



## Issue 4/2011 TABLE OF CONTENT

### News from members

- ✓ Jan De Rijk Logistics
- ✓ Wascosa
- ✓ Polzug Intermodal
- ✓ Samskip
- ✓ Port of Antwerp

### Policy at EU level

- ✓ Ban on night flights
- ✓ New study on Mega Trucks
- ✓ Sustainable transport and TEN-T

### EIA Events & Activities

- ✓ New EIA Intermodal Yearbook 2011/2012

### External Events

- ✓ TEN-T days
- ✓ ACEA Transport Policy Event

### EU Projects

- ✓ SCUTUM
- ✓ SMART-CM
- ✓ CO3

### Upcoming Events 2012

## EDITOR IN CHIEF:

**Peter Wolters**  
*EIA Secretary General*

**Dear Members and Partners,**

## No Planet B

2011 is not over yet, but we can already say that it will be another top year for intermodality, especially on the most beaten axis, Northern Europe crossing the Alp region. And this is happening in an otherwise difficult year for most European countries, more so for Italy, confronted with hard political and financial challenges.

With an economy not far from stagnation, rail and particularly intermodality is in growing demand, as its lead issues, being clean, safe and energy efficient, are appreciated by more shippers and manufacturers, in accordance to their increasingly stringent ethical codes, beyond evident cost savings. Furthermore, consumer consciousness has pushed us all into all kinds of environmental and resource saving activities, since indeed, there is no 'Planet B'.

This will not put an end to our efforts, within our company and our association EIA. Unfortunately, after decades of road prevalence, supported by an overwhelming automotive lobby, Europe is now getting the bill for its insufficient rail infrastructure. With the exception of new High Speed tracks, almost no new mileage has been laid down in the last half century. Now of course a diffused awakening is going on, but we have to expect some very tight moments, as slots are getting scarcer in key spots of Europe's map, especially on major Alps crossing corridors.

Operators are worried hoping that existing resources shall be made available according to growing market needs, as we wait for the big works to be completed, like the Lyon – Turin tunnel, for instance.

As a final positive indication for European society (less so for freight carriers): there is a confirmed growing modal shift of passengers, from road to rail, which adds up to existing competition for slots. EIA already turned into that direction by preparing an EU proposal (Airport centered co-modality) to streamline efforts for passengers using air and high-speed rail on one ticket, in order for traditional rail capacities to remain free for freight.

**Livio Ambrogio**  
**Acting President EIA**  
**Ambrogio Trasporti Spa**



## News from members

### Jan De Rijk Logistics expands its intermodal connection

Jan De Rijk Logistics has as company goal to reduce CO2 emission by 20% in 2012. Increased use of intermodal transport fits very well in this target. The 14th of June 2011 Jan De Rijk Logistics achieved an important milestone in its intermodal strategy. As of this date Jan De Rijk Logistics operates a daily company train between The Netherlands, Venlo, and Italy, Milan. With this intermodal service sixty-four 45 foot containers or equivalent units are transported via rail instead of via road. With this successful intermodal connection all kinds of commodities are transported on a daily basis, varying from retail goods to industrial goods. Even products like vegetables and plants are transported through this reliable railway service.

This operation will significantly expand the intermodal traffic of Jan de Rijk Logistics. More transport by train will be the future due to increased congestion on the road and stricter driving time regulations. For 2012, Jan De Rijk Logistics has the intention to start a second daily intermodal connection from its own terminal and home base in Roosendaal, The Netherlands to Milan, Italy. After realizing this second daily train, Jan De Rijk Logistics will operate 10 intermodal trains per week on this line.

Jan De Rijk, based in the Netherlands, is a leading provider of transportation and distribution services, operating a large, modern and diversified fleet of 700 vehicles across Europe. The company also offers warehousing services and retail distribution. Jan de Rijk has 25 offices in 15 countries and employs more than 1000 employees in Europe.

### Competition between rail freight companies – Interview by WASCOSA

Karl Michael Mohnsen, CEO of TX Logistics AG in an interview with WASCOSA gave an interesting insight into the future plans of TXL and its current strategy after its takeover by Trenitalia as well as predictions for the future of the European railway market.

After the smooth takeover of TXL by Trenitalia, TXL still follows its business model and enjoys full support for its strategy by the new owner Trenitalia. Mr. Mohnsen mentions that TXL will continue to offer a broad range of services, but will attempt to expand its business beyond its current presence in eight EU countries and further build on its Intermodal traffic line.

TXL, as many other rail service providers, faces increasing challenges regarding costs for infrastructure and electricity charges, which might endanger its competitiveness compared with other modes. However, Mr. Mohnsen shows a positive attitude towards the future by referring to TXL's extensive experience in the field and special focus on customer needs and its constant strive to provide them with value added services.

The current trend of takeovers of private rail companies by state-owned companies in the market is, according to Mr. Mohnsen, due to the capital intensive nature of the rail freight business as only a few private players are able to reach profitability. The trend of concentration within Europe will continue leaving four to five pan-European rail freight companies in the future, TXL included.

*The interview can be found in WASCOSA Infoletter Edition 18:*

<http://www.wascosa.ch/index.php?id=86>



## News from members

### Poland moves closer to the German sea ports

From now on the market leader Polzug Intermodal will be pooling rail freight transport from all the North European sea ports – especially Hamburg and Bremerhaven – in Poznań for distribution throughout Poland on the spokes of its hub network. In addition to its central position for West-East traffic, the site in Poznań has the advantage of high local freight volume.

The opening of the hub terminal and the daily shuttle connections bring the dynamic economic region around Poznań closer to the North European sea ports. The journey time between Hamburg and Poznań is reduced from 18 hours to 12 and transport can also be carried out much more flexible and reliable.



Altogether HHLA Intermodal Polska, a subsidiary of HHLA, invested around € 15 million in the new hub. The intermodal rail operator Polzug, which operates the terminal, contributed € 1 million. Polzug already has a tightly knitted terminal network in Poland, with sites in Katowice (Dabrowa Gornicza), Wroclaw and Warsaw (Pruszkow).

The opening ceremony for the hub terminal took place in the presence of the Polish Deputy Minister for Infrastructure, Andrzej Massel, (former) HHLA Executive Board member Dr. Sebastian Jürgens, and the Managing Director of Polzug, Walter Schulze-Freyberg. Numerous guests from the transport, shipping and logistics sectors also attended the ceremony.

In the start-up phase, as many as three to five trains will shuttle between Hamburg and Poznań every day. This has the advantage that they can be loaded with “mixed cargo”, i.e. goods not sorted for a specific destination in Poland. At the Poznań hub terminal, the containers are then sorted, and depending on their destination either reloaded onto inner-Polish trains for onward carriage to the appropriate terminals or delivered locally by road. This increases the overall productivity of the system and prepares it for future requirements. “With this new production concept for Poland, we can offer our customers fast, reliable and sustainable transport of the highest quality,” explained Schulze-Freyberg.

The hub in Poznań is another building block in HHLA’s strategy of making rail transport for containers between the Port of Hamburg and the hinterland as attractive as possible for its customers by targetedly expanding the hinterland network in collaboration with the rail operators Polzug, Metrans and TFG Transfracht.



## News from members

**samskip**

### Samskip expands its activities and invests in Duisburg

Samskip and its subsidiary Van Dieren have signed a long-term agreement with Duisport to make the newly combined KV-Terminal Hohenbudberg at the Port of Duisburg their new base. In addition to Samskip/Van Dieren traffic, companies located in the immediate proximity, which includes CHEMPARK in Krefeld-Uerdingen, will also use this bimodal terminal.

„Samskip, the leading European shortsea and multimodal operator has long been an important customer of the Port of Duisburg and handles its ship-based traffic over the DeCeTe terminal“, said Erich Staake, CEO of the Port of Duisburg AG. „We are pleased that from now on Samskip's subsidiary Van Dieren will operate its rail-based services via the intermodal hub of Duisport,“ Staake continued.

With a total investment of over 20 million Euros, the new 120.000 m<sup>2</sup> terminal will have seven tracks and two gantry cranes and Hohenbudberg will then be able to handle up to 250,000 TEU a year. The new terminal is expected to start operating in the second quarter of 2012.

Jens Holger Nielsen, CEO Samskip Multimodal Container Logistics, stated the following: "Samskip has decided to invest and consolidate in Duisburg as an integral part of our pan-European multimodal network across water, rail, inland waterways and road. The commitment to the Hohenbudberg terminal is part of this strategy and ensures that we have operational control and flexibility in this area, thus allowing us to continue to grow our pan-European multimodal network."



### The Port Centre Network – An Alliance between IACP, Genoa and Antwerp

On 21 October, IACP (International Association Cities and Ports) established a Port Centre Network together with the Antwerp Lillo Port Centre and the Genoa Port Centre. On the occasion of an international seminar on port economics in Genoa, the three parties signed a Memorandum of Understanding (MoU) confirming their cooperation in the field of best practices and promoting education in the port. The aim of the Memorandum of Understanding is to strengthen the alliance between Port Centres worldwide, to promote their model and to share experiences, problems and solutions.

The Port Centre Network is a communication initiative aiming at explaining and informing citizens, on the different activities and economic spin-offs of the port in order to improve social support of the local population.



With the Memorandum of Understanding, a first Network of Port Centres has been established, which responds to the endeavours of ESPO in favouring a policy of social integration between ports and urban territories. The protocol is intended to last for 3 years.





### Ban on night flights? – Alternatives!

The decision of the Hesse Higher Administrative Court (HessVGH) regarding the ban on night flights at Frankfurt Airport gives rise to the opportunity of pointing at the various possibilities of cooperation between air and rail. No matter how the German Federal Administrative Court (BVerwG) will finally decide in spring 2012, the rapid increase of global air cargo will sooner or later result in unsolvable conflicts between economic and ecologic interests and needs of express service providers.

This development could have been foreseen for a long time. Several propositions have already been made concerning the mitigation of this imminent problem. They aim at connecting the steadily expanding rail high speed network to airports in such a way as to reach a relaxation of airports and road congestion for the disposition of cargo. It is planned to use HGV trains (high speed trains like TGV or ICE), which are suitable for taking in air freight containers. Worth mentioning as an example is the Post-TGV (TGV La Poste), which has been in use in France for several years.

Through a French initiative, an international plan for freight high speed train connections between the airports of Paris Charles de Gaulle, Liège, Amsterdam Schiphol and London under the name of EUROCAREX was developed ([www.eurocarex.com](http://www.eurocarex.com)). EUROCAREX works together with large logistic companies (freight integrators) like FEDEX, UPS, TNT etc. in order to create an European Business Case.

EUROCAREX and REX, which is a task force under the responsibility of the European Intermodal Association (EIA), signed a cooperation agreement. The EIA group took on the task of securing European standardization and interoperability. In cooperation with the International Railway Association (UIC) it also develops the necessary regulatory measures for the usage of rail high speed networks. The European Commission recently declared the connection of high speed lines and airports to be a desirable goal within their TEN-T network. Support, including financial aid as well, is however depending on the presentation of a promising business plan. The REX Group in this regard started negotiations with the Commission.

Still, the desired cooperation between EUROCAREX and German airports did not considerably improve. In the face of rapidly increasing difficulties in integrating airports and metropolitan areas in the long run, one would expect to see also heightened willingness in Germany, especially in Frankfurt and Cologne, to find alternatives.

Klaus Ebeling  
Honorary Secretary General EIA



### New study highlights impact Mega Trucks on the European transport system

The results of the new study "Long-term climate impacts of the introduction of mega trucks" carried out by K+P Transport Consultants (Freiburg) and the Fraunhofer Institute for Systems and Innovation Research (ISI) brings new life to the Mega truck debate.

For several years allowing Longer and Heavier Lorries (LHVs) to operate in the EU has been a central issue of heated discussions. The European Commission already considered the introduction of LHVs as stated in its "Freight Transport Logistics Action Plan" by aiming to increase the size and weight of heavy goods vehicles. However, the initiative was stopped by the EU Council of Transport Ministers in 2007. Still the Commission launched a study promoting the benefits of Mega Trucks and their positive impact on cost reductions for the market and society. According to the study LHVs will lead to an increase in road transport capacity, and at the same time reduce congestion and emissions.

Nevertheless, the new study of ISI and K+P tells another truth. The analysis considered the effects LHVs would have on five separate trans-European corridors as well as the impact on single wagonload freight and combined road-rail transport. The new policy would change the size and weight of heavy goods vehicles from currently 18.75m length and 44t weight to 25.25m length and 60t weight. Thus, making road transport much more attractive and taking away market share from the single wagonload market of up to 35% and to a lesser extent from the combined transport market.

The study further warns of an increase in CO<sub>2</sub> emissions in the medium term. As other studies have pointed out that LHVs will reduce emissions, this will only be an achievement in the short term. However, when considering the extensive shift from "green" transport solutions towards road transportation, these initial benefits will diminish. Furthermore, the EU White Papers aim to reach a shift of 30% of medium and long distance freight by 2030 from road to rail and inland waterways would be seriously endangered.

Putting aside the outcome of CO<sub>2</sub> emissions, the reduction of market share through LHVs will lead to a considerable loss and decrease in the overall competitiveness for the rail and combined transport industry. Still, the final decision on this issue still has to be taken. The further development will be actively followed by the EIA.



## Policy at EU level

### Sustainable transport and TEN-T in centre of Parliamentary discussion

The EIA had the opportunity to follow the work of the Transport and Tourism Committee in the EU Parliament both by attending its meetings and by receiving documents from the Committee itself. This institution represents directly the European citizens and is co-responsible for the EU legislation together with the Commission and the Council.

The Committee welcomed the EC White Paper and approved the ten goals for a competitive and resource efficient transport system as well as the targets set in the White Paper for 2050. However, the Committee also preferred to set a series of intermediate targets. It called, for example on the Commission to draw up legal rules to reduce CO<sub>2</sub> and other greenhouse gas emissions by 20% compared to the 1990 reference figures and to set targets for the different modes of transport.

Several helpful **eco-innovations** were identified and presented by invited experts. Apart of the setting of CO<sub>2</sub> emission standards for road vehicles, internalization of the external costs of transport, the use of carbon neutral fuels, complementary instruments were proposed such as a new multi-modal seamless passenger transport alternative presented as “the fifth mode”; freight transport eco-driving, adapted operation control systems; **cooperative/collaborative logistics and freight intermodality** and lastly high-speed rail back-bone with regional access and clean maritime shipping.

In a lively debate that followed, Members of European Parliament (MEP’s) had critical questions as regards the challenge of how to **foster permanent cooperation between enterprises in order to rationalise logistics** and to reduce emissions on the use of road charging to make transport more sustainable and the feasibility of producing carbon neutral energy for transport purposes.

The Parliament Transport Committee asked ten TEN-T coordinators regarding any progress made in the corridor they are responsible for. These ten eminent personalities are designated to evaluate the progress of certain TEN-T Priority Projects, to make recommendations for the effective implementation of these projects and to play a major role in advancing the works.

Pat COX (**Railway Axis Berlin-Verona/Milano-Bologna-Napoli-Messina-Palermo**) reported considerable progress in particular concerning the centrepiece of the corridor: the Brenner Base Tunnel.

The most important event has been the decision of April 2011 to launch the main works on the base tunnel. This decision followed the Agreement between Austria and Italy on the total costs (7460 mln €). According to the revised Austrian construction plan, the works on the two main tunnel tubes could start in 2011 and be completed in 2025.

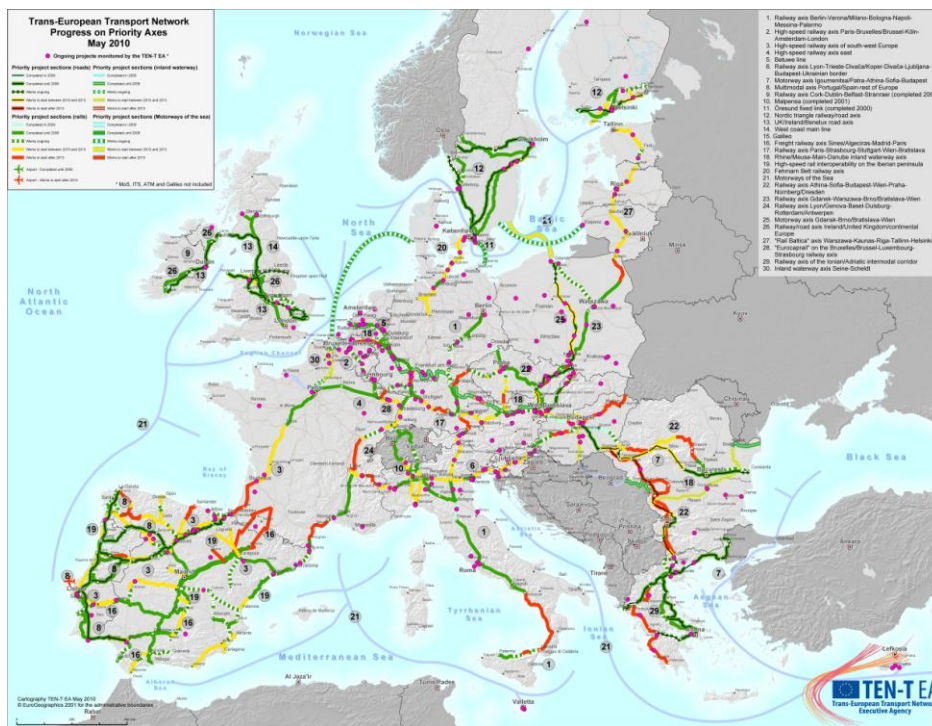
There was also a progress on the northern and southern access routes to the Brenner Base Tunnel. North of the Brenner Corridor, the sections between Berlin and Halle/Leipzig and between Nuremberg and Munich have entered service. South of the Brenner Corridor the section between Verona/Milan and Naples/Salerno has become operational in its entirety. On the northern access to the Brenner Base Tunnel, the 41 km long Lower Inn Valley route will become operational by the end of 2012. For the section between Munich-Rosenheim-German/Austrian border-Kundl/Radfeld, Germany and Austria are preparing a ministerial Agreement foreseen to be signed in January 2012. However, the construction is not expected to start before 2020.



## Policy at EU level

Laurens Jan BRINKHORST (**Railway Axis Lyon-Trieste-Divača/Koper-Divača-Ljubljana-Budapest-Ukrainian border**) gave an overview of the current state of play of this 1638 km long railway, the only East-West corridor south of the Alps. Although it was still behind schedule due to little progress having been made up to mid 2010, significant steps had been taken during the report period 2010/2011, especially on the two key sections of Lyon-Turin, with the 57 km cross-border base tunnel, and Trieste-Divača. At the end of September 2011, France and Italy considerably advanced their negotiations on a new bilateral Agreement by solving the question of the distributions of costs. The cross-border section between Italy and France has also seen some progress with the three exploratory tunnels already completed in France and the preparation of the construction site for the La Maddalena and access tunnel near Chiomonte in Italy. As far the Trieste-Divača section is concerned; recently Italy and Slovenia adopted the preferred route and agreed on the establishment of a common promoter for organisational reasons.

Pawel Telička (**“Rail Baltica” Axis: Warsaw-Kaunas-Riga-Tallinn-Helsinki**) informed MEPs that the feasibility study completed in 2011 advocated constructing a new 728 km electrified double track line, using the European gauge, between Tallinn and the Polish border. The Baltic States welcomed the fact that Rail Baltica would be part of the TEN-T core network corridor linking the Baltic with the Adriatic Sea and they are now working together to create a joint venture to complete the project as soon as possible. Nevertheless, several MEPS criticised the project as being purely political: Mr Telička having been asked about the projected traffic demand, he firmly stressed that Rail Baltica should be seen as “key to the European competitiveness in the East”.



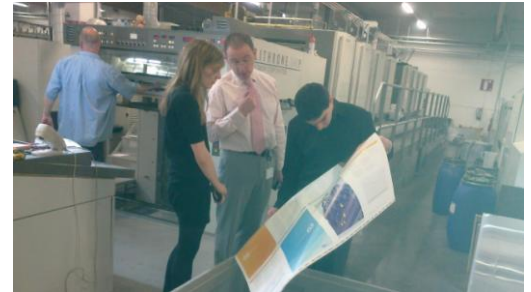
Karel VINCK (**ERTMS – European Rail Traffic Management System**) explained that despite a difficult context for public finances there is progress. Some 6900 km of lines were currently equipped or financed in Europe, across 14 member States. A particular concern was raised up in the Committee that German government no longer felt bound by previous commitments to install ERTMS track-side equipment along the German stretches of the corridors by 2015. Potential major delays would call into question the concept of interoperability for the four corridors passing through Germany with the potential risk of a spill-over effect to neighbouring countries.

Carlo SECCHI (**High-speed railway Axis of Southwest Europe**) defined the situation in 2011 as a success story for the historical start-up of interoperable railway connections between the Iberian Peninsula and France. As it is visualised in chapter 6 “Players” of the above-mentioned EIA Intermodal Yearbook 2011/12, on the Mediterranean branch, the first interoperable link for both freight and passengers between the Iberian Peninsula and the rest of Europe became operational, with the Montpellier-Perpignan line remaining to be completed.

Karla PEIJS (**Inland Waterway Seine-Scheldt**) focused on the complexities and progress within this long corridor, which connects the Belgian basin of the river Meuse to the Black Sea through the German Rhine & Mainz rivers and the international Danube river. With so many countries involved, keeping up with political changes could represent a challenge. This complexity can actually be seen in the EIA Intermodal Yearbook 2011/12, where the chapter 5 “Freight Flows and Trade Volume” is dealing with the Seine-Scheldt issue, that represents a visible paramount knot to be undone to develop a flawless, navigable inland connection between the France and the North Sea region.

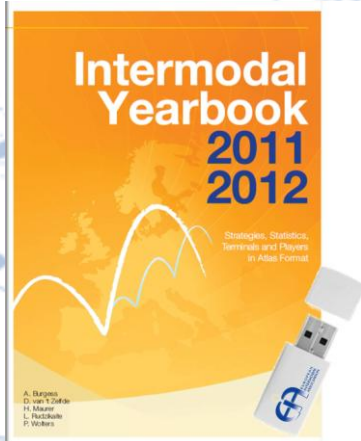
### “Intermodal Yearbook 2011/2012” finally on your desk... and screen!

Due to increasing reader demand, EIA is proud to present its second publication on intermodal transport and logistics in Europe, the **“Intermodal Yearbook 2011/2012; Strategies, Statistics, Terminals and Players” in atlas format**. This year in both high-quality printed as well as digital version. We hope for this atlas to be an improvement over the celebrated EIA “Intermodal Yearbook 2010” with almost three times the content, the newest statistics, and plenty of maps streamlined by EIA to give the reader an immediate understanding of very specific, targeted information, vital to facilitating better comparisons. The price was substantially decreased, in order to make it available to as many readers as possible. All EIA members will receive a hardcopy & usb stick before Christmas (mail).



\* Intermodal Yearbook being printed in glossy format in Belgium. EIA staff follows process carefully until the very end...

Before producing the new edition of the Yearbook, once again EIA had to spent lots of effort and time knocking on many doors of the relevant EU and national institutions, statistics offices, promotion bureaus, research consortia, while using EIA’s extensive network to approach market players, members and the press to obtain the data demanded by both industry and decision-makers. Often, data was simply not available. Streamlining all those different facts and figures from the various transport modes in consistent and user-friendly format proved to be challenging at times, but thanks to the dedicated work of the EIA team, these obstacles were in our opinion successfully overcome. We believe that this representative tool should be used to reach out to management, customers, project partners and even students (as future decision-makers in the intermodal transport and logistics fields).



\* Main Intermodal Corridors based on number of services and frequencies. Selection of largest intermodal operators.

Source map: PTV (included in Yearbook)

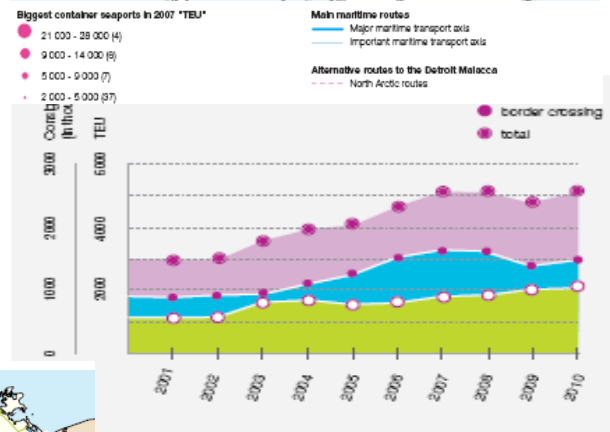
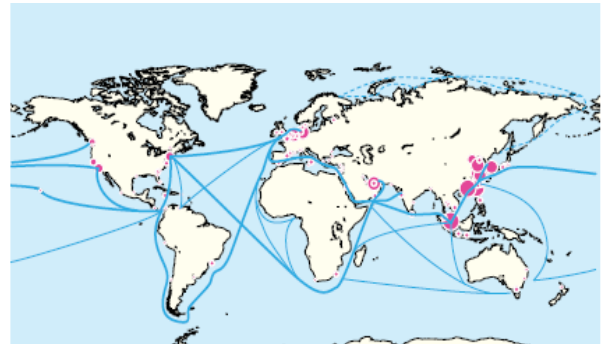


## Ad random selection of maps, graphs Intermodal Yearbook 2011/2012

### Foreword



Siim Kallas, Vice-President of the European Commission and Commissioner of Transport



Conditions for unaccompanied transport between 2001 and 2010  
Statistics 2010, International Union of combined Road-Rail transport (UIRR), 2011

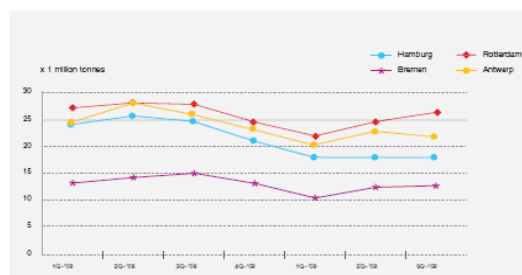
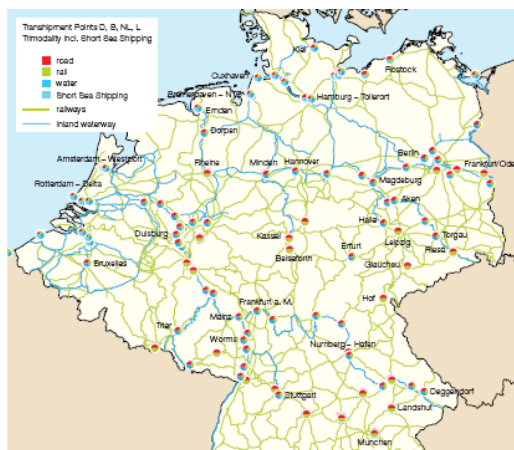


Figure 2.4  
Container handling (in million tonnes) in main North-West European ports (Hamburg, Bremen, Rotterdam and Antwerp) during the crisis.  
Source: Different port statistics, 2011

## External Events

### TEN-T Days 2011 in Antwerp

On the 29th of October, the EIA took part in TEN-T Days 2011 in Antwerp that was chaired by the Vice President of the Commission and Commissioner of Transport, Mr Siim Kallas. His key message was very clear: “we need to move from a patchwork to a network”.

The meeting took place right after the adoption of a package proposed by the Commission on 19 October 2011, composed of two proposals: a regulation on Union guidelines for the development of the TEN-T as well as a regulation establishing the Connecting Europe Facility. **Their goal is to develop the EU infrastructure network by bringing modes together with a two-level structure which involves the core network (by 2030), completed by the comprehensive network (by 2050).**

The current economical and financial context was presented as an opportunity to invest in mobility and transport, sources of growth for European countries. Therefore, the new guidelines were introduced as a new paradigm: “a single unified EU market obtained via a cohesive and unified EU transport network”. In fact, action at the European level is required in order to enable the project to evolve in a more cohesively, sustainable and competitive way, while avoiding to go further than interoperability, and keeping in mind the subsidiarity principle. Too high standards can be counterproductive and cooperation depends mostly on the circumstances linked to the corridor concerned.

Several concerns and critics were raised during the workshops. First of all, since the various ongoing TEN-T projects gather numerous actors such as the regions, MS and operators, the follow up management of the various infrastructure projects has to be regulated. The appointed coordinator’s role in particular is essential because such a person can bring the international dimension to the project, often perceived by the inhabitants as a regional issue. Consequently, communication is also a crucial element to improve. Secondly, not every mode is satisfied with its role in this evaluation process. For instance, the maritime transport feels underrepresented and the car industry also suggested they should be more involved. Besides, many regret the lack of transparency in the methodology used to identify the corridors. Thirdly, the overall budget is controversial and too low according to the majority of the participants. Fourthly, sustainable and green developments should require more attention. Concerns about the means to reach the EU 20-20-20 objectives have been discussed. Moreover, the examples of green corridors and green ports were discussed in order to bring more sustainable logistics solutions into the project. EIA was represented by Mathilde Poncelet.

### Annual ACEA Transport Policy Conference 2011 – 1<sup>st</sup> December, Brussels

The transport policy conference at the impressive Autoworld Museum in Brussels was hosted by ACEA, the European Automobile Manufacturers Association, under the title “Can efficiency take the lead in transport policy?” Under the many distinguished guests of the event were the EU Commissioner for Transport Siim Kallas, the member of the Transport Committee of the European Parliament, Mathieu Grosch and Alfredo Altavilla, Chairman of ACEA and CEO of IVECO.

The urgent debate provoked by the new draft of the White Paper 2011 stirred a constructive debate revolving around essential questions such as the best options for increasing transport efficiency, competition or complementation among transport modes, the reduction of road transport carbon emissions and the location of the economic dimension of sustainability in transport policy.

During the speeches of EU Commissioner Siim Kallas and Mathieu Grosch it became apparent that co-modality is and will also be in the future at the centre of EU transport policy while emphasizing that the different modes should be seen as complementary and not as competitive. This is specifically essential when it comes to the goal of decreasing emissions and reaching efficiency targets by using the capacity of all modes available. The following policy debate reflected the point of view of the previous speeches but added as well the need for new innovations in order to stay competitive with other markets on a global level. EIA was represented at the conference by Jacqueline Bungart.



**CAN EFFICIENCY  
TAKE THE LEAD  
IN TRANSPORT POLICY?**

ACEA Transport Policy Event



**ACEA**

### SCUTUM Final Workshop: a milestone for EGNOS in road transport

SCUTUM, in which EIA is project partner, is the European best practice for the operational adoption of EGNOS in the transport of dangerous goods. **SCUTUM has positive impact on efficiency in the dangerous goods' supply chain.** On the 9th of November SCUTUM held its Final Workshop in Rome, hosted by the EasyWay Annual Forum. The event attracted stakeholders from several Member States and sectors such as industry, public authorities, service providers and media. SCUTUM and EGNOS2road projects were presented. EasyWay acknowledged the possible exploitation of both projects' results in the EasyWay framework.

During a round table, representatives of the Ministries of Transport from various Member States and Mr. Marrazza from Italy's Presidency of Council of Ministers presented their vision on the opportunities of SCUTUM's results in the light of the European ITS Directive and the eCall. ERTICO welcomed SCUTUM's substantial results contributing to a widespread use of **satellite navigation for a more efficient mobility and transportation system in Europe.** ENI, an oil company and the largest adopter of EGNOS in Europe, showed how EGNOS fits into the company strategy of enhancing safety and efficiency of hazardous material transport.

A CEN standardisation Workshop Agreement SCUTUM (technical specifications) was delivered by Mr. Mechin (MEDDTL) during an EasyWay Annual Forum session dedicated to DATEXII.

### SCTUTUM project: EGNOS for the transport of dangerous goods

When speaking about transport of dangerous goods, the aspects of security and safety are "only" the paramount features of a much more complicated issue, which comprises several other characteristics. We can look at and analyze them from the point of view of a more affected subject in this sector: the supply chain operator, the logistician. He has undoubtedly many other problems to solve: transparency/visibility, reliability, timeliness, relation effort/efficiency and costs. Thus, the **transport of dangerous goods needs an efficient collection of precise information about the various operations of an enterprise** – each good, tanker, conveyance vehicle, unit, asset, component, associate, operator, supplier, customer – and in real or near-real time.

In this respect, traceability & monitoring are key elements for the intelligent transport logistics, and for ensuring safety, security and efficiency in the dangerous goods' supply chain. Goods tracking & tracing solutions are widely adopted for the tracking & tracing of the transport of dangerous goods. These solutions are largely based on the use of tracking & tracing devices using GPS satellite navigation technologies for localization, combined with different telecommunication means (satellite and/or terrestrial) for the data transmission. These devices are installed on board the truck, and can integrate sensors to enable the monitoring of the status of the goods.

Reliability is fundamental when dealing with the transport of dangerous goods. **EGNOS is the first European GNSS (Global Navigation Satellite System) system, operational since 2009. It augments GPS signal and provides more precise positioning services** (up to 3-4 metres) over Europe. In addition, it gives users information on the reliability of the GPS signals ('integrity data').

The availability of **EGNOS over Europe enables tracking & tracing services based on guaranteed positioning, suitable for applications requiring precise and reliable localisation.** In the last decade, various European projects have developed and extensively proven solutions based on the EGNOS technology, especially for applications and markets for which safety, security and liability is a must. In fact, EGNOS enhanced positioning and integrity provide a precise and reliable localization and tracking allowing to meet the challenge of regulations and qualified transport services.

## EU Projects

Today, thanks to the SCUTUM project, EGNOS is used in the operational transport of dangerous goods in Europe. SCUTUM is a European project funded by the European Commission and managed by the European GNSS Agency (GSA). In the frame of SCUTUM, eni ([www.eni.com](http://www.eni.com)), **a leading oil company, has had the opportunity to prove EGNOS added value compared to GPS alone, and validate the relevant operational benefits**, in terms of higher safety and efficiency. Because of this, eni decided to adopt EGNOS to track & trace its operational fleet transporting dangerous goods throughout Europe. Presently, more than 300 eni tankers transporting hydrocarbon and chemical products in Europe (Italy, France, Austria, Slovakia, Hungary, Romania, Czech Republic) are monitored with EGNOS. Moreover, eni plans to extend the use of EGNOS to the entire fleet and to other European countries.

If we think that about 85% of the shrinkage that occurs in the overall supply chain occurs while materials, components or finished goods are in-transit from one location to another, then we can draw the conclusion that the introduction of a reliable technology for tracking & tracing would be beneficial. In order to have a clear view on the opportunities a reliable tracking & tracing system could provide to a better functioning of the dangerous goods' supply chain, a research appeared on "The CIP Report" (a monthly publication issued by the Centre for Infrastructure Protection and Homeland Security based in the US) by Joe McKinney and Arthur Radford affirms that the **availability of precise information directly from supply chain activities delivers, on average, supply chain operations cost savings of 3-5% and inventory investment savings of 7% and more**. These savings, combined, reduce unit costs of goods sold by an average of 0.5% for the products.

Every year about 143 billion tonne-km of dangerous goods is transported on European roads, railways and inland waterways. Security is a concern common to involved industries and authorities. Security means measures or precautions to be taken to minimise theft or misuse of dangerous goods that may endanger persons, property or the environment. In this respect new technology can come to aid, by enabling continuous reliable control and monitoring of dangerous goods traffic during the transportation and collection of data to be further analysed for statistical reporting and incident prevention.

**The SCUTUM project demonstrates that for the transport of dangerous goods EGNOS adds value to GPS, thanks to its accurate and guaranteed position that increase safety and security.** Safety and security can be greatly enhanced synergistically by encouraging all businesses to start real-time tracking and tracing of their shipments of dangerous goods. The newly available "precise information" about the status of a determined dangerous material (and possibly in the near future the events that are occurring unseen by the stakeholders) represents fertile ground for many operational and relational improvements in business, while also providing a few crucial pieces of data to regulators that are responsible for security of all.

Nevertheless, other less visible but equally valuable improvements will derive from the implementation of such technology. First of all, **various market players will receive a valuable incentive to "go intermodal" by reducing complexity and solving the different interoperability issues.** EGNOS implementation can represent a further step toward the **simplification of the administrative procedures** and the adoption of e-Customs.

**Even the rail sector being an important stakeholder in the supply chain will benefit from the introduction of EGNOS in tracking and tracing transports of dangerous goods.** In fact, the good timing and the integration into the production circles - just to mention the main factors - could reach new and higher levels than the current ones and an EGNOS-based solution could be able to provide the possibility to establish a responsibility and liability chain in case of a delay of the train, with positive impacts on the quality of transport services.

**The conclusion resulting from SCUTUM is that the EU freight transport market can benefit from EGNOS not only in terms of safety and security but also from the operational and commercial viewpoint.**

## EU Projects

### SMART-CM Final Event hosted at the 4<sup>th</sup> ECITL in Thessaloniki

The **crucial role of a fully interoperable and intelligent transport system** was emphasized at the **4<sup>th</sup> European Conference on ICT for Transport Logistics (ECITL)** organized by the University of Applied Sciences Vorarlberg GmbH (FHV) and the Hellenic Institute of Transport (HIT) of the Centre for Research and Technology Hellas (CERTH) and supported by several independent EU funded projects dealing with different supply chain security approaches in transport logistics. The conference took place on 13 and 14 October 2011 at The Met hotel in Thessaloniki. EIA is partner within SmartCM.

The final event of SMART-CM took place during the conference, at which there was a considerable EU presence as well as participants from all over the world, from China to America. The presentation of the fully appreciated outcomes of this project was aimed at making people aware that in the field of freight transport and logistics, a **commonly agreed pan-European architecture for the exchange of data** and information is gradually being formed. This is essentially a **common language of communication to facilitate trade through integrated logistics operations, and strengthen interoperability between different systems and technologies, reducing costs and achieving wider global intermodal implementation.**

One of the issues raised by the event was the importance of **Container Security Devices (CSD)**, which are expected to be used more and more in the near future to monitor the location of containers, the condition of their contents, and whether they have been opened (or tampered with) during long journeys from one part of the world to another. At the same time, the need to establish **“green lanes”** for transit through customs was highlighted, whereby containers equipped with CSD technology can move freely without physical checks. Negotiations are already ongoing with customs officials of large countries such as Britain, the US, China, and Belgium, as well as with the EU (the Taxation and Customs Union Directorate General), with the aim of rolling out “green lanes” to all customs authorities in the future.

Participants also showed great interest in visiting the port of Thessaloniki and seeing a demonstration of the Container Management Information System at the Port Terminal. This innovative system developed by a Greek company is a very successful example of research being put into practice. EIA was represented at the event by Andrea Grisilla.

### EU “CO3 Project” for horizontal collaboration delivers first success

On the morning of November 28th 2011, a Czech truck, fully loaded with consignments of lightweight plastic beads bags combined with heavy metal automotive brake disks, successfully delivered this bundled payload to its destinations in Germany, the plastics manufacturing plant of JSP in Eschenau, and the metal forgery of Hammerwerk in Fridingen.

#### Co-loading of light and heavy goods

This trial run was the result of a carefully prepared co-loading experiment involving JSP and Hammerwerk with support from a large European innovation consortium. **The objective: to improve the efficiency, effectiveness and sustainability of logistics networks through orchestrated horizontal collaboration or “Carpooling for Cargo”.**

JSP is the global leader in the production and the development of ARPRO<sup>®</sup>, an essential product for the automotive, packaging and consumer goods industries. ARPRO<sup>®</sup> is used in light weight, energy absorbing, and structural applications delivering environmental and economic value. Hammerwerk Fridingen (HF)-Czechforge is a manufacturer of advanced metal components for the automotive and aviation industry. Because of the inherent characteristics of their respective products, both companies are not able to efficiently utilize available transport capacity when shipping only their own freight. The majority of Hammerwerk’s products are heavy and compact; JSP’s products are voluminous and light. **By synchronizing and then consolidating their overlapping freight flows** between the Czech Republic and Germany, both companies can now share trucks that are loaded to maximum capacity both in terms of volume and weight.



## EU Projects

### Corporate Social Responsibility

Through bundling, i.e. synchronized consolidation of their light and heavy shipments, JSP and Hammerwerk need **less individual trips** and vehicles to replenish their manufacturing plants in Eschenau and Fridingen. In addition, the co-loading allows for a **higher delivery frequency**, significantly **increasing customer service levels and manufacturing flexibility**. Last but not least, **inventory-in-transit cost is reduced** and double digit gains are realized in the CO2 emission per ton-kilometer of transported product. As such, this horizontal collaboration pilot project delivers significant benefits in all dimensions of the “Triple Bottom Line” (People, Planet, Profit) for JSP and Hammerwerk. It is therefore not surprising that both companies will now consider making logistics bundling an integral part of their Corporate Social Responsibility strategy.

### Neutral orchestrator

TRI-VIZOR, a Belgian company specialized in horizontal collaboration, acted as Cross Supply Chain Orchestrator® for the bundling pilot. As a **neutral matchmaker**, TRI-VIZOR brought JSP and Hammerwerk around the table, evaluated their logistics synergy potential, facilitated the process integration and helped the companies to overcome their various operational and mental barriers. Earlier this year, TRI-VIZOR, a spin-off company of the University of Antwerp, already succeeded in creating a groundbreaking horizontal collaboration community between healthcare multinationals BAXTER and UCB.

### Fundamental European Support from CO3

This JSP-Hammerwerk bundling project was supported and will be further championed by **“Collaboration Concepts for Co-Modality (CO3)”**, a European initiative for innovation through horizontal collaboration in logistics, driven by 18 consortium partners with financial support from the EU 7th Framework for Research Program. Companies who want to transport their goods across Europe with “fewer and friendlier miles”, can make use of the services of CO3 to identify potential bundling partners and to set up test projects. The CO3 program will run until September 2014 and will work together with an extensive network of European enterprises and knowledge centers.

In the coming months, JSP, Hammerwerk and TRI-VIZOR will attempt to gradually increase the intensity and level of sophistication of their collaboration, introducing extra components such as a multilateral transport contract, a dynamic gain sharing mechanism, and an ICT cockpit for collaborative order synchronization and administration. This will happen in close collaboration with the logistics service provider. The CO3 consortium will closely monitor the results of this project, documenting the learnings and converting them into a generic training package that can be shared with the entire European logistics market.



Companies interested to learn more about horizontal collaboration, or who wish to take part in applied test projects are kindly invited to contact the CO3 consortium partners (CO3 Test Project Coordination: [sven.verstrepn@trivizor.com](mailto:sven.verstrepn@trivizor.com); CO3 General Project Office: [d.thoof@ndl.nl](mailto:d.thoof@ndl.nl)).

**The EIA endorses these kinds of Co-modal initiatives in which scarce capacity is smartly shared between partners or competitors in the logistics chain aiming at sustainable and profitable benefits for market players and society at large.**

## Upcoming Events

- 11.01.2012, Brussels (EU Parliament, public)  
**Rail Forum Europe; 'EU rail industry - latest trends in international rail markets and the way forward'**
- 31.01.2012, Brussels (Charlemagne Building)  
**EU Security Research Workshop 'Logistic and Supply Chain Security'**  
[http://ec.europa.eu/enterprise/newsroom/cf/itemlongdetail.cfm?item\\_id=5659](http://ec.europa.eu/enterprise/newsroom/cf/itemlongdetail.cfm?item_id=5659)
- **08.02.2012, Utrecht (NL)**  
**ASSIST 'Assessing social & economic impacts of past and future sustainable transport policy in Europe'**  
<http://www.assistproject.eu>
- 09.02.2012 – 10.02.2012, Melbourne, Australia  
**5<sup>th</sup> Intermodal Asia 2012**  
<http://www.transportevents.com/EventsDetails.aspx?EventID=EVE019>
- 15.03.2012 – 17.03.2012, Tampa, USA  
**53d Annual Transportation Research Forum**  
<http://www.trforum.org/forum/2012/>
- 23.04.2012 – 26.04.2012, Athens, Greece  
**Transport Research Arena**  
<http://www.traconference.eu/>
- 24.04.2012 – 27.04.2012, Moscow, Russia  
**TransRussia 2012**  
<http://www.transrussia.ru>
- 02.05.2012 – 04.05.2012, Leipzig, Germany  
**Seamless Transport: Making Connections**  
<http://www.internationaltransportforum.org/2012/index.html>
- 22.05.2012 – 24.05.2012, Gothenburg, Sweden  
**RORO 2012**  
<http://www.roroex.com/>

### Publisher:

EIA, Rue d'Arenberg 44, Brussels  
Belgium

### Concept & Text:

Andrea Grisilla  
Jacqueline Bungart

### Contact:

+32 2 514 56 54  
[info@eia-ngo.com](mailto:info@eia-ngo.com)  
[www.eia-ngo.com](http://www.eia-ngo.com)

### Editor in Chief:

Peter Wolters  
EIA Secretary General