue carrying 45' containers in road transport.</p>
<p><b>Related policies</b></p>	<p><b>Which other relevant policies have been already enacted and which are under development/consideration?</b></p> <p>White book</p> <p><b>To which extent have the previous policies reached their objectives?</b></p> <p>Not applicable.</p>
<p><b>Standardization</b></p>	<p><b>Which existing or de facto standards does this policy/standard draw upon/consider/comply to?</b></p> <p>Owing to the calculation methodology in the Directive, 45' containers are 9 cm (for normal containers) or 12 cm (for pallet wide containers) longer than the maximum allowable length in the Directive. There are however exceptions as Articles 4(3), 4(4) and 4(6) of the Directive describe.</p> <p><b>Does it provide input to any other standards/policies?</b></p> <p>No.</p>

<b>Evaluation and assessment criteria</b>	<b>Define assessment criteria</b> <b>Do the results meet the criteria defined before? If not, define the how will be the project evolved?</b> It is not clear whether, or to which extent, stakeholders do comply with the rules of the Directive, or will continue doing so. <b>Is there any benchmarking methodology used?</b> No.
<b>Availability of documentation</b>	<b>Public/confidential deliverables</b> <b>Do FREIGHTWISE partners have direct access to this information/material?</b> Yes, everyone has direct access to this material by internet.
<b>Additional information</b>	<b>Contact information for the reviewed architecture?</b> <b>All information on European policy of Rail transport is available on the web Website?</b>  <b>Internal contact, i.e. FREIGHTWISE partner who can provide further information</b> N/A

## European Road Safety Action Programme

Item	Guidelines/notes
<b>Name/title/object of policy/standard/recommendation</b>	European Road Safety Action Programme
<b>Effective from/till</b>	<p><b>When was the policy drafted/issued; When did it go into effect (or stop being in effect); Other milestones</b></p> <p>The policy was issued on June the 6<sup>th</sup> in 2003.</p> <p>The Commission has carried out a mid-term review in 2005 on the basis of the conclusions of its monitoring group. On that occasion it has assessed the implications of the enlargement of the European Union on road safety.</p>
<b>Geographical area covered</b>	<p><b>Country, region where the project is to be implemented</b></p> <p>All current and future EU member states.</p>
<b>Transport modes involved</b>	<p><b>Which transport modes are involved (road, rail, waterborne)?</b></p> <p>Road transport.</p>
<b>Policy objectives</b>	<p><b>Describe briefly the policy objectives</b></p> <p>Halving the number of road deaths by 2010.</p>
<b>Context and Framework Conditions</b>	<p><b>Describe briefly the freight market, the extent to which transport modes are used, which institutional and business parts are involved. Address main problems in the transport sector taking into account the influence they have on the project development and how they can be overcome:</b></p> <p>Over the last decade the number of heavy duty vehicles travelling on European roads has increased substantially. Reversing the trend in the number of accidents involving heavy duty vehicles is a challenge both for society and more directly for the road haulage sector. Truck driving is one of the most dangerous professions, and commercial drivers also have a right to a safe working environment in line with the most recent standards concerning working conditions.</p> <p><b>Are the prevailing conditions during the development of the analyzed policy still relevant today? Are there some other emerging conditions that should be considered explicitly?</b></p> <p>Conditions are still prevailing</p>
<b>Participants</b>	<p><b>Who took the initiative?</b></p> <p>European Commission</p> <p><b>Role and responsibilities of involved entities/councils</b></p> <p>The role of the European Union:</p> <p>With a single transport market and road travel rapidly expanding, a systematic approach is needed to reduce the high costs of road accidents and the inequalities between Member States.</p> <p>This approach will call for coordinated action, focused on common objectives, covering the local, regional, national and Community levels. Joint action is warranted to deal with common road safety issues, to raise greater awareness and to implement the most effective measures at the different levels.</p> <p>Improving the safety of the movement of passengers and goods is one of the European Union's key tasks. An EU road safety programme complying with the principle of subsidiarity will provide a clear framework of action for all parties concerned and will guide the European Union's activities in fields in which it can provide a high level of added value.</p>

	<p>Promoting greater awareness and understanding among the general public, policy-makers and the media about how to make safer use of roads and the transport system must be at the heart of the Community's road safety policy.</p> <p>All stakeholders in the transport system are involved:</p> <p>Meeting the challenge of increasing road safety will necessitate a shift in thinking amongst both those with responsibility for the traffic system and users about how people use the roads and how they can be used safely.</p> <p>Action to boost the wearing of seat belts provides a good illustration of the interdependence of different road safety measures and stakeholders and the need for interaction at all levels of government, whether local, regional, national or EU, as well as the private sector, to ensure effective protection.</p> <p>European Union:  Rules on the mandatory fitting and use of equipment  Rules to improve checks and the application of penalties to car drivers  Performance standards for safety belts and restraints  Support for the launching of an EU programme to evaluate the restraint systems on the market  A framework and support for campaigns to promote seat belt use  Monitoring of the incorporation of Community legislation by the Member States into their national law  National level:  Implementation of EU rules  Setting exemptions  Setting national compliance objectives  Securing compliance through resources for police enforcement  Targeted national information  Monitoring of seat belt use  Encouraging seat belt use policies in the public and private sectors  Support for child restraint loan schemes  Regional/local level:  Police enforcement and publicity  Seat belt information in schools  Encouraging child restraint loan schemes in the local health sector  Seat belt use surveys  Seat belt use survivor clubs  Private sector:  Innovation and initiatives  Development and marketing of more efficient restraint systems, in response to evaluation campaigns  Installation of non-compulsory restraint devices  Reduced insurance premiums for users of equipped vehicles  Campaigns at company level for the workforce</p> <p>It will take time and will need a stepwise approach to motivate everyone concerned with road safety in the framework of an ambitious plan. Concerted action will continue to be necessary well beyond 2010. It will have to include well-tried measures and be capable of providing new momentum for all parties concerned.</p> <p><b>Involved experts/consultants (if any)</b>  The Commission intends to set up a European Road Safety Observatory (ERSO) within the Commission. This Observatory will coordinate all Community activities in the fields of road accident and injury data collection and analysis. Currently the ERSO is a European project funded by the EC.</p>
<b>Stakeholders</b>	<p><b>Who are the target audience of the policy?</b>  Road users</p> <p><b>Who are the main stakeholders involved?</b>  European Union  EU Member States  Regional authorities  Local authorities  Private sector: in particular transport companies, vehicle and parts manufacturers,</p>

	insurance companies and infrastructure operators.
<b>Type of policy</b>	<b>Describe the format of the policy/recommendation etc</b> Action programme
<b>Policy overview</b>	<p><b>Please describe the policy and provide the main aspects/points</b></p> <p>Although there has been a slow but regular improvement in safety overall (during the last 30 years, the overall volume of road traffic in the countries which today make up the EU has tripled, while the number of road deaths has fallen by half), the situation is still socially unacceptable and difficult to justify to the citizen.</p> <p>In its White Paper on European transport policy, the Commission has therefore proposed that the European Union should set itself the target of halving the number of road deaths by 2010. Although the Community has contributed to road safety over very many years, in particular through more than 50 technical standardisation directives, and despite the fact that the Maastricht Treaty clarified the legal means available to the Community to establish a framework and to act. The Member States have been highly reluctant to take action at Community level, witness the harmonisation of blood alcohol limits which has been under discussion for 12 years. Published and compliance with them monitored.</p> <p>The Commission will propose standardising the rules on checks concerning the road traffic offences which cause the most deaths and concerning compliance with social regulations.</p> <p>In the context of a proposal on road infrastructure, the Commission proposes action to deal with particularly hazardous places. Another proposal will concern the recasting of the directive on driving licences.</p> <p>This communication also describes a number of direct and accompanying measures which the Commission plans to implement to enhance the benefit of the activities undertaken by the European Union, in particular the development of new safety technologies under the research framework programmes to add value to the efforts made by the Member States.</p> <p>This action programme aims to:</p> <ul style="list-style-type: none"> <li>• encourage road users to improve their behaviour, in particular through better compliance with the existing legislation, basic and continuous training for private and professional drivers and by pursuing efforts to combat dangerous practices,</li> <li>• make vehicles safer, in particular through technical harmonisation and support for technical progress; the aspects concerning electronic technologies ('eSafety') will be covered by a forthcoming Commission communication on information and communication technologies for intelligent vehicles'.</li> <li>• improve road infrastructure, in particular by defining best practices and disseminating them at local level and by eliminating accident black spots.</li> </ul> <p>Regarding commercial goods and passenger transport the policy is as follows: Over the last decade the number of heavy-duty vehicles travelling on European roads has increased substantially. Reversing the trend in the number of accidents involving heavy duty vehicles is a challenge both for society and more directly for the road haulage sector. Truck driving is one of the most dangerous professions, and commercial drivers also have a right to a safe working environment in line with the most recent standards concerning working conditions.</p> <p>In this context, the European Parliament and the Council adopted the following for all vehicles over 3.5 tonnes and all vehicles carrying eight or more passengers.</p> <ul style="list-style-type: none"> <li>• In November 2002 a directive on the widespread introduction of speed-limiting devices from 2005 for new vehicles and 2008 for vehicles registered after 1 October 2001. The Commission will assess the impact of this directive, notably for lighter vehicles below 7.5 tonnes and, where appropriate, will submit proposals.</li> <li>• In April 2003 a directive requiring seat belts to be worn by drivers and passengers sitting in seats equipped with them. To make this measure more effective, in 2003 the Commission will propose the wide-scale fitting of safety belts on all seats in coaches. The Commission has in addition launched work aimed at identifying the specific problems arising concerning the transport of children with a view, where appropriate, to introducing protection rules for school transport vehicles.</li> </ul>

	<p>The Commission has also submitted a proposal for a directive on the initial and continuous training of commercial drivers; what is at stake is crucial since it is a question of reversing the current situation: at present no more than 10% of commercial drivers have received training beyond what is required for obtaining their driving licences. Implementing the directive will help to raise the level of road safety, stationary safety and the quality of service, help drivers taking up the occupation and remedy distortions of competition in this area.</p> <p>In addition, a legislative proposal aimed at improving and tightening up the rules in force concerning the monitoring of and compliance with driving rest periods is at present being examined in Parliament and in the Council. The purpose of this initiative is to promote the effectiveness and uniform interpretation of the existing rules in this area. The proposal also contains provisions aimed at determining employers' liability in respect of certain offences committed by their drivers and harmonising the conditions in which vehicles may be immobilised. Another legislative proposal is in preparation, namely a directive which is part of the package of controls aimed at improving the application of the social provisions dealing with driving and rest periods and working hours. This directive, which will amend the abovementioned Directive 88/599/EC, will entail, among other measures, a considerable increase in the number of controls to be carried out to verify compliance with driving and rest periods (at present 1 % of working days are subject to controls). Other provisions of this proposal for a directive are aimed at encouraging systematic exchanges of information, the coordination of control activities, especially as regards cross-border transport, periodic consultations between the national administrations and the training of inspectors to ensure better compliance with the various pieces of legislation.</p> <p>The introduction of the digital tachograph, which can record data over a longer period than the mechanical tachograph can at present, e.g. data concerning speed and driving time, will represent substantial progress in terms of the performance of control means.</p> <p>Load shedding by heavy goods vehicles because of inadequate load securing is a source of road accidents which are often very serious. Some Member States have complete legislation on this, but the lack of harmonisation at Community level is a serious problem for international carriers. To remedy this situation, in 2002 the Commission undertook the drawing up of a best practice guide.</p> <p>The transport of exceptional loads, which can constitute a road safety hazard, is another source of problems because of the lack of harmonisation of the rules in question, sometimes even between the different regions in the same Member State. Here too, the Commission has undertaken the drawing up of a best practice guide.</p> <p>The legislation governing the technical conditions concerning the carriage of hazardous goods by road is also an important part of the existing body of Community road safety legislation. These rules are regularly reviewed in the light of international work, in particular in the context of the European agreement on the international carriage of goods by road (ADR). The need to take better account of the hazards related to the growing safety concerns (protection against the use of vehicles with the intention of causing harm) will result in a reassessment of the provisions of this legislation.</p> <p>The EU will assign special importance to the application of the measures described above to the commercial transport sector, notably the technical and training measures and the development of new traffic safety/management technologies.</p> <p>In the near future, it will also be necessary to address the possible consequences of the growing use of small commercial vehicles and company vehicles. The lack of regulation as regards training, driving and rest periods, and speed-limiting devices may have an impact in terms of road safety.</p>
<p><b>Adoption plan/status</b></p>	<p><b>Which are the steps that have to be followed (or have been followed) for adoption of the policy?</b></p> <p>The European Road Safety Action Programme follows from the Commissions White Paper on European transport policy (European transport policy for 2010: Time to decide (COM (2001) 370 final, 12 September 2001)), in which the target was set of halving the number of road deaths by 2010.</p>

<b>Related policies</b>	<p><b>Which other relevant policies have been already enacted and which are under development/consideration?</b>  White Paper on European transport policy</p> <p><b>To which extent have the previous policies reached their objectives?</b></p>
<b>Standardization</b>	<p><b>Which existing or de facto standards does this policy/standard draw upon/consider/comply to?</b>  Definition of accident investigation methods (STAIRS project)  CARE database  European New Car Assessment Programme (EuroNCAP)</p> <p><b>Does it provide input to any other standards/policies?</b>  No</p>
<b>Evaluation and assessment criteria</b>	<p><b>Define assessment criteria</b>  Half the number of road deaths in 2010 is the target set in this document.</p> <p><b>Do the results meet the criteria defined before? If not, define the how will be the project evolved?</b>  Only in 2010 it will become clear if the results have been achieved, i.e. half the number of road deaths compared to 2003. Currently (2007) the European Union is behind schedule with respect to the set target.</p> <p><b>Is there any benchmarking methodology used?</b>  The number of road deaths in 2003 forms the benchmark to the number of road deaths in 2010.</p>
<b>Availability of documentation</b>	<p><b>Public/confidential deliverables</b></p> <p><b>Do FREIGHTWISE partners have direct access to this information/material?</b>  Yes, everyone has direct access to this material by internet.</p>
<b>Additional information</b>	<p><b>Contact information for the reviewed architecture?</b>  All information on European policy of Rail transport is available on the web Website?</p> <p><b>Internal contact, i.e. FREIGHTWISE partner who can provide further information</b>  Wouter de Jong (w.dejong@mobycon.nl)</p>

## **Annex 2: Multipliers Country by Country**

## Austria

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
Austrian Road safety Board	OBB	OBB		SupremeShipping Authority	RailCargo Austria
Austrian Road Administration www.bmvit.gv.at	Rail Cargo Austria	Wenzel logisticsGmbH		Schiffahrtsaufsich Hainburg/Wien/	Wenzel Logistics/LTE logistik/Gartner KG etc
Ministry of transport		Gartner KG		Engelhartszell	
		Austrian Railways Intercontainer		Via Donau	
				Krems/grein/Linz	
Safety	Security	Standards	ICT	Customs	Infrastructure
Austrian Road safety Board	Federal Ministry of transport Road transport department- section of freight	Federal Ministry of transport	AustrianRoad administration	Federal Ministry of Finance	Federal ministry of economy and labor

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc.
Austrian Shippers Council/Austrian federal Chamber of Commerce http://wko.at/vp	Zentralverband Spedition & logistik				

	Safety	Security	Standards	ICT	Customs	Infrastructure
Austrian Road Safety Board	X					
Federal Ministry of transport Road	X	X	X	X		
Austrian Road administration	X			X		
Federal ministry of economy and labour						X
Federal ministry of Finance					X	

## **Austria**

**Federal Ministry of Transport, innovation & technology** - [www.bmvit.gv.at](http://www.bmvit.gv.at)

*Widespread responsibilities including safety, regulation, public service obligations, inter-operability and the implementation of EC initiatives.*

**Federal Ministry of Economy and Labour** - [www.bmva.gv.at](http://www.bmva.gv.at)

*State aid, competition, infrastructure.*

**Austrian Road safety Board (kfv)** [www.kfv.at](http://www.kfv.at)

*High profile multi-agency initiative to reduce road related accidents*

**Federal ministry of Finance** - [www.bmf.gv.at](http://www.bmf.gv.at)

*Funding and revenue from toll, federal ministry for waterway investment.*

**Austrian Road administration**

**AISO Arbeitsgemeinschaft Internationaler Strassenverkehrsunternehmen Ostereich**

*International road transport lobby group*

**Austrian Shippers Council** - [http://www.europeanshippers.com/esc\\_members/austria.jsp](http://www.europeanshippers.com/esc_members/austria.jsp)

*The Austrian Shippers' Council (ASC) consists of 25 members representing Austria's most important companies and industrial and economic branches.*

**Austrian Federal Chamber of Commerce** - <http://wko.at/vp>

## Bulgaria

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
EAAA	EARA	Ferry Varna	NMB	EAEMDR	
<i>A E B T R</i> <i>I</i>	BDZ		BMA		
	NRIC				
	<i>BPW</i>				

Safety	Security	Standards	ICT	Customs	Infrastructure
MTC	EARA	SAMTS		CA	NRIC
EAMA					

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners
BIA	NABS	Port Varna EAD		
	BASBA	<i>Port of Bourgas</i>		

	Safety	Security	Standards	ICT	Customs	Infrastructure
EARA	X	X				
SAMTS			X			
MTC	X					
EAMA	X					
CA					X	
NRIC						X

## **Bulgaria**

### **Executive Agency Automobile Administration EA (EAAA) - [www.rta.government.bg](http://www.rta.government.bg)**

*The Executive Agency Automobile Administration is a legal entity financed by the Ministry of Transport and Communications with head office in Sofia and regional units in all districts of the country.*

*The Agency provides administrative services and controls the whole national and international passenger and freight road transport carried out by Bulgarian and foreign haulier in the country.*

### **AEBTRI – [www.aebtri.com](http://www.aebtri.com)**

*AEBTRI is a non-profit organization joining companies and establishments which are involved in road transport of passengers and goods, as well as in design, construction and maintenance of roads. AEBTRI enjoys a full membership status in the International Road Transport Union (IRU), in the International Road Federation (IRF) and in Transfrigoroute International. At national levels, the Association provides co-operation to all competent authorities concerned with roads and road transport.*

*At international levels, the Association maintains close connections with the International Federation of Forwarding Agents Associations (FIATA), with the International Prevention of road Accidents (PRI), with expert groups within the Inland Transport Committee to ECE-UN in Geneva, with General Directorate VII (Transport) to the EU Commission, with ECMT, and with other national associations. AEBTRI is the national guarantee association concerning the TIR system in Bulgaria.*

### **Executive Agency Railway Administration (EARA) - e-mail: [iaja@mt.government.bg](mailto:iaja@mt.government.bg)**

*The Executive Agency Railway Administration is a body under the Ministry of Transport and Communications in charge with the coordination and control of the railway transport in the country. It includes a main office in Sofia and several regional departments.*

*EARA is the main regulatory body in the country in charge with the security of the railway transport.*

### **Bulgarian State Railways (BDZ EAD) - [www.bdz.bg](http://www.bdz.bg)**

*The Bulgarian State Railways (BDZ) exist since more than 100 years. However, since 01.01.2002, according to the new Law of Railway Transport it has been divided into two independent companies: National Company Railway Infrastructure (NRIC) – the BDZ assignee on maintenance repair and development of the railway infrastructure, and BDZ EAD – the BDZ successor on railway operation.*

*BDZ EAD has its own stock of 20-feet large containers and specialized wagons for intermodal transport. BDZ is member of the International Railways Union (UIC); International Committee in Transport Policy (CIT); European Railway Research Institute (ERRI), OSZD and other international organizations.*

### **The National Company "Railway Infrastructure" (NRIC) - [www.rail-infra.bg](http://www.rail-infra.bg)**

*The National Company Railway Infrastructure (NRIC) is founded on 01.01.2002. It is successor of the Bulgarian State Railways (NC BDZ) and assumed a part from the assets and liabilities on its balance sheet as of 01.01.2002 in the part, referring to the railway infrastructure.*

*The NRIC has international scientific and technical cooperation through its participation in the: International Railways Union (UIC); International Committee in Transport Policy (CIT); European Railway Research Institute (ERRI), OSZD and other international organizations.*

*The Association of the Owners of Private Freight Cars in the Republic of Bulgaria BALKAN PRIVAT WAGEN (BPW) - [bpw@bpw-bg.org](mailto:bpw@bpw-bg.org)*

*The Association of the Owners of Private Freight Cars in the Republic of Bulgaria BALKAN PRIVAT WAGEN (BPW) is a voluntary pool of physical and juridical persons.*

*The Association BPW is a member of the International Union of the Association of the Owners of Private Freight Cars (UIP). Members of the national associations and UIP are the owners of freight cars, consignors, users of wagons and other associations concerned, with more than 180 000 private freight cars operated across Europe.*

*The main purpose of the Association's activity is to defend the interests of the societies, factories and companies – regular members of BPW by: coordinating the research activities in the fields of technology, operation and marketing of freight cars; participating in development of international rules for operation of private freight cars; supporting the proper technical operation of private freight cars; assisting the dissemination of new UIP requirements for ecology and security of the railway transport etc.*

**National Association of Bulgarian Freight Forwarders (NABS) - e-mail: [office@nsbs.com](mailto:office@nsbs.com)**

*The Bulgarian National Forwarders Association (NABS) is a non-profit organization founded in 1992. Presently its member companies perform 2/3 of the international freight forwarding services on the Bulgarian market.*

*Membership in NABS is granted only to financially stable forwarding companies which possess sufficient experience, proven professional competence and a clean record.*

*NSBS represents Bulgaria in the International Federation of Freight Forwarders Associations (FIATA), which comprises some 40.000 forwarding companies employing over 8 million people in 146 countries. Through FIATA bodies NABS participates in the activities of the European Conference of Ministers of Transport, the EC, the UN ECE, the International Chamber of Commerce ICC and the international organizations in the field of transport (IRU, UIC, IATA, IMO).*

*Only members of NABS are authorized to issue in Bulgaria the ICC approved documents of FIATA - the Multimodal Transport Bill of Lading (FIATA FBL), the Forwarder's Certificate of Receipt (FIATA FCR), the FIATA Warehouse Receipt, etc. NABS cooperates with the Bulgarian authorities in improving the legal base of the international transport and trade and in formulating the national transport policy.*

**Executive Agency Maritime Administration (EAMA) - [www.marad.bg](http://www.marad.bg)**

*The main EAMA functions are:*

*taking measures for safety of shipping in the sea spaces and inland waterways;  
controlling the following of the shipping safety regulations;  
issuing certificates of competency to seafarers;  
exercising control on the traffic in canals, ports of the Republic of Bulgaria and other duly defined regions;  
exercising control on environment protection of sea spaces and inland waterways;  
controlling and supervising the navigational conditions ensuring shipping safety etc.*

**Executive Agency Port Administration (EAPA) - [www.port.bg](http://www.port.bg)**

*The Executive Agency Port Administration is a corporate body of the Ministry of Transport and Communications. It consolidates regional divisions in Varna, Bourgas, Rousse and Lom. Its legal authority covers all ports without the navy ones.*

*The Agency activities are focused on:*

*keeping a register book of all ports in the Republic of Bulgaria;*

*controlling the observance of the requirements for free access and application of equal competitive conditions for port operators;*

*assisting the Minister of Transport and Communications in carrying out control over performance of concession contracts;*

*collecting, processing and providing port statistic information.*

**The Executive Agency for Exploration and Maintenance of the Danube River (EAEMDR) - [www.appd-bg.org](http://www.appd-bg.org)**

*The based??? in Rousse body is the only specialized organization in Bulgaria which carries out the entire range of supporting activities for the maintenance of the waterway, aquatory of the ports and the winter camps for providing a secure ship sailing in the Bulgarian section of the Danube River. Its main activities include:*

*coordinating all projects and works, related to the complex utilization of the Danube river;*

*submitting to all the interested Ministries, authorities, research and development and design institutions in the country the necessary information and data from the surveys and researches of the Danube River.*

**Navigation Maritime Bulgare (NMB, Navibulgar) - [www.navbul.com](http://www.navbul.com)**

*Navigation Maritime Bulgare is the successor to a shipping company established in 1892. Its century-old tradition and experience in the shipping industry in compliance with international requirements and standards have turned the company into a leader on the shipping market in Bulgaria and in the Black Sea and East Mediterranean regions. Navibulgar is a member of the Bulgarian Delegation at the meetings of the International Maritime Organization (IMO), a member of BIMCO, BINSAs, ICS, ISF, the Club 9000 Association, an associated member of INTERTANKO, a shareholder in INMARSAT and ICO - Teledesic Global Ltd. The Navibulgar fleet includes over 80 vessels (77 cargo and 5 auxiliary vessels), most of them bulk carriers.*

**Bulgarian Association of the Ship Brokers and Agents (BASBA) - <http://www.basba.mt-link.bg/>**

*The Bulgarian Association of the Ship Brokers and Agents (BASBA) is an independent organization of traders with main activities ship agency and brokerage.*

*The Association has been created for conducting surveys, imposing regulations, protecting and supporting the common economic and professional interests of its members before governmental and legal institutions, municipal authorities, legal and physical persons in the country, foreign institutions and international organizations.*

*For the time present BASBA has 34 companies members; they all are active in the field of the sea transport.*

*The efforts of BASBA are mainly directed towards raising the quality and culture of the agent brokerage service, promoting the ports in Bulgaria and contributing to the development of the sea transport in the region.*

**Bourgas Marine Association (BMA) - [bma@bse.bg](mailto:bma@bse.bg)**

*The Association was founded in 1995 as a non-government organization. Its main aim is to contribute to the development of Bourgas to largest international business center in the country, and to support the marine activities in the region of Bourgas.*

*BMA has over 100 members: Port of Bourgas, Bourgas Municipality, Airport of Bourgas, Bourgas Free Zone, SOMAT - Sofia, Bourgas Chamber of Commerce and Industry and many other private and state companies.*

*The Association organizes complete recruitment for almost all kind of cargo vessels, tankers with high-qualified officers and seamen.*

#### **Bulgarian Industrial Association (BIA) - <http://www.bia-bg.com/>**

*The Bulgarian Industrial Association is a non-profit, non-governmental organization of the Bulgarian industry, established on 25 April 1980. The membership of the Association involves 87 branch organizations, 26 regional organizations and 58 local bodies, the Bulgarian Academy of Sciences, universities and scientific and technical unions, the Central Cooperative Union, over 15 000 commercial companies, out which 263 are among the largest 300 companies in Bulgaria. BIA is a member of: Union of the Industrial and Employers' Confederations in Europe (UNICE); International Chamber of Commerce (ICC) and International Organization of Employers (IOE). It participates also in the work of: International Labour Organization (ILO); International Trade Center (ITC / UNCTAD / WTO); South Eastern Europe Employers' Forum (SEEEF) etc.*

*BIA represents the interests of its members and assists them for the realization of their economic activity.*

#### **Chamber of National Transport (NT) – (no website found)**

*The based in Plovdiv Chamber of National Transport is a voluntary union of legal entities and physical persons for assisting and encouraging the entrepreneurship and activity of the forwarding companies, protecting their interests, supporting the development of the international economic relations as well as the cooperation within the transport business. The organization has 22 regional associations and four representative offices in the country.*

*The Chamber of National Transport is the employers' representative in the transport partnership on the branch level.*

*NT is also a co-founder of the Foundation for training and social protection in the automobile transport (FOBZAT).*

*The Chamber of National Transport is the initiator and the principal founder of the Transport AD - National Privatization Fund (NPF) which invests mainly in the automobile transport.*

#### **State Agency for Metrology and Technical Surveillance (SAMTS) - <http://www.damtn.government.bg>**

*The State Agency for Metrology and Technical Surveillance is the main body in the country in charge with standardization, metrology, certification, technical surveillance and quality control.*

*In the period 1999-2002, during the preparation for joining the EU, from the Agency have been separated independent legal entities which took over accreditation, certification and standardization activities.*

#### **Customs Agency (CA)**

*The Customs Agency is a centralized administrative structure under the Ministry of Finances. It is a legal entity.*

*The organization and the activities of the regional custom offices are stipulated by regulations, approved by the Minister of Finances.*

All Bulgarian custom offices are using the web-based Bulgarian Integrated Custom Information System (BICIS 2.1).

**Ministry of Transport and Communications (MTC) - <http://www.mtc.government.bg/>**

*The main function of the Ministry of Transport and Communications is to execute the state policy and to plan the strategy for developing and restructuring of the transport. It shall also carry out appropriate activities in order to support the international cooperation in the field of transport and communications.*

## Czech Republic

Safety	Security	Standards	ICT	Customs	Infrastructure
		ČNI	SDT (Czech ITS Association)	Celní správa	SFDI
					ŘSD
					SŽDC
					Státní plavební správa

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
<u>Svaz dopravy</u>	České dráhy a.s., ČD Cargo		<u>Svaz dopravy</u>		Česká logistická asociace
ČESMAD Bohemia	<u>Svaz dopravy</u>				
Asociace dopravních, spedičních a servisních firem Čech, Moravy a Slezska (ADSSF)					

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc.
Svaz průmyslu a dopravy ČR	Svaz spedice a logistiky				Ministry of Transport
					Ministry of Informatics
					Ministry of Regional Development

	Safety	Security	Standards	ICT	Customs	Infrastructure
ČNI			X			
SDT (Czech ITS Association)				X		
Celní správa		X			X	
SFDI						X
ŘSD						X
SŽDC						X
Státní plavební správa						X
Ministry of Transport	X			X		
Ministry of Informatics				X		

## Czech Republic

**Svaz dopravy** - [http://www.svazdopravy.cz/index\\_en.html#onas.html](http://www.svazdopravy.cz/index_en.html#onas.html)

*The Transport Union was founded after 1989, in the time when the new political and economic situation required an establishment of a new organisation of transport employers and businesses defending interests of its members during the period of socio-economic transformation. The Union is an independent organisation that represents employers and business. In 1994, the Union united with the Industrial Union of the Czech Republic, which is an umbrella organisation that covers all branches of industry and which pays attention to the predominant part of the major business entities. Now, it covers total more than 25 business unions and has a membership base of some 1.3 million workers. The Transport Union is the largest of these unions.*

**ČESMAD Bohemia** – <http://www.prodopravce.cz/>

*Association of Czech Road Haulers ČESMAD Bohemia is the greatest haulers association of entrepreneurs in the national and international freight and public road transport. Its members are about 1 800 of subjects with almost 20 000 vehicles. ČESMAD Bohemia is a member of IRU. ČESMAD Bohemia defends interests of its members in contacts with both national and international fields. The Association offers various services to their members or clients. Among that are information support on news and changes regarding administrative issues, offer of commercial services etc.*

**Asociace dopravních, spedičních a servisních firem Čech, Moravy a Slezska (ADSSF)** – <http://www.busportal.cz/modules.php?name=article&sid=1035>

*The Association unites since 1991 companies in the area of national and international freight and public road transport, and entrepreneurs in associated services. Nowadays, the ADSSF has 38 members with the total number of employed about 10 500 and fleet with about 6 000 vehicles. Activities of ADSSF create an important expert platform for solutions in road transport, lobbying in interest of members, or gaining new information and exchange of experience.*

**Bohemiakombi spol. s r.o.** – <http://www.bohemiakombi.cz>

*The company was founded in 1992 as Kombiverkehr-CS by German combined transport operator Kombiverkehr Frankfurt/Main. In 1995, new ventures entered into the company: Czech Railways, ČESMAD Bohemia, Union of haulers and warehousing of the Czech Republic, and ÖKOMBI, the Austrian company for combined transport. In that time, the company also changed its name to Bohemiakombi spol. s r.o. The main goal of the company is to operate in the Czech and Slovak markets.*

**ČD DUSS Terminal** –

[http://www.cdcargo.cz/wps/wcm/connect/cdCargo/produkty/intermodalni\\_preprava/terminal\\_lovosice/](http://www.cdcargo.cz/wps/wcm/connect/cdCargo/produkty/intermodalni_preprava/terminal_lovosice/)

*ČD-DUSS is the newly incurred daughter company of the Czech Railways and the strategic partner Deutsche Umschlaggesellschaft Schiene-Straße GmbH. The company operates the container terminal in Lovosice. The company started the operation of trains from Hamburg Billwerder to Lovosice (Bohemia Express II, 3 times a week).*

**Metrans** – <http://www.metrans.cz>

*Now, the company is owned by DB Cargo AG and HHLA Hamburg. METRANS focuses especially on connection with harbours Hamburg, Bremenhaven and Rotterdam, in shape self-contained trains. The main aim is to improve its position in these harbours and in the Czech and Slovak markets, because the company owns also terminals in Slovakia (Dunajská Streda) and Hungary (Gyor).*

**SAK AANDELEN CSKD-INTRANS, a.s.** – <http://www.intrans.cz>

*Volume of transport between the CR and harbours in Western Europe enables to organize the whole container trains. Trace Hamburg-Praha offers weekly five trains and Rotterdam-Praha 2 trains, in both directions. The company cares also on terminals operation, and pre- and on-carriage in the Czech and Slovak republics.*

**Trans-Sped-Consult, s.r.o.** – <http://www.sweb.cz/tsc1/>

*The company operates in transport by all modes both on national and international levels and provides also combined transport by large containers and swap-bodies, incl. ROLA transport, to Germany, Italy an Austria. Trans-Sped-Consult focuses mainly on containers transport, especially in the area of the former USSR.*

**Česká logistická asociace** - <http://www.logistika.cz/en/index.php>

*Czech logistics association (CLA) is an independent institution. CLA was established in 1993 and is a regular member of European Logistics Association (ELA) since 2001.*

**SDT (Czech ITS Association)** - <http://www.sdt.cz>

*Sdružení dopravní telematiky (SDT) aims on ITS development and its support by dissemination in the area. The Association offers technical, economic and ecologic solutions and benefits both to their members and Czech society generally.*

**Celní správa** - <http://www.cs.mfcr.cz>

*The customs administration is active in customs supervision over goods in the framework of the single customs territory of the European Union. The bodies of the customs administration have the position of a police authority. Special laws also gave the customs administration control authorization in the area of freight transport, such as, for example, weighing of trucks, controlling that drivers take compulsory breaks or controlling compliance with the conditions for transport of hazardous loads. Electronic way of customs related administrative issues is possible.*

**SFDI** - <http://www.sfdi.cz>

*The State Fund for Transport Infrastructure (Státní fond dopravní infrastruktury - SFDI) aims on development, construction, maintenance and modernisation of roads, motorways, railways and inland waterways. The fund also contributes to research, projects, education and expert activities connected with transport infrastructure.*

**ŘSD** - <http://www.rsd.cz>

*Roadways and Motorways Directorate (Ředitelství silnic a dálnic ČR - ŘSD) is a state institution launched by the Czech Ministry of Transport. Its basic activity is administration, maintenance, modernisation and construction of the road network of motorways and 1. class roads.*

**SŽDC** - <http://www.szdc.cz>

*The Railway Infrastructure Administration (SŽDC), is a state organization, which was established after restructuring Czech Railways recently. It meets a role of a rail owner, providing operation, operability, modernization and development of the railway infrastructure. It allocates a path capacity on a national and regional rail network owned by state.*

**Státní plavební správa** - <http://www.spspraha.cz>

*Státní plavební správa (Czech Shipping Administration) is an administration authority with a purpose to manage and control shipping in inland waterways. It defines conditions and gives approval for constructions in waterways and its operation, incl. ports for example. It gives licences and checks handling with hazardous goods. Státní plavební správa also issues ship certification, decides on restrictions or stopping of an operation in the waterway and co-operates with similar administrative institutions abroad, for ensuring the transport continuity along the whole river.*

**Svaz průmyslu a dopravy ČR** – <http://www.spcr.cz>

*Confederation of Industry of the Czech Republic (SPCR) is a voluntary organization that unites employers and entrepreneurs from the area of industry and transport, fully independent on a government, political parties or trade unions.*

**Česko - saské přístavy, s.r.o.** - <http://www.csp-labe.cz>

*A FREIGHTWISE BC Elbe member. The company offers inland waterway transport, logistic services and warehousing in branches of Děčín and Lovosice ports, in the Czech part of Elbe.*

**České přístavy, a.s.** – <http://www.ceskepristavy.cz>

*Owner of Czech ports offering warehousing and cooling chambers for rent. Its activities include logistic services, transshipment and transport of containers, heavy or large cargoes, too. České přístavy pay interest also for foreign expansion, preparing investments for Romanian ports.*

**T-PORT, spol. s r. o.**

*A port operator in Ústí nad Labem (Elbe), where is an important intermodal transport node – rail-road-water.*

**ČSPL, a.s.** –  
<http://www.argogroup.cz/companies-in-the-group/csplas.htm?lang=en>

*ČSPL Company is a traditional owner operating connection to the North Sea, the Baltic Sea and inland ports in Germany, the Netherlands, Belgium, Switzerland and France.*

**Evropská vodní doprava-Sped, s.r.o.** - <http://www.evd.cz>

*Ship owner and transport provider offering services in domestic and international freight inland waterway transport of bulky, heavy, and large cargoes.*

**ČNI** - <http://www.cni.cz>

*The Czech Standards Institute creates the prerequisites and conditions for the development of international, European and national technical standards and facilitates their use with the aim of assisting CNI customers, collaborating experts and employees. Over the last ten years, the Czech Standards Institute has successfully dealt with the harmonization of national standards with the European standards system.*

**Ministry of Transport** - <http://www.mdcr.cz>

*Ministry of Transport supports national and international projects and implementation of ITS projects by funding. One of its goals is also dissemination, organizing conferences and seminars. The Ministry directly influences level of knowledgeability and financial accessibility of known solutions or research.*

**Ministry of Informatics** - <http://www.micr.cz>

*Ministry of Informatics can participate on projects for transport telematics, in some cases.*

**Ministry of Regional Development** - <http://www.mmr.cz>

*Ministry of Regional Development supports the development of regions by funding from European and national funds, supports investors and helps them with administration before, during and after implementation.*

## Finland

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
LINJA-AUTOLIITTO	VR YHTYMÄ OY/ VR GROUP		SPC FINLAND		SKAL
AUTOLIITTO			VARUSTAMOLIIKELAITOS/ FINSTASHIP		LOGISTIikka- YHDISTYS
			MERILIITTO		

Safety	Security	Standards	ICT	Customs	Infrastructure
LIKENNETURVA	RAJAVARTIOLAITOS	SUOMEN STANDARDI-SOIMISLIITTO/ SFS	TIEKE	TULLILAITOS	TIEHALLINTO
LUOTSASUOLIKELAITOS/ FINNPILOT	TIEHALLINTO	PSK STANDARDISOINTI- YHDISTYS RY	ICT-SUOMI RY		DESTIA
MERENKULKULAITOS			ITS FINLAND		FINAVIA
AJONEUVOHALLINTOKESKUS/ AKE					RATAHALLINTO- KESKUS
					YTV

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc.
	HUOLINTALIIKKEIDEN LIITTO	SATAMALIITTO	SATAMALIITTO	SUOMEN VARUSTAMOYHDISTYS	LIIKENNE- JA VIESTINTÄMINISTERIÖ
	POSTI/ ITELLA			SUOMEN MATKUSTAJALAIVAYHDISTYS	

	Safety	Security	Standards	ICT	Customs	Infrastructure
LIKENNETURVA	X					
LUOTSASUOLIKELAITOS/ FINNPILOT	X					
MERENKULKULAITOS	X					
AJONEUVOHALLINTOKESKUS/AKE	X					
RAJAVARTIOLAITOS		X				
TIEHALLINTO		X				
SUOMEN STANDARDI-SOIMISLIITTO/ SFS			X			
PSK STANDARDISOINTI- YHDISTYS RY			X			
TIEKE				X		
ICT-SUOMI RY				X		
ITS FINLAND				X		
TULLILAITOS					X	
TIEHALLINTO		X			X	
DESTIA						X
FINAVIA						X
RATAHALLINTO						X
YTV						X

## Finland

**Liikenne- ja viestintäministeriö** - <http://www.mintc.fi>

*Ministry of transport and communications Finland.*

**Tiehallinto** - <http://www.tiehallinto.fi>

*Finnish road administration is responsible for Finland's highway network. Their mission is to provide smooth, safe and environmentally friendly road connections. Finnish Road Administration plans, maintains and develops transport system in cooperation with the authorities responsible for the other modes of transport.*

**Linja-autoliitto** - <http://www.linja-autoliitto.fi/fi>

*Finnish Bus and Coach Association. Main tasks and purposes are to safeguard the interests of its members in traffic politics and public funding as well in international matters, to produce statistical data and analyses the economic situation within in the field, to develop national ticket products and new services, to pursue cooperation between the different modes of transport and to inform members.*

**VR yhtymä Oy** - <http://www.vrgroup.fi/index.html>

*VR Group is a Finnish transport company providing rail transport and supplementary road transport services. VR Ltd, the Group's largest company, provides rail transport services and is Finland's leading freight and passenger carrier.*

**Ratahallintokeskus RHK**- [http://www.rhk.fi/in\\_english/](http://www.rhk.fi/in_english/)

*The Finnish Rail Administration manages Finland's rail network. Through planning, construction, maintenance and traffic control RHK ensures infrastructure on which traffic can operate every day, reliably and safely.*

**YTV** - <http://www.ytv.fi/eng>

*The principal duties of the Helsinki Metropolitan Area Council (YTV) comprise transport system planning, regional public transport provision, waste management and air quality monitoring for its four member municipalities (Helsinki, Espoo, Kauniainen and Vantaa).*

**Merenkulkulaitos** - <http://www.merenkulkulaitos.fi/e/>

*The Finnish Maritime Administration is the authority responsible for maritime safety, winter traffic assistance, fairway maintenance, VTS and pilotage, hydrographic charting and the provision of ferry services to the archipelago communities.*

**Varustamoliikelaitos, Finstaship** - <http://www.finstaship.fi/?l=en>

*Offers a versatile range of icebreaking and fairway services for general shipping needs, specialised offshore and marine construction services, as well as shipmanagement and ferry services. Both Finnish and international customers can depend on Finstaship's expertise when carrying out demanding offshore operations that require special skills and vessels. The company's services help to ensure the smooth operation of Finnish shipping, and its ferry services help passengers reach their destinations.*

**Luotsausliikelaitos FINNPILOT - <http://www.finnpilot.fi>**

*Finnish State Pilotage Enterprise provides national pilotage services and other related services that support maritime safety and operational requirements and is responsible for the development of these services.*

**Meriliitto - <http://www.meriliitto.fi/?l=en>**

*The Finnish Maritime Society's purpose is to work for the benefit of the Finnish maritime culture and to promote activities related to the sea. The members are Finnish citizens or corporations or other organizations, typically connected to shipping, port activities, maritime industries, shipbuilding and services, the marine defence forces and civil private persons with an interest in maritime issues.*

**SKAL - Suomen kuljetus ja logistiikka ry - <http://www.skal.fi/index.phtml?l=en>**

*SKAL - Finnish transport and logistics association is an organization of lobbying on the field of entrepreneurship of lorry and van transport and of logistics services.*

**Logistiikkayhdistys - [http://www.logy.fi/in\\_english/](http://www.logy.fi/in_english/)**

*The purpose of the Finnish Association of Logistics is to develop procedures for purchasing of materials and services and to promote physical logistics (i.e. transport, storage, handling) and the professional skills of employees in logistics for the benefit of the Finnish economy and society.*

**Liikenneturva - <http://www.liikenneturva.fi/en/index.php>**

*The mission of the Central organization for traffic safety in Finland is to promote the safety of road traffic by influencing people's attitudes and traffic behaviour. The key partners include Road Administration, police, the municipalities and associations of various fields.*

**Ajoneuvohallintokeskus AKE - [http://www.ake.fi/AKE\\_EN/](http://www.ake.fi/AKE_EN/)**

*The Finnish Vehicle administration promotes traffic safety and environmental awareness, and offers vehicle traffic information services to the general public, the authorities, and the corporate sector. It operates as an agency of the Ministry of Transport and Communications.*

**Poliisi - [http://www.poliisi.fi/poliisi/home.nsf/pages/index\\_eng](http://www.poliisi.fi/poliisi/home.nsf/pages/index_eng)**

*The Finnish Police maintain public order and security, prevent and investigate crime and forward investigated cases to a prosecutor for decision (consideration of charges). The police also provide the public with various licence services.*

**Rajavartiolaitos - [http://www.raja.fi/rvl/home.nsf/pages/index\\_eng](http://www.raja.fi/rvl/home.nsf/pages/index_eng)**

*The Border Guard is responsible for Finland's internal security, subordinate to the Ministry of the Interior. The main functions of the Border Guard are guarding of the land borders and the territorial waters, passport control at the border crossing points, ports and airports, as well as performing of rescue operations, especially at sea.*

**Tullilaitos - <http://www.tulli.fi/en/index.jsp?language=en>**

*Finnish customs is a nation-wide authority for the internal and external trade of the EU with the tasks of collecting taxes, managing control and providing services, as well as implementing the customs policy of the EU.*

**Suomen standardisoimisliitto SFS** - <http://www.sfs.fi/en/>

*The Finnish Standards Association is an independent, non-profit making organization co-operating with trade federations and industry, research institutes, labour market organizations, consumer organizations, and governmental and local authorities. Members of SFS include professional, commercial and industrial organizations, and the state of Finland represented by the ministries.*

**PSK standardisointiyhdistys ry** - <http://www.psk-standardisointi.fi/index.htm>

*The aim of the PSK Standards Association is to serve process industry as well as connected commercial enterprises of the branch by means of compiling standards that are required for the investments and maintenance of industrial mills and plants. PSK closely co-operates with the Finnish Standards Association SFS, which is the channel for publishing as national SFS standards about one half of the solutions developed and presented by PSK*

**TIEKE** - [http://www.tieke.fi/in\\_english/](http://www.tieke.fi/in_english/)

*Finnish Information Society Development Centre has a key networking role as a neutral and non-profit organisation in promoting the efforts of its members, within the public and private sectors alike, with an ultimate goal to create viable tools and expertise for use in the information society.*

**ICT-Suomi ry** - <http://www.ict-suomi.fi/> e-mail: [ture.tahtinen\(at\)ict-suomi.fi](mailto:ture.tahtinen@ict-suomi.fi)

*ICT-Finland Association promotes viability of ICT field with developing commercial preconditions and know-how. Members of association offer products for office, data and telecommunication techniques and services for consumers, enterprises and communities.*

**ITS Finland** - <http://www.its-finland.fi/english.htm>

*ITS Finland is an open forum for the cooperation of Finnish companies and public administrations as well as a network for telematics developers representing different transport modes. Its main task is to promote the deployment of concrete ITS services for private and corporate users.*

**Destia** - <http://www.destia.fi/english/>

*Destia's (Finnish road enterprise) business area is the civil engineering sector, primarily the planning, construction, upkeep and maintenance of traffic routes and the traffic environment, as well as related products and services.*

**Itella / Suomen posti** - <http://www.itella.fi/english/index.html>

*Itella / Finland Post Corporation provides solutions for mail communication, logistics and information logistics. Itella Logistics specialises in service logistics. Their extensive range of services encompasses freight forwarding, parcel and express transport services, contract logistics, logistics consulting and the related IT services.*

**Huolintaliikkeiden liitto** - <http://www.huolintaliitto.fi/>

*Finnish Freight Forwarders Associations purpose is to look after the common economic and ideological interest of its members, prevent unfair competition in the forwarding branch, develop the freight forwarding field and its competitiveness, improve the knowledge about forwarding branch among our members and clients as well as among authorities and organizations representing different interest.*

**Satamaliitto** - [http://www.finnports.com/about.php?set\\_lang=3](http://www.finnports.com/about.php?set_lang=3)

*Finnish port association is the central organisation of the municipal and private public ports. Finnish ports play an important role in Finnish business. Almost 90% of Finland's foreign trade passes through our ports*

**SPC Finland** - [http://www.shortsea.fi/eng\\_spcf/](http://www.shortsea.fi/eng_spcf/)

*Shortsea Promotion Centre (SPC) Finland supports the promotion of shortsea shipping in Finland by providing information and research services, and by influencing decision-making in collaboration with the stakeholders. The status of SPC Finland as a national shortsea promotion centre representing Finland is recognised by the European Commission and the Finnish Ministry of Transport and Communications. SPC Finland is a member of the European Shortsea Network (ESN) and chairs the network until the end of 2006.*

**Suomen varustamoyhdistys ry** - <http://www.varustamoyhdistys.fi>

*Finnish shipowners' association FSA represents Finland's shipping industry. It is an employer organization which concludes wage agreements with the seamen's unions and handles all matters concerning employment, safety and training within the shipping industry. Further, the Association is a trade organization representing Finnish shipowners when dealing with the Finnish Government, Parliament and other authorities, as well as with the media.*

**Suomen matkustajalaivayhdistys** - <http://www.kesatieonvesitie.fi/index.htm>

*Finnish Shipowners association operates in coastal and inland water areas.*

## France

Safety	Security	Standards	ICT	Customs	Infrastructure
	Douane de France	ICT Standards Board	EDIFRANCE	Douane de France	
					RFF : Réseau Ferré de France
					VNF: Voies navigables de France

Road	Rail	Intermodal	Sea	Inland Wat	Logistics
	RFF	NOVATRANS		Logiseine	ASLOG association française pour la logistique
		SNCF Fret		Lyon terminal	TLF: Fédération des entreprises de transport et de logistique de France
				VNF: Voies navigables de France	PROLOGIS

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc.
Association des Utilisateurs de Transport de Fret - AUTF	SNCF Fret	Port Autonome de Marseille-FOS			
	NOVATRANS	APROPORT			
	Logiseine				

	Safety	Security	Standards	ICT	Customs	Infrastructure
Douane de France		X			X	
RFF	X					X
VNF	X					X
ICT Standards Board	X		X	X		
EDIFRANCE				X		

## France

**Port Autonome de Marseille-FOS** - <http://www.marseille-port.fr>

*The Port of Marseille Authority is a public authority created on 1 April 1966 by law of 29 June 1965 and decree of 8 November 1965, with its own corporate status and financial independence, regulated by the Minister with responsibility for seaports and subject to the economic and financial control of the State. The port installations are split between two sites :*

*- The Eastern Docks : Marseille,*

*- The Western Docks : Lavéra, Caronte, Port de Bouc and Port Saint Louis du Rhône.*

**NOVATRANS** - <http://www.novatrans.fr/english/html/en-home.htm>

*National and international combined transport:*

*National traffic*

*France / Italy*

*Belgique / Italie*

*Belgium / France / Spain*

*Germany / France / Spain*

**Logiseine** - <http://www.logiseine.com/>

*LOGISEINE was founded at the end of 1994 in order to provide a combined river-road transport service via the river Seine. It includes a river shipping company, Compagnie fluviale de Transport, a Le Havre terminal operator, Terminaux de Normandie, and the company managing the Paris Gennevilliers platform, Paris Terminal SA.*

**Lyon terminal** - <http://www.lyon-terminal.fr>

*With its infrastructures and its ongoing traffic, LYON TERMINAL has developed as the first multimodal site in the area of Lyon. Advanced port of Marseilles and Sète, our company has privileged relationships with rail and barge operators, national and European.*

**ASLOG association française pour la logistique** - <http://www.aslog.org/fr/index.php>

*funder of ELA (European Logistics Association (60000 members))*

*RFF : Réseau Ferré de France – <http://www.rff.fr/pages/accueil.asp>*

*Réseau Ferré de France is a Public Establishment of an Industrial and Commercial nature, or "EPIC", that was created in 1997. The company owns and manages the French rail network, and is responsible for upgrading, developing, and enhancing the network whilst guaranteeing its overall coherence.*

**TLF: Fédération des entreprises de transport et de logistique de France** - <http://www.e-tlf.com/>

*Trade Association: brings together 10 000 members (5500 direct members who employ 300 000 worker and 4500 indirect members through its 15 affiliated trade unions) representing all the chain of transport and logistics.*

**VNF: Voies navigables de France** - <http://www.vnf.fr/vnf/home.vnf?action=vnf>

*Under control of French Ministry of Transport : Voies navigables de France is responsible for managing, operating, modernising and developing the largest network of navigable waterways in Europe, comprising 6,700 km of canals and developed rivers, over 2,000 permanent structures and 40,000 hectares of waterside public land.*

**APROPOR**T - <http://www.apoport.com/>

*APROPOR*T is a service external of the Chamber of Commerce and Industry of the Saone and the Loire which manages, manages and teams the **HARBOUR PLATFORMS OF TRAWL-NET ON SAONE AND MÂCON** Logistic partner with the service of the regional economy, *APROPOR*T has the roles of proposing original logistics combining water, iron and the road by developing the breaking bulk, of accomodating companies concerned with flows of goods of all natures, and of managing, thanks to specialized personnel and powerful and diversified means, all the operations related on transport and logistics.

**PROLOGIS** - <http://www.prologis.com/en/default.aspx>

*ProLogis is the world's largest owner, manager and developer of distribution facilities, with more than 436 million square feet (40 million square meters) of industrial space in 103 markets across North America, Asia and Europe.*

*ProLogis leases industrial space to manufacturers, retailers, transportation companies, third-party logistics providers and other enterprises with large-scale distribution needs. Headquartered in Denver, Colorado, ProLogis is a Fortune 1000 company and a member of the S&P 500.*

**SNCF Fret** - <http://fret.sncf.com/fr/>

*In order to provide its clients with complete multi-modal services, Fret SNCF relies on its subsidiary companies, which form the Freight Division of the SNCF group. The Freight Division of the SNCF group includes combined-transport operators, shipping contractors, managers of pools of wagons and fleet owners.*

**Association des Utilisateurs de Transport de Fret – AUTF** - <http://www.autf.fr/web/accueil.html>

*The French Shippers' Council (Association des Utilisateurs de Transport de Fret - AUTF) represents industry and traders as good transport users.*

**EDIFRANCE** - [www.edifrance.org](http://www.edifrance.org)

*EDIFRANCE is a non profit Organisation created in 1990, EDIFRANCE promotes and develops ICT (Information Communication Technology) in french companies and administrations. With 150 members and thousands of indirect members , EDIFRANCE gathers companies, administrations, sectorial communities , professionnall organisations and software and service provider for Paperless Trade & eAdministration application.*

**ICT Standards Board - [www.ict.etsi.fr](http://www.ict.etsi.fr)**

*The ICT Standards Board (ICTSB) is a collaborative group of organisations concerned with standardization and related activities in information and communications technologies.*

*ICTSB acts as a co-ordination point and facilitates exchanges of views between the member organisations and with other interested parties. It makes proposals and recommendations for consideration by the member organisations and others. Its key aspiration is to support an effective European standardization system, involving all the relevant players and facilitating the provision of information to users on standardization activities.*

**Douane de France - <http://www.douane.gouv.fr/>**

*Customs plays an economic role. Under the rules of international trade, it manages trade flows by means of business-friendly procedures with three objects in view: fluidity, safety and quality.*

## Germany

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
Bundesverband Spedition und Logistik e.V.	VDV - Fachverband des Schienengüterverkehrs	Studiengesellschaft für den kombinierten Verkehr e.V.	ShortSeaShipping Inland Waterway Promotion Center c/o Bundesministerium für Verkehr, Bau und Stadtentwicklung	Bundesverband der Deutschen Binnenschifffahrt e. V. (BDB)	Bundesverband Wirtschaft, Verkehr und Logistik (BWVL) e.V
Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL) e.V.	Allianz Pro Schiene e.V.	Gesellschaft für rationale Verkehrspolitik e.V.		Bundesverband Öffentlicher Binnenhäfen e.V.	Bundesvereinigung Logistik (BVL) e.V.
Verband Straßengüterverkehr und Logistik Hamburg e.V. (VSH)	Mehr Bahnen! Vereinigung für Wettbewerb im Schienenverkehr e.V.	Deutsche GVZ-Gesellschaft m.b.H.			Logistik-Initiative Hamburg
Verband Güterkraftverkehr Logistik und Entsorgung Schleswig-Holstein e.V. (VGL)					

Safety	Security	Standards	ICT	Customs	Infrastructure
Federal Ministry of Transport Building and Urban Affairs	Federal Office for Goods Transport	Studiengesellschaft für den kombinierten Verkehr	Federal Ministry of Transport Building and Urban Affairs	Bundesministerium der Finanzen	Federal Ministry of Transport Building and Urban Affairs

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc.
Bundesverband der Deutschen Industrie e.V.	Deutscher Speditions- und Logistikverband e.V. (DSLTV)	Port of Hamburg	Zentralverband der deutschen Seehafenbetriebe e. V.	Verband Deutscher Reeder	Bundesministerium für Verkehr, Bau und Stadtentwicklung
Deutsches Verkehrsforum e.V.	Interessengemeinschaft der Bahnspediteure (IBS) e.V.				Bundesamt für Güterverkehr

	Safety	Security	Standards	ICT	Customs	Infrastructure
Studiengesellschaft für den kombinierten Verkehr			X			
Federal Ministry of Transport Building and Urban Affairs	X			X		X
Federal Office for Goods Transport		X				
Bundesministerium der Finanzen					X	

## Germany

### **Bundesverband Güterkraftverkehr Logistik und Entsorgung (BGL) e.V.** - [www.bgl-ev.de](http://www.bgl-ev.de)

*The organisation represents the interests of German road hauliers.*

### **Bundesverband Spedition und Logistik e.V.** - [www.spediteure.de](http://www.spediteure.de)

*The Bundesverband Spedition und Logistik (BSL) e.V. represents the interests of German transport companies (not only road hauliers).*

### **Verband Straßengüterverkehr und Logistik Hamburg e.V. (VSH)** - <http://www.vshhamburg.de/>

*Representation the interests of German road hauliers*

### **Verband Güterkraftverkehr Logistik und Entsorgung Schleswig-Holstein e.V. (VGL)** - [www.bgl-ev.de](http://www.bgl-ev.de)

*Representation the interests of Schleswig-Holsteins road hauliers*

### **Logistik-Initiative Hamburg** - <http://www.hamburg-logistik.net/>

*The Logistics Initiative has the aim to publicise Hamburg proactively as a logistics centre, on both national and international level, and so create the basis for the successful acquisition of additional logistics companies*

### **VDV - Fachverband des Schienengüterverkehrs -**

*The union represents the interests of the German traffic enterprises active in the public passenger transport and freight transport - with focus on rail freight transport.*

### **Interessengemeinschaft der Bahnspediteure (IBS) e.V.** - [www.ibs-ev.com](http://www.ibs-ev.com)

*See Forwarders*

### **Allianz Pro Schiene e.V.** - [www.allianz-pro-schiene.de](http://www.allianz-pro-schiene.de)

*The association consists of German interest groups supporting the railway, e.g. trade unions, environmental groups, traffic clubs.*

### **Mehr Bahnen! Vereinigung für Wettbewerb im Schienenverkehr e.V.** - [www.mehrbahnen.de](http://www.mehrbahnen.de)

*Association for more competition in railfreight.*

### **Studiengesellschaft für den kombinierten Verkehr e.V.** - [www.sgkv.de](http://www.sgkv.de)

*SGKV (research association for Intermodal Transport) is a non-profit organisation, which has the purpose to improve the efficiency of the freight traffic by promoting and developing the intermodal transport. The SGKV is supported by the german industry and the transport companies and by the German ministry of transport.*

### **Gesellschaft für rationale Verkehrspolitik e.V.** - [www.grv-ev.de](http://www.grv-ev.de)

*Statements on transport related topics asking for a reasonable, human, environmental and future-oriented traffic policy.*

**Deutsche GVZ-Gesellschaft m.b.H. - [www.gvz-org.de](http://www.gvz-org.de)**

*The aim of the GVZ is to settle transport-oriented companies, logistics service providers and logistics-intensive trade and production enterprises which provide at least two modes of transport, in particular road and rail (intermodal terminal)*

**ShortSeaShipping Inland Waterway Promotion Center c/o Bundesministerium für Verkehr, Bau und Stadtentwicklung - [www.shortseashipping.de](http://www.shortseashipping.de)**

*The center is the German branch of the European network of short sea shipping promotion centers. It promotes short sea shipping in Germany.*

**Bundesverband der Deutschen Binnenschifffahrt e. V. (BDB) - [www.binnenschiff.de](http://www.binnenschiff.de)**

*It represents the interests of the German inland navigation industry.*

**Bundesverband Öffentlicher Binnenhäfen e.V. - [www.binnenhafen.de](http://www.binnenhafen.de)**

*The Bundesverband represents the publicly owned inland waterway ports in Germany.*

**Bundesverband Wirtschaft, Verkehr und Logistik (BWVL) e.V - [www.bwvl.de](http://www.bwvl.de)**

*Federal Association of Transport and Logistics in Industry and Trade represents the common interests of its members in relation to policy and economy.*

**Bundesvereinigung Logistik (BVL) e.V. - [www.bvl.de](http://www.bvl.de)**

*The German Bundesvereinigung Logistik is a logistics organisation with approx. 5000 members from industry, science and consultant companies. BVL aims at creating an integral logistical concept and at pooling experience and expertise to make them accessible for other interested people.*

**Bundesverband der Deutschen Industrie e.V. - [www.bdi-online.de](http://www.bdi-online.de)**

*The Federation of German Industries (BDI) is an association of associations. As stipulated in the BDI's statutes, membership is confined to "industrial sector associations and working groups acting as umbrella organizations to represent entire industrial groups within the territory of the Federal Republic of Germany". The BDI is the umbrella organization for industrial businesses and industry-related service-providers.*

**Deutsches Verkehrsforum e.V. - [www.verkehrsforum.de](http://www.verkehrsforum.de)**

*The DVF is an association of German companies of all sizes, representing their interests in an efficient, economic, ecologic and energy saving transport system in Germany. DVV organizes conferences and workshops, disseminates studies and takes part in other lobbying activities.*

**Zentralverband der deutschen Seehafenbetriebe e. V. - [www.zds-seehaefen.de](http://www.zds-seehaefen.de)**

*Federal Association of German Seaport Operations representing the interests of the German seaports*

**Verband Deutscher Reeder - [www.vdr-online.de](http://www.vdr-online.de)**

*The union represents the interests of the German shipping companies*

**Bundesministerium für Verkehr, Bau und Stadtentwicklung - [www.bmvbs.de](http://www.bmvbs.de)**

*Federal Ministry of Transport Building and Urban Affairs - With its integrated transport policy, the Federal Government is implementing a multi-disciplinary policy to optimise the overall system. Besides transport infrastructure funding framing, all other transport policy sectors, e.g. regulatory and innovation policy, will also be integrated into the overall system, which views all modes of transport as elementary components.*

**Bundesministerium der Finanzen – Deutsche Zoll – [www.zoll.de](http://www.zoll.de)**

*German Customs*

**Bundesamt für Güterverkehr - [www.bag.bund.de](http://www.bag.bund.de)**

*Federal Office for Goods Transport - the BAG is responsible for the surveillance of Heavy Goods Vehicle Toll (HGV Toll) for trucks on German highways.*

## Greece

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
SES	OSE		IMU		SOLE
			NEE		
			PSA		
			HSA		

Safety	Security	Standards	ICT	Customs	Infrastructure
		ELOT	YME	MEF	YEN

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc.
FGI	SYNDDEL	PIRAEUS PORT AUTHORITY SA	Astakos Port	UGS	
PSA		THESSALONIKI PORT AUTHORITY SA			

	Safety	Security	Standards	ICT	Customs	Infrastructure
MEF					X	
YEN		X				X
YME	X			X		
ELOT			X			

## Greece

### **(HITE) Hellenic Institute of Transportation Engineers [www.ses.gr](http://www.ses.gr)**

*The Hellenic Institute of Transportation Engineers currently includes over 400 members, all of them holding a postgraduate degree in transportation and carrying a long experience in the subject matter.*

*The main objectives of HITE is the promotion and propagation of scientific and technological knowledge in the field of transportation.*

*The support of scientific and technological research in the domain of transportation at national level by collaborating with public and private organizations and also the co-operation with competent or relevant to the Institute, scientific foundations of national and international level for exchanging information, organising joint scientific meetings etc.*

*Furthermore, HITE enhances in Greece the establishment and dissemination of technical standards for the study, realisation and management of projects related to passenger and cargo transportation.*

*The Institute has also acted as Advisor to various public authorities and public corporations and is widely considered as an expert counterpart for supporting decision making, given its impartiality and scientific approach to implementing and solving problems in the transport sector. HITE for the purposes of the FREIGHTWISE project can be a great multiplier as it will be able to disseminate the objectives to the local transportation engineers, academics and public authorities.*

### **(OSE) Hellenic Railways Organisation [www.ose.gr](http://www.ose.gr)**

*OSE constitutes an active member of the International Union of Railways (UIC), while it plays a significant role in the Railway Networks Group of SE Europe, given the fact that OSE is the only EU network member in the aforementioned group*

*The Organization's vision is to develop a modern system for the provision of railway transport services, promoting the national railway network to a substantial and integral part of trans-European networks.*

*Within the framework of the Community of European Railways (KES/CER), OSE participates in working groups on the implementation of community legislation for the development of the European Railways, and the implementation of the Community Customs Legislation in international railway transports.*

*At a wider trans-national level, OSE participates in the proceedings for the implementation of the new COTIF Convention, is a member of the Administrative Committee of the Transnational Organisation OTIF, and also participates in the UN Financial Committee and the Railways Development Organisation (OSJD).*

*OSE is vital for the FREIGHTWISE project as it is Greece's national railway company and operates in a monopolistic market. The FREIGHTWISE objective will greatly enhance OSE's vision and the interaction through the future dissemination process will be mutually beneficial for both parties.*

**The International Forwarders Association and logistics providers of Greece (U.T.I.G.)** <http://www.synddel.gr/>

*The main objectives of UTIG are related to study and support the freight forwarding industry and the development of the national and International transportation through the Greek Freight Forwarding companies. UTIG is a FIATA member (FEDERATION INTERNATIONALE DES ASSOCIATIONS DE TRANSPORTAIRETS ET ASSIMILES), which is the worldwide organization for the freight forwarding companies.*

*The legal representative of FIATA's in Greece is our UTIG. FIATA is the permanent councillor, for the transport sector, in the United Nations.*

*UTIG has members that are intermodal oriented only and this association has quite a long history in Greece. The impression is that UTIG will fully understand and embrace the objectives and needs of the FREIGHTWISE project and disseminate the knowledge to the interested parties.*

**(IMU) The International Maritime Union in Greece** [www.dne.com.gr](http://www.dne.com.gr)

*The International Maritime Union (I.M.U.) established in 1922 and plays a dynamic role with continuous and significant presence to the shipping Industry of Greece for about 80 years.*

*Members of I.M.U. is the majority of the shipping companies representing liner shipping companies as well as tramp tonnage, and the cruise shipping liner companies.*

*The presence of I.M.U. in Greece is strong in cargo and passenger sectors and his elaborating power has played a significant role to the continuous increase of the cargo and passenger traffic, increased the productivity of port services, supported new investments planned by the Authorities.*

*International Maritime Union is member of the country's various Chambers as well as to the International Organizations of FONASBA and ECASBA. IMU in Greece will facilitate the maritime goals of FREIGHTWISE to interested local actors.*

**(NEE) Hellenic Chamber of Shipping** [www.nee.gr](http://www.nee.gr)

*The Hellenic Chamber of Shipping is a legal entity incorporated under Public Law (governmental organisation) based in Piraeus. The Chamber is the official Advisor to the government on all shipping matters. It carries out its work in close co-operation with, and under the supervision of, the Ministry of Merchant Marine.*

*The Hellenic Chamber of Shipping will undoubtedly maximize FREIGHTWISE's dissemination possibilities in Greece as the objectives and the basic idea of the project will be multiplied through a number of key Greek shipping unions and associations.*

**(HAS) Hellenic Shipbrokers Association** [www.hsa.gr](http://www.hsa.gr)

*This association was established in Piraeus 1975 and counts approximately 325 members. The main activities of its members are Chartering and Sale and Purchase.*

*The Hellenic Shipbrokers' Association (H.S.A), has always been interested in the continuous education of its members and will embrace and disseminate FREIGHTWISE's key concepts and methodologies.*

**(UGS) Union of Greek Ship Owners (no website)**

*The Union of Greek Shipowners (UGS) represents Greek -owned cargo vessels with more than 1000 shipping companies operating in Greece, over 3.000 G.T. under the Greek and other flags. The Greek -owned fleet maintained in 2004 its world primership, accounting for 17,1% of the world tonnage (dwt). Moreover, Greek -owned vessels flying the EU-25 Member States flags, amount to 51,5% of EU shipping (dwt).*

*It is noteworthy that Greek owners control 22,4% of the world oil tanker fleet and 24,6% of the world bulk carrier fleet. In the shipbuilding sector, by the end of March 2005 new building orders by Greek interests amounted to 320 vessels, representing 26,8 million dwt.*

*The UGS supports the European Commission's initiative for the development of an all-embracing EU maritime policy and appreciates the opportunity given to consult with the Commission services in this process. Being an active member of ECSA and ICS, the UGS wishes in the first place to associate itself with policy initiatives. The marketing of FREIGHTWISE within the Greek ship owners will be fruitful as the members of this union are in a constant quest for competitive advantage and seek to innovative tools for their daily operations.*

**(SOLE) The Society of Logistics Engineers [www.sole.org](http://www.sole.org)**

*SOLE - The International Society of Logistics is a non-profit international professional society composed of individuals organized to enhance the art and science of logistics technology, education and management.*

*SOLE was founded in 1966 as the Society of Logistics Engineers "to engage in educational, scientific, and literary endeavors to advance the art of logistics technology and management." There are over 90 SOLE chapters in more than 50 countries throughout the world.*

*SOLE as a pure logistics association will be interested in the main intermodal logistics activities and business cases of the project. The local SOLE chapter lists many members that are commercially active in the Balkans and seek to leverage their logistics operations.*

**(FGI) The Federations of Greek Industries [www.fgi.org.gr](http://www.fgi.org.gr)**

*The Federation of Greek Industries is an independent, non-profit association for employer and enterprises. FGI is in the forefront of economic and business developments and continuously adapts to rapidly evolving conditions.*

*FGI maintains a prominent role in advocating and advancing entrepreneurship in Greece and throughout the European Union.*

*FGI seeks to create conditions that encourage entrepreneurship and improve the competitiveness of Greek enterprises in an era of rapid globalisation. FGI focuses on shaping and promoting policies that express the concerns of the business community as it addresses to the society, the public administration, other social partners, as well as European and international organisations.*

*FGI was chosen for the dissemination of the FREIGHTWISE project in the Greek manufacturing sector. It is believed that importers and exporters need to be informed for the latest trends and technologies in the intermodal transport sector. Such information will be useful to FGI's members and the feedback will be valuable for the project.*

**(ELOT) Hellenic Organization for Standardization [www.elot.gr](http://www.elot.gr)**

*Standardization, is one of the main objectives of ELOT which is realized through the elaboration and publication of Hellenic Standards and the promotion of their implementation. Hellenic standards support the development of national economy in general. They refer to products, processes and services as well as to quality systems.*

*According to law 372/76, ELOT is the unique organization at national level for the approval, issuing and distribution of Hellenic Standards. The procedures, established by ELOT for the elaboration of Hellenic Standards, aim to the achievement of consensus of all interested parties.*

*The standards organizations of the member countries of EEC and EFTA, among them ELOT, are the members of the European Standards Organizations. These organizations are: The European Committee for Standardization (CEN) and the European Committee for Electrotechnical Standardization (CENELEC). ELOT participates in the work of the European Committee for Iron and Steel Standardization (ECISS).*

*In the field of telecommunications standardization, a memorandum of understanding has been signed by ELOT and the Hellenic Telecommunication Organization in order to participate in the work of the European Telecommunications Standards Institute (ETSI) and to elaborate the appropriate Hellenic Standards. ELOT will assist greatly the standardization efforts of the project at the local Greek level. ELOT maybe a multiplier of FREIGHTWISE to the main body of ISO and a major disseminator to the Greek manufacturing and shipping industry.*

**(MEF) Ministry of Economy and Finance [www.mnec.gr](http://www.mnec.gr)**

*Customs in Greece is under the responsibility of the Ministry of Economy and Finance programme (2003-2007) and is intended to support and complement operations undertaken by the Member States to safeguard the functioning of the internal market in the customs field. It is designed to facilitate trade and combat fraud. The financial and security concerns of the Community and of its citizens are thereby conserved. Customs also has an important role to play to ensure the competitiveness of the European trade environment.*

*The main objective of the programme is to ensure that the Customs administrations of the Member States coordinate their action so that operations in the customs field meet the needs of the EU's internal market.*

*Customs procedures are the responsibility of this Ministry of Economics and Finance. Looking into the associated local customs procedures and possible bottlenecks that the results of the project may propose to eliminate, the incorporation of the Greek Ministry of Economics to the multipliers list will be an added value activity.*

**(YEN) Ministry of Mercantile Marine [www.yen.gr](http://www.yen.gr)**

*The functions institutionally performed by the Ministry of Mercantile Marine, are to a large extent complicated, requiring involvement and cooperation of a number of public services, regional services, international organizations as well as that of professional and social agencies.*

*Operational and Strategic Plans are to combine free enterprise initiative with social sensitivity and financial effectiveness aimed at ensuring high quality products and services supply. Access to new markets, enhancement of cooperation with public and private companies domestic and abroad, ensuring financial resources and attraction of private funding, new technologies introduction, enhancement of port competitiveness and red tape elimination are the major policy pivots for Ports' Organization Development Policy. This agenda has a lot of commonalities with the FREIGHTWISE agenda in many respects and the multiplication of the FREIGHTWISE objectives through this ministry can be a viable process.*

**(YME) Hellenic Ministry of Transport and Telecommunications [www.yme.gr](http://www.yme.gr)**

*The mission of the Ministry of Transport and Communication is to plan and implement national policy and to create the appropriate institutional framework at European and international level for the development of top quality transport, mass-transit, telecom and postal services under conditions of healthy competition.*

*Additionally its major objective is to ensure the safety of transport, mass-transit and telecommunications by promoting the Information Society. This Ministry is a major contributor to the country's economic development and to the improvement of its citizen's quality of life in the areas falling under the Ministry's responsibility. This ministry will play a major role to the FREIGHTWISE dissemination agenda as it is the relevant public body.*

## Italy

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
ANITA	ASSOFERR	FLC	FEDERTRASPORTO	CISCO	AILOG
FITA-CNA	FEDERTRASPORTO	ASSOCOMBI	TCMR	ASSOCOMBI	FLC
FEDERTRASPORTO	FLC	CISCO	FLC	TCMR	ASSOLOGISTICA
FAI		UNIONTRASPORTI			CONFETRA
FLC		FEDERTRASPORTO			UNIONTRASPORTI
		ANITA			FEDERTRASPORTO
		TCMR			
		ASSOFERR			

Safety	Security	Standards	ICT	Customs	Infrastructure
AISES		TTS	TTS	ANASPED	ASSITERMINAL
			INFOTRANSPORT		ASSOPORTI
					UNIONTRASPORTI
					FEDERTRASPORTO

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc. (storage/freight villages)
CONFINDUSTRIA	CONFETRA	ASSOPORTI		CONFITARMA	UIR
CONFESERCENTI	FEDIT	ANCIP		FEDARLINEA	
CONFARTIGIANATO	FEDERAGENTI	ANTEP			
CONFAPI	FEDESPEDI	FLC			
CNA		ASSITERMINAL			

	Safety	Security	Standards	ICT	Customs	Infrastructure
TTS			X	X		
INFOTRANSPORT				X		
ANASPED					X	
ASSITERMINAL						X
UNIONTRASPORTI						X
FEDERTRASPORTO				X		X
ASSOPORTI						X
AISES	X					X

## Italy

### **A.N.I.T.A. Associazione Nazionale Imprese Trasporti Automobilistici (National Association of Road Transport Firms) – [www.anita.it](http://www.anita.it)**

*ANITA is the most ancient Italian association of road transport entrepreneurs.*

*ANITA's main objectives are:*

*Representing road transport firms towards political and administrative powers;*

*Promoting and cooperating to the creation of laws regarding transport;*

*Representing road transport firms together with Trade Unions in the drawing up of collective agreements;*

*Supporting the completion of agreements for road transport improvement;*

*Promoting and supporting job training;*

*Promoting and taking part in research activities about road transport.*

### **FEDERTRASPORTO – [www.federtrasporto.it](http://www.federtrasporto.it)**

*Federtrasporto is as an associated member of Confindustria, the Italian Confederation of Industries. Its statutory mission is to integrate the modes of transport in Italy.*

*Federtrasporto is also the main representative body of companies and corporations in the industry of land, sea and air transport, infrastructures and connected services, including the most important associations of companies, such as Confitarma (maritime sector); Anita, Anav and Aiscat (road sector); Agens (rail), Assaereo and Assaeroporti ( air sector), Assointerporti and Assologistica (logistics).*

*Its research centre promotes studies on transport and publishes report twice a year on the current situation of transport in Italy. Its research activities, based on data provided by its associated companies, are an important tool to design realistic scenarios in terms of additional demand of transport services and, more in general, in order to monitor Italian situation.*

#### **MEMBERS**

*AISCAT - National Association of licensed companies for highway and tunnels*

*AGENS - Confederate Agency of Transport and Services*

*Founded in 1992, this non-profit union organization represents businesses, corporations and associations of the transport sector and connected services both in the economic lobbying area and in the relations with Employees' Unions.*

*ANAV (ex ANAC and ENAT) - National Association of Passengers Bus Transport  
Founded in 1944, it represents 850 companies in the industry of regional and long distance passenger transport with 24.000 workers.*

*ANITA - National Association of Motoring Transport Companies  
In the industry of full-load road haulage of goods.*

*ASSOLOGISTICA - Italian Association of Logistics providers, public and bonded warehouses, port, inland and terminals  
airport*

*Founded in 1979, Assologistica aims to promote the knowledge and the image of the Italian logistic system, as well as the skill of about 200 associated companies.*

*ASSOINTERPORTI - Association of Inland Terminals*

*A consortium that groups together the inland terminals of national interest.*

*CONFITARMA - Italian Confederation of Shipowners*

*It represents the national shipping industry with 220 shipping companies and 26.500 workers.*

*FEDERINTERPORTI - National Consortium of Inland Terminals*

*ASSTRA (ex FENIT)*

*This association represents public and private companies which provide license railway services managed by the government, city transit, regional transit and bus chartering, as well as services of inland navigation, cable cars and railway transportation for seaports. Furthermore, it represents the public companies of local passengers transport.*

*FISE - Italian Federation of Service Companies  
This confederation represents numerous companies enterprising in the field of industrial transport and services.  
FEDERTRASPORTO*

**F.A.I. Federazione Autotrasportatori Italiani (Federation of Italian Road Carriers) – [www.fai.it](http://www.fai.it)**

*FAI is the greatest Italian Association of third party road carriers. FAI was founded in 1968 and nowadays counts more than 20.000 associated firms and more than 70 affiliated Local Associations. With its 80.000 units covers more than 50% of the total vehicles dedicated to road transport of goods.*

*In its 40 years of activity FAI covered an important role as official spokesman towards Trade Unions in solving problems regarding transport sector. FAI is also active with problems related to collective agreements, job training, taxes, accounting and development of national and international road transport.*

*FAI's main activities are:*

*Union aid*

*Information about tariffs, laws, costs etc.*

*Administration, taxation and accounting aid*

*Agreements on telephone tariffs, oil price, road fees etc.*

*FAI is present in:*

*CONFTRASPORTO - Confederazione Italiana del trasporto della spedizione e della logistica*

*C.UNA. - Coordinamento Unitario delle Associazioni dell'autotrasporto*

*C.C.I.A.A. - Camere di Commercio in rappresentanza del settore*

*Comitato Centrale per l'Albo Autotrasportatori di cose per conto di terzi*

*Commissione consultiva per l'Autotrasporto Internazionale delle merci*

*Commissione interministeriale contenimento dei costi di esercizio*

*Comitato art. 8 Legge 454/97 per la ristrutturazione del settore*

**FITA – CNA: Unione Nazionale Imprese di Trasporto – [www.cna.it/fita](http://www.cna.it/fita)**

*FITA CNA is an association of more than 35.000 road carriers which belong to Crafts and SMEs sector. Its members operate mainly as third party carriers of industrial, food farming, reefer, dangerous, chemical and oil products. Its members operate also in the “last mile” logistics and urban distribution.*

*FITA CNA is a member of CNA.*

**ASSOFERR – Associazione Operatori Ferroviari e Intermodali - [www.assoferr.it](http://www.assoferr.it)**

*ASSOFERR is the Association of railway and intermodal operators. The mission, by admitting new categories of operators and obtaining a more affective visibility, is to achieve the right and complete application of the Community Regulations concerning the liberalization of the railway good transport.*

*Nowadays ASSOFERR represents the wagon owners, the Intermodal Cargo Units Owners, the conventional railway operators, intermodal rail-road operators, intermodal rail-sea operators, maintenance workshops, manager or owners of sidings, terminals and logistic platforms. ASSOFERR members represent the total amount of private Italian wagon owners, more than 100.000 UTI and a total of 500 million euros in railway traction, with over 1 million wagons handled.*

*In ASSOFERR participates both companies working directly in the railway world and financial users who know the importance of an effective promotion of the railway in their logistics.*

*Today ASSOFERR is an important reference for railway and intermodal operators as well as for the establishment and for Italian and European railway undertakings.*

*For a functional approach, an effective representativeness and a real autonomy of the different sectors*

### **ASSOCOMBI – [www.assocombi.it](http://www.assocombi.it)**

*ASSOCOMBI is an association of national and international road transport carriers, rail transport operators, maritime operators and air companies which use the multimodal transport or manage land terminal.*

*ASSOCOMBI aims are:*

*representing interests of firms operating in the multimodal transport*

*having the power to influence political decisions about infrastructural use and planning*

*promoting firms development*

*promoting goods transport development*

### **C.I.S.Co. Council of Intermodal Shipping Consultant – [www.ciscoconsultant.it](http://www.ciscoconsultant.it)**

*C.I.S.Co. is a no profit organization which contributes to the development of maritime, land and air logistics efficiency with particular attention to the multimodal transport. Council's bodies are the Members Assembly, the Managerial Committee and the Secretary.*

*This association became greater and greater including some of the most important national logistics and transport operators.*

### **FLC - Freight leaders club – [www.freightleaders.org](http://www.freightleaders.org)**

*Freight Leaders Club is a free, no-profit, apolitical private association founded in 1991. It embodies the professionalism and the experience of lots of Italian leading companies in the transport and logistics sector.*

*FLC represents all categories: carriers, operators, terminal operators of all transport modes.*

*FLC mission is to express respectable and non coloured opinions throughout speakers of great importance in the industrial, logistical, transport Italian scenario.*

### **TCMR – Associazione Nazionale per la Promozione del Trasporto Marittimo a Corto Raggio – [www.shortsea.it](http://www.shortsea.it)**

*TCMR is the national association for the short sea shipping promotion. This association includes all the maritime and land organizations interested to the development of sss.*

*The establishment of the Italian centre was strongly demanded by the ship owners (Confitarma), who promoted the initiative, gaining consent from the other associations of the maritime sector (Assoporti, Fedarlinea, and Federagenti). The objective of developing SSS as a solution to current and future road congestion in Europe, has convinced other operators of the transport sector, above all the haulage companies (Confartigianato Trasporti, and other category associations are about to join also), and associations such as Assologistica, Cetena, Concommercio, Federazione Del Mare, FEDESPEDI, Federtrasporto, and Uniontrasporti.*

### **CONFETRA – [www.confetra.it](http://www.confetra.it)**

*CONFETRA was founded on the 13 of April 1946 and represents at political, economical and social level the entrepreneur categories which operate on the transport, forwarding, logistics and storage sector.*

### **UNIONTRASPORTI – [www.uniontrasporti.it](http://www.uniontrasporti.it)**

*UNIONTRASPORTI is a society promoted by Unioncamere and local Chambers of Commerce. It was founded in 1990 to sustain the development of the logistics, transport and infrastructural system. It is a technical organization involved in the writing of guide lines for the national transport policy and for collective interests. It aims at improving the local infrastructural systems, it helps the birth of new operators and it supports the project financing.*

*UNIONTRASPORTI is also a consulting body on technical assistance and planning and it cooperates on transport logistics and infrastructural policy implementation.*

**ASSOLOGISTICA** – [www.assologistica.it](http://www.assologistica.it)

*ASSOLOGISTICA is an association which assembles about 250 companies with more than 20.000 employees. ASSOLOGISTICA aims at promoting, both in Italy and abroad, the efficiency and the image of the national logistics system. It is also counter-party in job and Trade Unions agreements.*

**AILOG** – [www.aiolog.it](http://www.aiolog.it)

*AILOG is the Italian Association of Logistics and Supply Chain Management and represents, since 1978, the cultural and professional benchmark for Italian firms, operators and institutions for logistics and Supply Chain Management.*

*AILOG accounts today more than 1000 affiliated societies.*

**AISES – ITALIAN Association of Signals and Safety** – [www.aises.it](http://www.aises.it)

*AISES is a no-profit organization which embodies Italian firms operating in the signals and safety sector. It represents mainly firms which deal with road safety and which cover the 70% of its category in term of turnover. AISES aim is to fulfil its core business pursuing community's and road users' interests. AISES is also engaged with the creation of new symbols and signals to be used in every sector.*

**TTS ITALIA** – [www.ttsitalia.it](http://www.ttsitalia.it)

*TTS Italia, the National Association for Telematics for Transport and Safety, has the purpose of contributing to the improvement of efficiency and safety in the Italian transport system. This aim is achieved through the analysis of problems and opportunities, the formulation of proposals and the diffusion of information and knowledge in the sector of ITS (Intelligent Transport Systems).*

*TTS Italia works to carry out a very precise mission: promoting the implementation, the development and the diffusion of Intelligent Transport Systems in Italy, in the most effective way for the user.*

*TTS Italia includes both public and private organisations which are active in the development and implementation of Intelligent Systems for Transport and Safety. It takes its inspiration from the model opened by ERTICO, at European level, and from other National Associations such as ITS America, ITS Japan, ITS Canada, ITS United Kingdom, ITS France, ITS Sweden.*

**INFOTRANSPORT** – [www.infotransport.it](http://www.infotransport.it)

*INFOTRANSPORT is an apolitical and no-profit organization which aims at:*

*Creating an observatory on technological development of ICT related to transport sector;*

*Proposing and promoting guide lines for the development of the Italian Transport System positioning;*

*Elaborating studies, publications, congresses, workshops, seminars;*

*ANASPED – Associazione Nazionale Spedizionieri Doganali Patentati*

*ANASPED is the national association of Custom Forwarders. It is an apolitical organization and its objectives are:*

*Representing the custom category;*

*Emphasising custom forwarders role trough promotion and coordination of their activities;*

*Promoting and keeping relationships with other entities;*

### **CONFINDUSTRIA - Confederation of Italian Industry – [www.confindustria.it](http://www.confindustria.it)**

*Founded in 1910 CONFINDUSTRIA is the lead organization representing the manufacturing, construction, energy, transportation, ITC, tourism and services industries in Italy.*

*It brings together 123.300 voluntary member companies of all sizes, amounting to 4.768.000 employees. The organization consists in 103 local Associations established in 18 Regional CONFINDUSTRIA locations, 103 Sectorial Associations, 18 National Sector Federations, and 15 Associated Members.*

*CONFINDUSTRIA has assumed a positive and leading role, becoming a reliable organization with a primary role in Italy's economic, social and civil development.*

*Local Associations (103) represent the industries located in the various Italian provinces. They guarantee relationships with the local authorities and the other economic and social players in the area. They provide services to local enterprises, responding to their needs. The regional CONFINDUSTRIA Associations (18) interface with the Regional Governments. The sectorial Associations (103) unite industries by economic activity, providing representation and services at both national and European levels.*

### **FEDIT – Federazione Italiana Trasportatori – [www.fedit.it](http://www.fedit.it)**

*FEDIT is the Italian Federation of Carriers. FEDIT is the new name of FEDERCORRIERI, a historical association of national couriers. Today FEDIT represents also maritime carriers and air and logistics operators.*

*FEDIT accounts 41 Local Associations and 22 Local Sections affiliated. It is member of the Road carrier Register (Albo Autotrasportatori).*

### **FEDERAGENTI – [www.federagenti.it](http://www.federagenti.it)**

*Federagenti is the National Association of Ship's Agents, Air Transport Agents and Marine Brokers (Federazione Nazionale degli Agenti Marittimi Raccomandatari, Agenti Aerei e Mediatori Marittimi), present throughout Italy through the single trade associations in 25 towns covering all the 144 Italian ports (sole entrepreneurial association within the marine seaport sector).*

### **FEDESPEDI – Federazione Nazionale delle Imprese di Spedizioni Internazionali - [www.fedespedi.it](http://www.fedespedi.it)**

*FEDESPEDI is the National Federation of International Forwarding Firms. It represents more than 1.100 mother companies, employing about 55.000 individuals. FEDESPEDI members are located throughout Italy and they produce a turnover of about 18.000 billion of Euro, managing a total, per year, of about 130 million consignments. To be a Corporate Member means being Member of CONFETRA and of all the Local Associations which are members of CONFETRA, located all over Italy. FEDESPEDI's Members are even members in FIATA and in CLECAT. Through CONFETRA they are members of IRU. FEDESPEDI has a Board of Officers, two Institutes and many Advisory Bodies specialized in technical fields*

#### **ASSOPORTI**

*ASSOPORTI is the Italian Port Association which embodies Italian Port Authorities, some Chambers of Commerce, Industry, Crafts and Agriculture. It counts more than 30 commercial ports associated.*

### **ANCIP – Associazione Nazionale Compagnie Imprese Portuali**

*ANCIP is the national association of Port Firms and was founded in 1993 to face changes of the following Law 84/94 about Port Reform. ANCIP aims at representing Port Firms interests, promoting trade development, making studies and researches on legal, social and economical problems.*

**ANTEP – National Association Terminal Operators** - <http://www.fedespedi.org/antep.html>

*ANTEP was founded in 1999 as autonomous office of FEDESPEDEI dedicated to terminal operators' needs. ANTEP joins the CONFETRA and is a member of the National Committee of Port Coordination.*

**CONFITARMA** – [www.confitarma.it](http://www.confitarma.it)

*CONFITARMA – the Italian Shipowners' Confederation – represents more than nine tenths of the Italian merchant fleet. Its members include shipping companies and shipowners' groups that operate in all the different sectors of cargo and passenger transport, as well as in the cruise sector and in the supply of auxiliary traffic services.*

*CONFITARMA is a member of the Italian General Confederation of Industry - CONFINDUSTRIA and the National Federation of Systems and Modes of Transport and Connected Activities - FEDERTRASPORTO. Has representatives sitting on the National Council of Economics and Labour - CNEL and the Maritime Social Security Institute - IPSEMA, and it is also one of the founding members of the Italian Maritime System Federation - FEDERAZIONE DEL MARE and the Italian Short Sea Shipping Promotion Office. Moreover cooperate with:*

*BIMCO – Baltic and International Maritime Council*

*CENSA – Council of European and Japanese Shipowners Association*

*ICS – International Chamber of Shipping*

*ISF – International Shipping Federation*

*IMO – International Maritime Organization*

*FEDARLINEA – [www.fedarlinea.it](http://www.fedarlinea.it)*

*FEDARLINEA, the Italian Federation of Line Shipping Companies, was founded in 1945 in Rome. Its history was very complicated (see the participation in CONFITARMA from 1945 to 1949, the liberalization of the Italia maritime sector through the constitution of Caremar, Saremar, Siremar and Toremar, the closing of I.R.I. and the rising position of Tirrenia Group) but today its role is very important.*

*FEDARLINEA in 1998 participates to the constitution of FEDERRETI the Italian Federation of Shippers and Traffic Operators (with it Alitalia, Autostrade and ENAV).*

*FEDARLINEA in 2000 joint the Confcommercio.*

*FEDARLINEA is represented at the European Community Shipowner's Association.*

**UIR – Unione Interporti Riuniti** – [ww.cepimspa.it/uir.htm](http://www.cepimspa.it/uir.htm)

*UIR is the Italian Freight Villages Union. It aims at promoting and developing an intermodal flow of goods and a stable relationship between Freight Villages. Nowadays UIR accounts the freight villages of Bari, Bologna, Catania, Cervignano, Civitavecchia, Frosinone, Jesi, Marcianise, Orte, Padova, Parma, Pescara, Prato, Rivalta Scrivia, Rovigo, Venezia, Verona.*

## The Netherlands

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
TLN	Railcargo Information Nederland		See port See ship owners	Bureau Voorlichting Binnenvaart	VLM
KNV				Centraal Bureau voor de Rijn- en binnenvaart	Vela
VERN				Internationale Vereniging Rijnschepenregister (IVR)	
EVO				Kantoor Binnenvaart	
				Koninklijke Schippers-vereniging Schuttevaer	
				Vaart Actueel	

Safety	Security	Standards	ICT	Customs	Infrastructure	general
SWOV			ITS Nederland			CONNEKT

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc.
EVO	Fenedex (Expedition and logistics)	Deltalinqs		Voorlichtingsbureau Short Sea Shipping	
Vervoeradres	FENEX, Nederlandse Organisatie voor Expeditie en Logistiek	Dutch Maritime Network		Koninklijke Vereniging van Nederlandse Reders	
	Vereniging van Rotterdamse Cargadoors	Kennisinfrastructuur Mainport Rotterdam			
		Vereniging van Havenmeesters in Nederland			

	Safety	Security	Standards	ICT	Customs	Infrastructure
ITS Nederland				X		
SWO	X					

## **The Netherlands**

### **Rail Cargo Information Netherlands – <http://www.railcargo.nl>**

*The Rail Cargo information Netherlands Foundation, a public-private initiative, was incorporated on 30 June 2003. The Foundation's objective is to promote the use of railways for goods transport and to improve the shippers and logistic services providers' image of rail freight transport.*

*The Ministry of Transport, Public Works and Water Management subsidises the Foundation, and monitors the Board's activities.*

### **BVB - Bureau Voorlichting Binnenvaart - <http://www.inlandshipping.com>**

*The Inland Shipping Information Agency (BVB) is an association with a broad base of support that aims to draw attention to the advantages and opportunities offered by waterborne transport among various target groups (shippers, the general public, government, media) and acts as an intermediary between numerous different parties.*

*An essential reason for offering information on and promoting inland shipping stems from the ambition to pave the way in all sorts of different areas for more waterborne transport. That is exactly what the Inland Shipping Information Agency (BVB) does.*

### **IVR – Internationale Vereniging Rijnschepenregister - <http://www.ivr.nl>**

*International Association for the representation of the mutual interests of the inland shipping and the insurance and for keeping the register of inland vessels in Europe.*

### **NDL - Holland International Distribution Council - <http://www.ndl.nl/>**

*Holland International Distribution Council (NDL/HIDC) is a private, non-profit organization counting 500 members providing matchmaking services for logistics partnerships in Europe. NDL/HIDC represents the logistics sector in the Netherlands, helps international companies make a smooth entry into the European market through the region's leading gateway, the Netherlands.*

*NDL/HIDC works closely together with the Netherlands Foreign Investment Agency, a branch office of the Ministry of Economic Affairs. Their offices are located in North America, Asia and Europe.*

*An association such as NDL/HIDC justifies its right to exist by building bridges, as no other, between years of logistics expertise and the logistics sector's innovative ability. In consequence of this, the concept "The Netherlands gateway for Europe" gets a broader meaning: 'Brainport' in addition to 'Mainport'.*

### **VLM – Vereniging Logistiek Management - <http://www.vlmnet.nl/>**

*VLM is a professional association for logistics managers and specialists and is the logistics network and knowledge platform in The Netherlands. VLM is the official international associate for APICS in the Netherlands and offers APICS certification, education and combined APICS/vLm membership.*

*APICS The Association for Operations Management is the global leader and premier source of the body of knowledge in operations management, including production, inventory, supply chain, materials management, purchasing, and logistics. Since 1957, individuals and companies have relied on APICS for its superior training, internationally recognized certifications, comprehensive resources, and worldwide network of accomplished industry professionals.*

*APICS has partnerships with international associates from 31 countries worldwide. These partnerships enable APICS to share its body of knowledge with operations management professionals outside North America.*

*vLm (Dutch association for Logistics Management) is the official licensee for APICS in the Netherlands*

**SWOV – Traffic Safety Research Institute – [www.swov.nl](http://www.swov.nl)**

*SWOV wants to contribute to improving road safety by using knowledge obtained from research.*

*SWOV aims at inter-disciplinary cooperation internally, and with similar institutes in the Netherlands and abroad.*

*SWOV is easy to approach for all those professionally involved in traffic and road safety and pays a lot of attention to relation management.*

**ITS Nederland – <http://www.connekt.nl/>**

*ITS-NL is established in 1996 by the Ministry of Transport in order to assemble suppliers of ITS components. With the formation of Connekt, the innovation network for traffic and transport affairs in The Netherlands in 1999, ITS Netherlands and two transport research organizations CTT and PB-IVVS were merged into one new organization. ITS Netherlands now operates as an independent business unit within the Connekt organization.*

*Membership of ITS-NL is meant for parties such as:*

- *authorities (road owners, policy makers, concession granters);*
- *industry (ITS suppliers and buyers);*
- *infrastructure operators (telecom, private road companies);*
- *users (public transport companies, ANWB, pressure groups);*
- *other parties (experts, knowledge institutes, consultants and umbrella organizations).*

*The Connekt/ITS-NL network offers various opportunities to become actively involved to a greater or lesser extent in its policies or programmes. There are three categories of contributors: Funding Fathers, Premium Members and Regular Members.*

**FENEX, Nederlandse Organisatie voor Expeditie en Logistiek – [www.fenex.nl](http://www.fenex.nl)**

*FENEX, the Netherlands Association for Forwarding and Logistics, looks after the interests of almost 400 members.*

*As organization representing the freight forwarding sector, FENEX aims to strengthen both the domestic and international position of organized Dutch freight forwarders by means of collective protection of interests.*

## Norway

Safety	Security	Standards	ICT	Customs	Infrastructure
The Norwegian Coastal Administration		Norsk Standard	ITS-Norway	The Norwegian Customs and Excise Service	The Norwegian Public Roads Administration
			The Norwegian Coastal Administration		The Norwegian National Rail Administration
					The Norwegian Coastal Administration

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
The Norwegian Haulier's Association	CargoNet		Bulkforum		Association for Logistics and Materials Administration
			Short-Sea-Shipping Promotion Centre		
			The Federation of Norwegian Coastal Shipping		

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc.
Federation of Norwegian Transport Users	Norwegian Logistics and Freight Association	Norwegian Ports Federation		The Norwegian Shipowners Association	
				Association of Cargo Freighters	

	Safety	Security	Standards	ICT	Customs	Infrastructure
The Norwegian Coastal Administration	X			X		X
Norsk Standard			X			
ITS-Norway				X		
The Norwegian Customs and Excise Service					X	
The Norwegian Public Roads Administration						X

## Norway

### **The Norwegian Public Roads Administration - <http://www.vegvesen.no>**

*The Norwegian Public Roads Administration is responsible for the planning, construction and operation of the national and county road networks, vehicle inspection and requirements, driver training and licensing.*

### **The Norwegian Haulier's Association - [www.lastebil.no](http://www.lastebil.no)**

*Norges Lastebileier-Forbund, NLF (The Norwegian Haulier's Association) represents some 4 000 goods transport companies and some 9000 lorries/road-trains from all over Norway. NLF's 13 regional offices provides easy access to and the possibility of close contact with all members.*

*The association has a General assembly every 2 years, the next will be in June 2006. The General assembly is the association's highest authority. Norges Lastebileier-Forbund is governed by its constitution, including a set of ethical rules.*

### **CargoNet - [www.cargonet.no](http://www.cargonet.no)**

*The CargoNet Group is a partly owned subsidiary of NSB AS in Norway, which holds 55 percent of the share interest, and the Swedish rail company Green Cargo AB, which holds 45 percent. Intermodal transport represents our core activity, involving freight of complete unit loads from 20 ft containers and upwards. Rail transport is a business that CargoNet employees are experts at after generations of experience that began with running the freight unit at NSB AS in Norway and Green Cargo AB in Sweden. We have the specialised staff and stock you need.*

### **The Norwegian National Rail Administration - <http://www.jernbaneverket.no>**

*Jernbaneverket (the Norwegian National Rail Administration) works to ensure that rail is a safe, competitive mode of transport, forming part of an integrated network. From March 15. 2003 the Norwegian rail network is opened for competition on the freight market. See "Network Statement" for more information.*

### **ITS-Norway - [www.its-norway.no](http://www.its-norway.no)**

*In Norway ITS is multimodal intelligent transport systems and services. The national association for ITS in Norway was formally founded at the first General Assembly at June 15th 2004. An important task for the association is to build professional networks for its members. It is also important for the organisation to arrange contact with high-level strategy development and political fora. ITS Norway shall support the application of ITS in all modes of transport and shall improve Norwegian companies's opportunities in the global market. On behalf of its members the organisation shall work towards increased funds and better programmes for research and development, nationally and through EU Framework Programmes.*

### **The Norwegian Shipowners Association - [www.rederi.no](http://www.rederi.no)**

*The Norwegian Shipowners' Association is a special-interest organisation of enterprises in the Norwegian shipping, offshore, and subsea contracting industry.*

### **Bulkforum - [www.bulkforum.com](http://www.bulkforum.com)**

*BULKFORUM is an independent club type network association founded in 1981 by 28 Norwegian shipping companies. Initially the main purpose of the forum was to organise market research related to tanker and bulk shipping markets, based on theoretical as well as practical expertise and knowledge.*

Over the years the forum has expanded, in the terms of scope, membership structure and activities. Today Bulkforum has character of being an analytically based contact promotion and network club. Per October 2006 the forum has 86 members.

**Short-Sea-Shipping Promotion Centre - [www.shortseashipping.no](http://www.shortseashipping.no)**

ShortSea Shipping Norway is a contributor in an European effort to reduce road congestion. The 20 national ShortSea Promotion Centres have joined forces in the European Shortsea Network to coordinate their activities. The objective of the ShortSea Promotion Centres is to contribute to the transfer of cargo transport from road to sea by promoting theseborne alternative. ShortSea Shipping Norway does this by giving neutral information on the possibilities of ShortSea shipping to and from Norway.

**The Federation of Norwegian Coastal Shipping - [www.rlf.no](http://www.rlf.no)**

The Federation of Norwegian Coastal Shipping is both an employers federation and an industrial association. The federation which is an organization within The Confederation of Norwegian Business and Industry, is representing more than 50 shipping companies with a total of 5.500 employed seamen on board approximately 400 ships in coastal trade.

The members of the federation cover a broad range of business as e.g. car ferries, fast passenger crafts, coastal express steamers, tugs, cargo ships, tankers, reefers, cable ships and rescue boats.

**Association of Cargo Freighters - <http://www.fraktefartoyene.no/>**

A ships and ship-owners' organisation. Together they are representing 300 ships of type offshore, cargo, bulk, and tank.

**Norwegian Shipbrokers' Association - [www.shipbroker.no/](http://www.shipbroker.no/)**

An interest organisation representing Norwegian ship broking companies and were founded in 1919. Our aim is to promote the interests of Norwegian shipbrokers. Our members are primarily engaged in all aspects of ship broking, port- and liner agency.

**Association for Logistics and Materials Administration (LOGMA) - [www.logma.no](http://www.logma.no)**

LOGMA was formed in 1977 with the objective of alone, or in cooperation with other organisations, to contribute to raising the level of expertise of logistics and materials administration and utilise such knowledge in industry and public activities in order to increase profitability and competitiveness.

LOGMA is a freestanding organisation, independent upon national and international organisations and associations. LOGMA cooperates with public or private institutions nationally and internationally in research, education and dissemination activities within the area of logistics.

**The Norwegian Coastal Administration - [www.kystverket.no](http://www.kystverket.no)**

The Norwegian Coastal Administration (Kystverket) is the Norwegian national agency for coastal management, marine safety and communication.

The coastline of the Norwegian mainland is approx. 83,000 km, islands included. In addition we have the 9,000 km coast line of Svalbard. This equals more than twice the Earth's equatorial circumference. The majority of the Norwegian population lives and works along the coast. There are approx. 400,000 leisure boats, and a large number of holiday houses and cabins along our coast.

**Norsk Standard** [www.standard.no](http://www.standard.no)

*The Standardization Organizations in Norway*

*Standards Norway (SN), The Norwegian Electrotechnical Committee (NEK) and The Norwegian Post and Telecommunication Auth. (PT) are the three standards writing bodies in Norway.*

*Standards Norway is responsible for all standardisations areas except electrotechnical and tele communication.*

*Standards Norway adopts and publishes some 1,500 new Norsk Standard (Norwegian Standards), NS annually. NS is adopted by SN based on nationally made standards and on European and International standards. Standards Norway is the Norwegian member of CEN and ISO.*

*The Norwegian Electrotechnical Committee is responsible for standardisation in the electrotechnical area. The Norwegian Electrotechnical Committee adopts and publishes some 300 new standards annually, and is the Norwegian member of CENELEC and IEC.*

*The Norwegian Post and Telecommunication Authority is responsible for post- and telecommunication standardization in Norway. The major tasks are the co-ordination of international and European work in this area. PT is the Norwegian national member of ETSI and ITU.*

*Pronorm AS is responsible for marketing and sale of standards and related products in Norway. Pronorm provides information on available standards and SN, NEK and PT on standardization work in progress.*

**The Norwegian Customs and Excise Service -** [www.toll.no](http://www.toll.no)

*The Norwegian Customs and Excise service is an autonomous agency under the ministry of finance. It consists of a central directorate with five departments, and six regional customs offices.*

*See: The Norwegian Public Roads Administration*

*See: The Norwegian Coastal Administration – [www.kystverket.no](http://www.kystverket.no)*

*See: the Norwegian National Rail Administration – [www.jernbaneverket.no](http://www.jernbaneverket.no)*

**Federation of Norwegian Transport Users -** [www.tf.no](http://www.tf.no)

*The Norwegian industry must have the same external conditions as compensate for the distances and nature gifts as for rest of Europe or our competitors. The Federation of Norwegian Transport Users is working with issues as investments in the infrastructure (rail, road, etc) and to maintain the infrastructure as best as possible. The organisation is also playing an active political role in transport related discussions.*

**Norwegian Logistics and Freight Association -** <http://www.ltl.no/>

*The Norwegian Logistics and Freight Association is an interest organisation. The members are mainly Norwegian transport industry inside logistics, expedition, forwarding, and port and terminal.*

*Norwegian Ports Federation - <http://www.havn.no/>*

*An interest organisation representing 60 public ports in Norway.*

## Poland

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
Polish International Road Carriers' Association	Chamber of Commerce of Land Transport		Polish Chamber of Maritime Commerce	Polish Inland Shipowners Association	ProLogistics Association
Polish Road Transport Employers Association	Institute of Railway Development and Promotion		Shortsea Promotion Centre - Poland		Institute of Logistic and Warehousing
Polish Chamber of Commerce of Car Transport and Spedition	Railway Forum - Railway Business Forum				Polish Logistics Managers' Association
Central Carriers and Spedition Association					
Institute of Car Transport					

Safety	Security	Standards	ICT	Customs	Infrastructure
ASTIC			PORTEL		INNOVAMAR

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc.
	Polish Chamber of Spedition and Logistic			Polish Shipowners Association	
	Central Carriers and Spedition Association			Polish Inland Shipowners Association	

	Safety	Security	Standards	ICT	Customs	Infrastructure
ASTIC	X					
PORTEL				X		
INNOVAMAR						X

## Poland

### **Polish International Car Carriers' Association (Zrzeszenie Międzynarodowych Przewoźników Drogowych - ZMPD) - <http://www.zmpd.pl>**

*ZMPD is the biggest car transport association, which was founded in 1957. It concentrates 4 300 hauliers, which accounts for over a half of registered business entities that deal with international road transport.*

*Its goal is to support and inform its members in the field of transport services and to represent the members in front of the national authorities, national and international organizations. ZMPD distributes TIR carnets (300 carnets per year) and it is one of the biggest receivers of IRU carnets.*

### **Polish Road Transport Employers Association (Ogólnopolski Związek Pracodawców Transportu Samochodowego - OZPTS) - <http://www.ozpts.home.pl/>**

*The main task of the association is development of education and information flow. Since it organizes OZPTS trainings and seminars, it has become one of the most important road transport training organizations in Poland. In the field of work relationships, OZPTS intervenes in case of conflicts and shapes proper relationships at the level: founding body – employer — organized labour.*

### **Polish Chamber of Commerce of Car Transport and Spedition (Polska Izba Gospodarcza Transportu Samochodowego i Spedytorów - PIGTSiS) - <http://www.pigtsis.pl>**

*Polish Chamber of Commerce of Car Transport and Spedition is a council organization operating on the basis of the chamber of commerce law. It was founded on 9th March 1994.*

*PIGTSiS is a member of the National Chamber of Economy, the International Road Transport Association (UITP) in Brussels and the International Road Carriers Association. It associates about 300 business entities dealing with national and international passenger and goods transport as well as with production for carriers.*

### **Central Carriers and Spedition Association (Centralne Stowarzyszenie Przewoźników i Spedycji - CSPDiS) - <http://cspdis.republika.pl>**

*The goal of the association is among other things supporting carriers.*

### **Polish Chamber of Spedition and Logistic (Polska Izba Spedycji i Logistyki - PISiL) - [www.pisil.pl](http://www.pisil.pl)**

*PISiL is a National member of the International Federation of Freight Forwarders Association "FIATA" and member of the European Organization for Forwarding and Logistics CLECAT.*

### **ProLogistics Association (Stowarzyszenie ProLogistyka) - <http://www.pro-logistyka.org.pl>**

*ProLogistics Association has 37 members, including 25 regular members and 10 supportive members. Among regular members there are chairmen, managements' members and directors of companies like: Delta-Trans, GEFECO, FM Logistic Poland, Hellmann Worldwide Logistics, M&M Poland, PEKAES Multi-Spedytor, Raben Logistics, Schenker, Servisco, Wincanton Trans European. These enterprises are at the same time supportive members of the Association.*

**Institute of Car Transport (Instytut Transportu Samochodowego) - <http://www.its.home.pl>**

*The Institutes main objectives are: conducting, co-ordinating and popularising scientific research as well as development work on the road transport, working out new technical solutions, organisational and economic ones concerning mainly such subjects as road traffic participants. safety and environmental protection. Also fulfilling other tasks particularly important to obtain goals set out by social and economic state policy.*

**Chamber of Commerce of Land Transport (Izba Gospodarcza Transportu Lądowego – IGTL) - <http://www.igtł.pl>**

*The Chamber consists of the following Sections:*

- 1. Section of Rail-cars and Spedition*
- 2. Railway carriers section*
- 3. Railway Construction Section*

**Institute of Railway Development and Promotion (Instytut Rozwoju i Promocji Kolei - IRiPK) - [www.kolej.net.pl](http://www.kolej.net.pl)**

*Instytut Rozwoju i Promocji Kolei - Institute for Railway Development and Promotion - was established in 1999 as a non-governmental organization. Owing to its dynamic growth, wide experience and achievements, it plays an important role in Polish transport. Its major activities include consulting, research, marketing and public affairs.*

*The number of cooperators and partners of IRiPK is constantly increasing, and so is the number of projects performed. IRiPK performs new analysis and reports, which are successfully implemented.*

**Railway Forum - Railway Business Forum (Forum Kolejowe - Railway Business Forum) - <http://www.rbf.net.pl>**

*Railway Business Forum (RBF) is a union of private enterprises that conduct economic activity related to railway transport in Poland.*

**Polish Chamber of Maritime Commerce (Krajowa Izba Gospodarki Morskiej) - [www.kigm.pl](http://www.kigm.pl)**

*Polish Chamber of Maritime Commerce was created by the enterprises involved in maritime economy. The principal purpose of the activities of the Chamber is to create conditions for using the sea as a natural factor of economic development of our region.*

*The Polish Chamber of Maritime Commerce also supervises the activities of the team of sworn experts that consist of 150 specialists of different branches.*

**Polish Shipowners Association (Związek Armatorów Polskich) - <http://www.polshipowners.gdansk.com.pl>**

*ZAP – as an employers association – represented Polish shipowners. Its goal is to protect the matters against dishonest competition, running common freight, tariff, insurance policy, etc.*

*For the time being ZAP associates 16 members.*

**Shortsea Promotion Centre - Poland (Stowarzyszenie Biuro Promocji Żeglugi Morskiej Bliskiego Zasięgu)**  
- <http://www.shortsea.pl>

*Targets:*

*promotion and development of the shortsea shipping*

*identification of the shortsea shipping development hindrances*

*assisting of the entities dealing with the shortsea shipping*

*co-operation with the European Committee and the European Conference of the Transport Ministries in scope of the shortsea shipping*

**Polish Logistics Managers' Association (Polskie Stowarzyszenie Menedżerów Logistyki - PSML) -**  
[www.psml.org.pl](http://www.psml.org.pl)

*PSML is an organization representing interests of Polish logistics managers, acting towards the increase of the prestige of logistics and logistics managers in Poland. The objective of the Association is to create a forum for exchanging views, experiences and knowledge in the area of logistics management, creating and promoting best business practices, taking actions to insure strong professional status of logistics managers, and consideration and full implementation of ethics principles.*

## Spain

Road	Rail	Intermodal	Sea	Inland Wat	Logistics
FENADISMER	ASTIC	PORTEL	SHORTSEA promotion centre		ACTE
ASTIC	COMBIBERIA		AINE		CEFTRAL
CONETRANS	FAPROVE		INNOVAMAR		ADL
CETM			AEMC		AMPL
CEFTRAL					CEL
SETIR					
ANTID					
ROAD TRANSPORT NATIONAL COMMITTEE					
ANADIF					
AECAF					
ANATRANS					
FEDATRANS					

Safety	Security	Standards	ICT	Customs	Infrastructure
ASTIC			PORTEL		INNOVAMAR

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Storage/Freight villages
CEOE	FETEIA	PUERTOS DEL ESTADO		ANAVE	ACTE
	FEDAT	PORTEL			

	Safety	Security	Standards	ICT	Customs	Infrastructure
ASTIC	X					
PORTEL				X		
INNOVAMAR						X

## Spain

**FENADISMER - Nacional de Asociaciones de Empresarios de Transporte Discrecionales de Mercancías - <http://www.fenadismer.es>**

*FENADISMER is the National Association of Freight Transport Firms. This association represented mainly small autonomous road carriers without intermediaries.*

*Nowadays it counts more than 30.000 transport firms with about 60.000 vehicles and all SMEs and autonomous which operate in a cooperative way.*

*FENADISMER aims at representing the whole road transport sector .*

*The association aims at*

*Setting fair tariffs*

*Promoting transport safety*

*Protecting the environment.*

*ASTIC – Asociacion de Transporte Internacional por Carretera – [www.astic.es](http://www.astic.es)*

*ASTIC is the Asociacion of International Road Transport both of goods and passengers.*

*It is the most ancient Spanish road transport organization.*

*ASTIC offers following services:*

*Technical aid;*

*Juridical aid;*

*Security information;*

*ASTIC is also involved in the development of multimodal transport. Together with RENFE (National Railway Manager) NOVATRAS and 20 transport firms founded a new society: COMBIBERIA. This entity's objectives are:*

*Promoting and developing the road-rail combined transport*

*Managing the road-rail combined transport*

*Marketing the road-rail combined transport*

**SETIR – [www.setir.es](http://www.setir.es)**

*SETIR was founded by ASTIC (The Association of International Road Transport), with the aim of providing the maximum number of services to national and international road transport companies. SETIR has specialized technicians and staff who have made us the leading service provider in this area.*

*SETIR is constantly innovating and developing new services to meet the needs of its clients.*

*The main objective of SETIR is to help companies and organizations in the transport sector to improve their management and to provide the services necessary to obtain the best results.*

**CETM – Confederacion Espanola de Transporte de Mercancias - <http://www.cetm.es>**

*With 33.786 members, who average 121.434 vehicles, CETM holds the absolute majority in the Road Transport National Committee (CNTC), representing 66%. The CNTC is the consultative means of the Ministry of Public Works and Transport, created under the application of “Ley de Ordenación del Transporte Terrestre (LOTT)”.*

*CETM is the spokesman in the goods transport sector with social agents, trade unions Fetcomar (CCOO), and Union General de Trabajadores (UGT), having signed a General Labour Agreement, in the national limit. CETM keeps direct relations (through a permanent office) with the VII General Direction from UE Commission, in Brussels*

**CEFTRAL – Confederacion Espanola de Formacion del Transporte y la Logistica - <http://www.ceftral.es/>**

*CEFTRAL is a Confederation dedicated to the development of a job training system about transport and logistics topics. CEFTRAL is a certificated company (ISO 9001).*

*CEFTRAL is a part of CETM and belongs to EUROTRA, the European Association of Transport Job Training.*

*CEFTRAL objective are:*

*to improve the professionalism*

*to improve efficiency*

**CONETRANS - CONFEDERACIÓN NACIONAL DE ORGANIZACIONES EMPRESARIALES DE TRANSPORTE POR CARRETERA - <http://conetrans.cetm.es/>**

*CONETRANS is the National Confederation of Road Transport Firms Organization. It is the main association – as concerns to number of societies associated and vehicles – of the CETM, the Spanish Confederation of Freight Transport. It accounts 29.339 firms and 77.472 vehicles.*

**ACTE - Asociación de Centros de Transporte de España - <http://www.acte.es>**

*The transport Center Association (ACTE) was founded on june 24 th, 1991 unther the Law 191/1964 of December 24 th.*

*The ACTE is ruled by a Committee and the head of it is the State General Manager of Transport, together with Councillors, Vicecouncillors, and General Managers and responsible persons of transport in the Autonomous Communities where there are Transport Centers or Freight Villages.*

*As part of the big infrastructure, the Transport Center or Freight Village represents in Spain points of reference to optimize of the area, the improvement of its environment, acces, roads, circumvalation of all the territorial influence area where they are established.*

*Nowadays, most of the leading companies of each transports subsector, have decided, in an empresarial strategie, their instalment into Freight Village, trying to form a network in the freight villages including all the typologies related to the sector: Completed and fragment freight agencies, storage and distribution, customs, consolidation, general services (workshops, concessionaries, stock, hotel trade restoration, banks, insurances, consultant offices, etc.).*

**COMBIBERIA - <http://www.combiberia.com/>**

*COMBIBERIA was founded in 1993 as Spanish member of intermodal network UIRR, 20 years after other European countries. We have to say that Spain, with its off-centred position and its lack of crossing flows, was never very interested in intermodal transport. Anyway the national intermodal market is dynamic and florid.*

*All the most famous Spanish road transport firms are COMBIBERIA's members. Its major shareholders are anyway RENFE (with 25%) and NOVATRANS (with 15%). Other partners have about 2-3%.*

*COMBIBERIA offers a competitive rail-road service because the railway transport can exploit its economy of scale. Nowadays COMBIBERIA is used in particular for dangerous goods.*

**ANAVE – Asociacion de Navieros Espanoles - [http://www.anave.es/eng/index\\_e.php](http://www.anave.es/eng/index_e.php)**

*ANAVE is a business organisation of national scope, constituted for the coordination, representation, management, promotion and defense of the Spanish shipping companies' interests.*

*Nowadays ANAVE is composed by 46 Full Rights Members ("Miembros de Pleno Derecho") and 7 Associate Collaborator Members ("Miembros Asociados Colaboradores").*

**MPL - Madrid Plataforma Logística** - [http://www.madridplataformalogistica.com/index.php/mpl\\_en](http://www.madridplataformalogistica.com/index.php/mpl_en)

*MPL is a membership organisation, which constitutes a strategic place for the development of logistic activities.*

**SHORT SEA PROMOTION CENTRE - Asociación Española de Promoción del Transporte Marítimo de Corta Distancia** - <http://www.shortsea-es.org>

*The Association was set up with no other aim than finding out the competition chances of a transport chain with several means with the main weight on the maritime side.*

*Its prior activities and objectives are listed below:*

*To make dockers and operators aware of the competition chances of the short sea shipping.*

*To find out and analyze the problems or obstacles able to badly affect the competition conditions of the short sea shipping.*

*To provide companies and Administration with reports and analysis.*

*To stimulate strategic alliances*

**CEL – Centro Español de Logística** – <http://www.cel-logistica.org>

*CEL is the Spanish Logistics Centre. It is a no-profit organization and its mission is to enhance members' profit through the development of the Spanish logistics sector. It bases its policy on three points:*

*Leadership and innovation;*

*Training;*

*Communication and debate.*

*CEL groups 700 members: firms, institutions, industrial and service enterprises. CEL is composed of a Directive Committee and an Administrative staff and has two offices, one in Madrid and another in Barcelona.*

**CEFTRAL – Confederación Española de Formación del Transporte y la Logística** – [www.ceftral.es](http://www.ceftral.es)

*Spanish Confederation for transport and logistics job training.*

**ADL – Asociación para el Desarrollo de la Logística** - <http://www.adl-logistica.org/index.asp>

*Logistics development Association*

**Comité Nacional de transporte por Carretera** - [http://www.fomento.es/MFOM/LANG\\_CASTELLANO/DIRECCIONES\\_GENERALES/TRANSPORTE\\_POR\\_CARRETERA/COMITE\\_NACIONAL\\_TRANSPORTE/](http://www.fomento.es/MFOM/LANG_CASTELLANO/DIRECCIONES_GENERALES/TRANSPORTE_POR_CARRETERA/COMITE_NACIONAL_TRANSPORTE/)

*Road Transport National Committee*

**CEOE – Confederación Española de Organizaciones Empresariales** – [www.ceoe.es](http://www.ceoe.es)

*Spanish Confederation of Firms' organizations.*

**FEDAT - Federación Española de Auxiliares del Transporte** – [www.fedat.es](http://www.fedat.es)

*Spanish Federation of transport auxiliaries*

**ANADIF - Asociación Nacional de Empresas de Distribución Física de Mercancías**

*National Association of freight distribution*

**ANATRANS - Federación de Agencias de Transporte de Carga Completa -**  
<http://www.anatrans.es/index.htm>

*Federation of full cargo agencies*

**ANTID - Asociación Nacional de Transportistas Internacionales Discrecionales**

*National association of international third-party carriers*

**FETEIA - Federación Española de Transportistas, Expeditores Internacionales y Asimilados -**  
<http://www.feteia.org/>

*Spanish Federation of Carriers, International Forwarders and similar operators*

**FEDATRANS - Federación Estatal de Asociaciones de Transportistas**

*Carriers State Federal Association*

**UNIATRANC - Unión de Pequeños Autónomos del Transporte, las Comunicaciones y el Mar -**  
<http://www.uniatramc.org/>

*Transport SMEs, Communications and Sea Union*

**FAPROVE - asociación de Proprietarios y Operadores de Vagone de Espana -**  
<http://www.faprove.es/homefa.html>

*Rail wagon owner Association*

**INNOVAMAR - Fundació Instituto Tecnológico para el Desarrollo de las Industrias Maritimas -**  
<http://www.innovamar.org/Pages/Inicio/Default.aspx>

*Technical Institute for the Development of Maritime Industry*

## Sweden

Safety	Security	Standards	ICT	Customs	Infrastructure
		e-Com Logistics	e-Com Logistics	Swedish Customs	

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
The Swedish Association of Road Hauliers (Sveriges Åkeriföretag)	The Association of Swedish Train Operators (Tågoperatörerna)		Swedish Maritime Forum (Sjöfartsforum)		

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc.
The Swedish Forum for Transport Purchasers (Näringslivets Transportråd – för transportköpare)	Swedish International Freight Association, SIFA	Ports of Sweden			

	Safety	Security	Standards	ICT	Customs	Infrastructure
Swedish Customs					X	
e-Com Logistics			X	X		

## Sweden

### **The Swedish Association of Road Hauliers (Sveriges Åkeriföretag) - [www.akeri.se](http://www.akeri.se)**

*Swedish Association of Road Hauliers has 10 000 member companies working with commercial road freight transport. The objective is to promote road transport within a sustainable context and support a sound economic development of the member companies by promoting the sector's interest in political fora, follow the introduction of regulations affecting the members and support business development in parallel to activities for improved environment and traffic safety.*

### **The Association of Swedish Train Operators (Tågoperatörerna) - [www.tagoperatorerna.se](http://www.tagoperatorerna.se)**

*The objective of the Association of Swedish Train Transport Operators shall actively promote the needs and requirements of the commercial operators of train transport in Sweden. The target group is government, parliament, national administrations, customers, media and other relevant parties nationally and internationally. The association has 21 companies as members and which are actively working on improvements of infrastructure, traffic conditions, safety and training.*

### **Swedish Maritime Forum (Sjöfartsforum) - <http://www.maritimeforum.se>**

*See Maritime Sector*

### **Swedish Maritime Forum (Sjöfartsforum) - <http://www.maritimeforum.se>**

*The stakeholders of the Swedish Maritime Forum represent the abroad spectrum of activities in the Swedish maritime sector. The Forum coordinates issues where a joint approach of the sector is the key to success. The Swedish Maritime Forum also provides the Swedish Short Sea Promotion Centre.*

### **e-Com Logistics – [www.swedfreight.se](http://www.swedfreight.se)**

*e-Com Logistics is the outgoing activity for the instructions and recommendations created and maintained by the e-Com/IT committee within the Swedish International Freight Association. The e-Com/IT committee is a member of BEST, the European group for Standard EDI in Transport (the previous name was SET). The e-Com/IT committee is very active in the ongoing European work to create and harmonize implementation guidelines. The Swedish International Freight Association has established the Standard Transport Label and recommends it for marking of goods at transportation in Sweden as well as abroad. The label is the key to a completely EDI-based system of transferring information all along the chain of logistics from supplier to the end user.*

### **Swedish Customs - [www.tullverket.se](http://www.tullverket.se)**

*The Swedish Customs Service wants to offer the business community as well as the public a handling of Customs matters that beats the world. To be able to do this they continually renew their modes of operation.*

### **The Swedish Forum for Transport Purchasers (Näringslivets Transportråd – för transportköpare) - [www.svensktnaringsliv.se/ssc](http://www.svensktnaringsliv.se/ssc)**

*The Swedish Forum for Transport Purchasers represents the interests of companies and organisations using transport and logistics services in political fora. It also provides a meeting place for discussions and exchange of experiences between representatives of manufacturing and trading companies*

**SIFA - Swedish International Freight Association - [www.swedfreight.se](http://www.swedfreight.se)**

*Swedish International Freight Association was created in 1996 by the decision of the members of the Swedish Freight Forwarders Association to broaden the scope of their organisation from dealing exclusively with freight forwarding matters to the complete field of goods transport, logistics and freight forwarding.*

**Ports of Sweden - [www.transportgruppen.se](http://www.transportgruppen.se)**

*Ports of Sweden is an industry and employers' organisation comprising 50 port companies and over 4,000 employees. Practically all Sweden's port companies are members. As an industry organisation, Ports of Sweden represents also around 15 port administrations through co-operation agreements.*

**UK**

Safety	Security	Standards	ICT	Customs	Infrastructure
HIGHWAYS AGENCY	BRITISH TRANSPORT POLICE	HIGHWAYS AGENCY		HM CUSTOMS AND REVENUE	HIGHWAYS AGENCY
OFFICE OF THE RAIL REGULATOR	TRANSEC	OFFICE OF THE RAIL REGULATOR			OFFICE OF THE RAIL REGULATOR
NETWORK RAIL					NETWORK RAIL
					BRITISH WATERWAYS BOARD

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
FTA	RFG		SEA AND WATER	BRITISH WATERWAYS BOARD	Chartered Institute of Logistics & Transport
RHA	ATOC		FTA	ASSOCIATION OF INLAND NAVIGATION AUTHORITIES	
	EURO TUNNEL			SEA AND WATER	

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners	Etc.
FTA	FTA	Port of Dover	ABP	Chamber of Shipping	DfT
		Port of Tyne	Peel Port		DTI
		Port of Portsmouth			Transport 2000

	Safety	Security	Standards	ICT	Customs	Infrastructure
HIGHWAYS AGENCY	X		X			X
OFFICE OF THE RAIL REGULATOR	X		X			X
NETWORK RAIL	X					X
BRITISH TRANSPORT POLICE		X				
HM CUSTOMS AND REVENUE					X	
BRITISH WATERWAYS BOARD						X

## UK

### **Freight Transport Association (FTA) - <http://www.fta.co.uk/>**

*Freight Transport Association represents the transport interests of companies moving goods by road, rail, sea and air. FTA members operate over 200,000 goods vehicles - almost half the UK fleet. In addition, they consign over 90 per cent of the freight moved by rail and over 70 per cent of sea and air freight. A key multiplier in the UK because its members are shippers and 3PLs, with a large number of members.*

### **Rail Freight Group (RFG) - <http://www.rfg.org.uk/>**

*The Rail Freight Group (RFG) has over 150 member companies including rail freight customers, logistics providers, suppliers, terminal operators, ports, transport consultants, legal firms and all freight train operating companies. A key multiplier in the rail sector as its members are all the main rail operators and shippers in the UK.*

### **EuroTunnel - <http://www.eurotunnel.com/ukcP3Main/ukcFreight/ukphome.htm>**

*Eurotunnel is the holder, until 2086, of the Concession to operate the cross-Channel Fixed Link made up of twin rail tunnels and a service tunnel below the bed of the Straits of Dover, of two terminals in Folkestone (Kent) and Coquelles (Pas-de-Calais) which provide access, as well as a fleet of 25 Shuttles which transport passenger vehicles or trucks.*

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The Chartered Institute of Logistics and Transport  
It is the professional body for logistics and transport professionals in the UK, with many influential members.*

### **Sea and Water - <http://www.seaandwater.org/>**

*Its aim is to raise the profile of water as the freight transport mode of choice, and to highlight what Britain's 2,000 miles of inland waterways, rivers and estuaries and its 11,072 mile of coastline have to offer, to benefit business, the environment and society.*

### **British Transport Police - <http://www.btp.police.uk/>**

*British Transport Police is the national police force for the railways providing a policing service to rail operators, their staff and passengers throughout England, Wales and Scotland. TRANSEC (a section of the Department for Transport) is responsible for inspecting port and intermodal terminal security. Could be a useful contact for later in the project, although unlikely to be a major multiplier for the project.*

### **HM Customs and Revenue - <http://www.hmrc.gov.uk/businesses/>**

*HM Revenue & Customs (HMRC) was formed on the 18 April 2005, following the merger of Inland Revenue and HM Customs and Excise Departments.*

**Highways Agency** - <http://www.highways.gov.uk/>

*The Highways Agency is an Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport.*

**Office of the Rail Regulator** - <http://www.rail-reg.gov.uk/>

*Its key roles are: to ensure that Network Rail, the owner and operator of the national railway infrastructure - the track and signalling - manages the network efficiently and in a way that meets the needs of its users*

**Network Rail** - <http://www.networkrail.co.uk/>

*NR run, maintain and develop Britain's tracks, signalling system, rail bridges, tunnels, level crossings, viaducts and 17 key stations.*

**Associated British Ports (ABP)** - <http://www.abports.co.uk/>

*ABP are a major force in intermodal and multi modal freight. BP is the UK's leading ports business, providing innovative and high-quality port facilities and services to shippers and cargo owners.*

**Department for Transport (DfT)** - <http://www.dft.gov.uk/pgr/freight/>

*The Department for Transport helps the freight logistics industry to be efficient, resilient, environmentally friendly and safe.*

**The Chamber of Shipping**

*The key body for shipping in UK and a possible good multiplier.*

## Hungary

Road	Rail	Intermodal	Sea	Inland Waterways	Logistics
Hungarian Road Transport Association	Hungarian Rail Office	Hungarokombi Combined Transport Organizer Ltd.	Hungarian Shipping Ltd		Association of Hungarian Forwarding and Logistic Service Providers
Hungarian Scientific Association of Transport		Institute for Transport Sciences			

Safety	Security	Standards	ICT	Customs	Infrastructure
Ministry of Economy and Transport		Hungarian Standard Institution	National Communications Authority	Ministry of Economy and Transport	National Communications Authority
					Hungarian Association of Engineer Chamber

Shippers	Forwarders	Public Ports	Private Ports	Ship-owners
	Hungarokombi Combined Transport Organizer Ltd.			
	Bilk Kombi			

	Safety	Security	Standards	ICT	Customs	Infrastructure
Ministry of Economy and Transport	X				X	
Hungarian Standard Institution			X			

**Ministry of Economy and Transport (Gazdasági és Közlekedési Minisztérium)**  
[www.gkm.gov.hu](http://www.gkm.gov.hu)

*The Ministry leads on making sustainable improvements in the real economic performance and also has responsibilities for the development of the industry, domestic and external trade, infrastructure, with special attention given to transportation infrastructure and of the information communication sector.*

**Ministry of Environment and Water (Környezetvédelmi és Vízügyi Minisztérium)**  
[www.kvvm.hu](http://www.kvvm.hu)

*The Ministry is a central governing body for environment and nature protection and water affairs. The Ministry carries out the special fields' sectoral, expert management and regulatory tasks in the areas of environment and nature protection, water management and meteorology. The Ministry's responsibilities include policy development, tasks connected to governmental work and the continuation of the ever far-reaching international collaboration.*

**National Communications Authority (Nemzeti Hírközlési Hatóság) [www.nhh.hu](http://www.nhh.hu)**

*The National Communications Authority, Hungary (NCAH) is an entity of public administration directed by the Government and supervised by the Minister of Economy and Transport.*

**Hungarian Rail Office (Magyar Vasúti Hivatal) - [www.vasutihivatal.gov.hu](http://www.vasutihivatal.gov.hu)**

*According to the definition of Directive 95/18/EC, the Hungarian Railway Office is authorized to issue, revise, modify and annul national, regional, suburban and municipal rail undertakings' licenses. By the issuance of licenses, opportunities on the regulated market are opened up for railway undertakings. The objective of the HRO is to supply access to the usage of high value state rail infrastructure, the operation of traffic and transport systems, which are vital from a federal or regional aspect, to railway undertakings proven reliable in professional, financial and legal aspects*

**Hungarian Association of Engineer Chamber - Transport Department (Magyar Mérnöki Kamara Közlekedési Tagozat) (5.) [www.fomterv.hu/mkk](http://www.fomterv.hu/mkk)**

**Hungarian Road Transport Association (Magyar Közúti Fuvarozók Egyesülete)**  
[www.mkfe.hu](http://www.mkfe.hu)

*The ATRH was established in 1965. Before then the Hungarian Autoklub represented Hungary at the IRU. In the 60's only a few companies were allowed to transport goods abroad by road. At that time the employees of the Association could never dream of long queues waiting for TIR Carnets.*

*The explosion took place simultaneously with the changing of the country's political and economic system in 1990. Many new enterprises were established whose owners wanted to base their future on international road transport. Although in the end the authorities limited the number of licences which can be issued. The Association has presently nearly 2000 members and this is only the number of the enterprises involved and they employ far more people.*

**Hungarian Scientific Association of Transport (Ko'zlekedestudományi Egyesület)**  
[www.kte.mtesz.hu](http://www.kte.mtesz.hu)

*The Society founded in 1949 is a scientific society based on voluntary association as a nationwide. The membership of the Society consists of nearly 200 domestic businesses and entrepreneurs as legal or patron constituents, plus about 7,000 individual members. The Scientific Society for Transport is an independent legal entity and, as such, a member of the Federation of Hungarian Technical and Scientific Societies.*

***Aim:** To study and promote the transport science, to further and shape the transport policy and the transport development. Publication and propagation of the results of transport science. Promotion of the European integration of Hungarian transport science and the development of transport culture.*

- *organizes fora (conferences, lectures, conventions, study tours in Hungary and abroad) with domestic and international attendance to inform members and to boost their professional activity*
- *further higher education and vocational training in transport and organizes independent professional courses for on-the job training*

**Institute for Transport Sciences (Ko'zlekedestudományi Intézet)** [www.kti.hu](http://www.kti.hu)

*The first predecessor of KTI was established in 1938 by the minister for trade and transport affairs, under the name of the National Automobile Experimental Station. Some decades later studies, measurements and inspections of roads and bridges were added to the purely vehicle technical profile. Since then the activities covered by the institute have grown continually and now include such areas as transport safety, traffic engineering, transport policy, environmental protection, passenger and goods transportation, transport by water and air, network planning and transport economics.*

**Hungarian Standard Institution (Magyar Szabványügyi Testület)** [www.mszt.hu](http://www.mszt.hu)

*Hungary is represented by MSZT in the following international and European standards organizations:*

- *International Organization for Standardization (ISO)*
- *International Electrotechnical Commission (IEC)*
- *European Committee for Standardization (CEN)*
- *European Committee for Electrotechnical Standardization (CENELEC)*
- *European Telecommunication Standards Institute (ETSI)*

**Association of Hungarian Forwarding and Logistic Service Providers (Magyar Szállítványozói és Logisztikai Szolgáltatók Szövetsége) - [www.szallitmanyozok.hu](http://www.szallitmanyozok.hu)**

*The Association of Hungarian Forwarding and Logistic Service Providers (AHFLSP) (Magyar Szállítványozói és Logisztikai Szolgáltatók Szövetsége--MSzLSzSz) is an organisation representing the interests of members of the forwarding industry in Hungary, including companies dealing in freight forwarding, logistics, customs affairs, or all three of these activities. Some members additionally pursue international carriage as a secondary service.*

**MAV Cargo - [www.mavcargo.hu](http://www.mavcargo.hu)**

*Hungary's no.1 rail operator MÁV Cargo Zrt. - former Freight Forwarding Business Unit of MÁV Zrt. - became a legally independent company on 1 January 2006. The new company was established with a capital of 30 billion HUF, a wagon park of more than 13,000 wagons and 3,100 employees.*

**Győr-Sopron-Ebenfurt Railway Corp.(GySEV) [www.gysev.hu](http://www.gysev.hu)**

*The main activity of GYSEV Corp. is the management of railway passenger and goods traffic between the stations Győr and Ebenfurt, Sopron and Szombathely, as well as between the stations Fertőszentmiklós and Neusiedl am See on the line of the Fertő Lakeland Railway Corporation (with a concession and operating license from 1897).*

**Hungarian Shipping Ltd (Magyar Hajozási Reszvenytársaság) [www.mahart.hu](http://www.mahart.hu)**

**MaHaRt Container Center [www.containercenter.hu](http://www.containercenter.hu)**

*The terminal functions on the area of MAHART Freeport. The Mahart Freeport, as one of the biggest and up-to-date collection and distribution centres of commodities in Europe, was inaugurated in 1928. After 40 years the first stuffed container was loaded into one of Mahart's Danube-seagoing ships.*

**Bilk Kombi (Bilk Kombiterminal Rt) [www.bilkkombi.hu](http://www.bilkkombi.hu)**

*For the improvement of the Hungarian logistical service centre the government, in the frame of increasing the share of the combined transport, approved the BILK Complex Programme. The plan of the Budapest Intermodal Logistics Center dates back to the middle of 90's.*

**Hungarokombi Combined Transport Organizer Ltd. [www.hungarokombi.hu](http://www.hungarokombi.hu)**

*Hungarokombi Ltd. deals first of all on the area of inland and international transportation with organizing and realizing road-railway combined transport and with a range of other activities connected to railway transportation.*

**Hungarian Post Office Ltd.** [www.posta.hu](http://www.posta.hu)

*The Hungarian Post Office Ltd. is in Hungarian terms considered one of the country's biggest logistics service providers. The strategic aim is to continue to dynamically develop in the logistics area and to broaden the range of existing services. The task of the Hungarian Post Office Ltd.'s Logistics Services Business Unit is to introduce the company to the complex logistics services market and to manage the company's logistics activity.*

**DHL Express Hungary Ltd.** [www.dhl.hu](http://www.dhl.hu)