



# Freight Transport and Logistics Action Plan – Logistics Initiative for Germany

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Foundations for a National Logistics Plan in  
Mexico: policy framework and institutional  
participation

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## OVERVIEW

- **Importance for Germany as a competitive business site**
- **Challenges to German transport policy**
- **Drawing up of the Action Plan**
- **Contents of the Action Plan**



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## Importance for Germany as a competitive business site (1/2)

- **Logistics in the Federal Republic of Germany**
  - is of key importance for industry, growth, prosperity and employment
  - is the third largest sector in Germany employing more than 2.7 million people with an annual turnover of approx. 200 billion euros
- **Logistical processes are essential prerequisites for successful economic activities. Important elements in this context are:**
  - qualified logistics services,
  - a well-developed transport infrastructure
  - an industry-friendly regulatory framework





## Importance for Germany as a competitive business site (2/2)

- **The World Bank study "Connecting to Compete 2010: Trade Logistics in the Global Economy" analyzed the logistics performance of 155 countries.**
- **Outcome: Germany was found to be the site with the best performance worldwide.**
- **The main reasons for this are:**
  - **the extremely well-developed infrastructure**
  - **customs clearance with relatively little red tape**
  - **the high share of exports in economic production**
  - **an entrepreneurial landscape characterized by SMEs**
- **Germany's leading position in international logistics makes an important contribution to Germany's economic success.**



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## Challenges to German transport policy (1/4)

### Transport growth as a result of globalization and an increasing division of labour

- By 2025, the volume of freight traffic in Germany will increase by more than 70 % compared with 2004 levels.
- The demand for logistics and transport services will thus multiply.



Ensuring the functioning of the freight transport system by

- upgrading the infrastructure
- using modern traffic management systems

while, at the same time,

- providing sufficient funding for the renewal of the infrastructure
- causing as little adverse effect as possible on passenger transport



## Challenges to German transport policy (2/4)

### Climate change and environmental protection

- Increasing demand for land
- Rising emissions (CO<sub>2</sub>, pollutants, noise)



- Making transport environmentally acceptable and reducing its climate change impact:
- Targets in Germany:
  - By 2020, reducing emissions of climate change gases by 40 % compared with 1990 levels, for instance by introducing environmentally friendly drivetrains (i.a. electric mobility)
  - Reducing noise emissions in order to enhance acceptance among the general public (e.g. by means of noise barriers)
  - Measures to promote "green logistics"
  - Reducing land take for infrastructure (e.g. by the obligation to demolish old roads)







## Challenges to German transport policy (3/4)

### Demographic change

- Development differs from one region to the next
- Changed logistics and mobility requirements



Demand-responsive  
infrastructure investment



### Changed working conditions and skills requirements

- Increasing shortage of skilled labour
- Growing demand for / entitlement to in-company training courses



Enacting effective social  
legislation and monitoring  
compliance with this  
legislation



## Challenges to German transport policy (4/4)

### More stringent safety and security requirements

- Higher average age of road users
- Terrorist threats



Guaranteeing supply chain security through international cooperation with as little adverse impact as possible on the ability of the transport system to operate efficiently and speedily





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## Drawing up of the Action Plan (1/3)

- **Since November 2009, Germany has had a Christian-liberal coalition government that has committed itself among other things to strengthening Germany as a logistics centre by means of a Freight Transport and Logistics Action Plan drawn up together with industry.**
- **The work on the Action Plan was carried out by means of written comments and in discussions chaired by the Federal Government Coordinator for Freight Transport and Logistics with representatives of industry, trade unions and associations. The German federal states were kept informed.**
- **Publication of the Action Plan by Federal Minister Dr Ramsauer on 22 November 2010 during a major press conference.**



## Drawing up of the Action Plan (2/3) The three aspects of transport policy

### Economy

Making a lasting contribution to prosperity and employment.

### Ecology

Preserving natural resources and thus safeguarding the quality of life of present and future generations.

### Social aspects

Enabling everyone to participate in public life, i.e. affordable mobility, safety and fairness in transport and good working conditions for people employed in the freight transport industry.





## Drawing up of the Action Plan (3/3)

### The document

You may request a copy  
of this Action Plan by  
sending an email to:

**[peter.luettjohann@bmvbs.bund.de](mailto:peter.luettjohann@bmvbs.bund.de)**



### Freight Transport and Logistics Action Plan – Logistics Initiative for Germany



Transport Mobility Housing Urban and Rural Areas Transport Mobility Housing  
Urban and Rural Areas [www.bmvbs.de](http://www.bmvbs.de) Transport Mobility Housing Urban  
and Rural Areas Transport Mobility Housing Urban and Rural Areas Transport





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## Contents of the Action Plan

### Five key objectives:

- 1 Strengthen Germany as a logistics centre
- 2 Enhance the efficiency of all modes of transport
- 3 Exploit the strengths of all modes of transport by interlinking transport infrastructure in an optimum manner
- 4 Promote the compatibility of transport growth with environmental protection and climate change mitigation
- 5 Support good conditions of working and training in the freight transport industry



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## Objective 1: Strengthen Germany as a logistics centre

### Example Measure 1 A: Implement the National Strategy for Sea and Inland Ports

The key objectives of the Federal Government's National Ports Strategy are:

- Upgrade transport infrastructure that is relevant to ports and remove capacity constraints at ports
- Enhance the competitiveness of ports
- Safeguard and strengthen training and employment
- Promote action to protect the environment and tackle climate change
- Optimize supply chain security

**Establish high-level implementing bodies with representatives of the port industry and the federal states**

**→ Advisory Council at State Secretary level**

**→ Steering Committee at Director-General level**

**→ Coordination Unit at the Ministry**

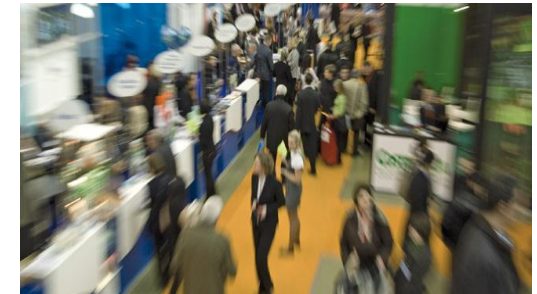


## Objective 1: Strengthen Germany as a logistics centre

### Example Measure 1 C

### Market Germany as a centre for logistics

- Germany has a high level of logistics expertise at international level.
- As a centre for logistics, Germany is the gateway to Europe.
- These qualities should be highlighted at international level in order to arouse the interest of foreign shippers.



### → Market Germany as a centre for logistics

- The Federal Ministry of Transport, Building and Urban Development is financing the "Logistics Alliance Germany" initiative
- The transport industry has established a society to promote this end.



## Objective 1: Strengthen Germany as a logistics centre

### Example Measure 1 E

### Freight transport and logistics network

- Transport policies should not be handed down from the ivory tower.
- An intensified exchange of ideas and opinions will
  - create more transparency and
  - facilitate more practice-oriented decisions and higher acceptance.

→ Establish and maintain a network including all stakeholders by

- hosting a large conference on "Freight transport and Logistics" once a year, chaired by Federal Minister Ramsauer
- organizing network events twice a year, chaired by the Federal Government Coordinator for Freight Transport and Logistics





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## Objective 2: Enhance the efficiency of all modes of transport

### Example Measure 2 A

### Implement public-private partnerships (PPP) in the widening, structural maintenance and operation of motorways

- Maintaining / upgrading the federal motorway network requires a high level of financial expenditure.
- Often, implementation by private investors will be more cost efficient.
- Major projects can often be implemented more quickly with private investors.

→ **Increasingly, PPP solutions are being examined for suitable road construction projects. In doing so, two different models are considered:**

- **A model**: A private investor finances the upgrading of a motorway and the operation of the upgraded section for 30 years. In return, the investor receives the revenues from the HGV tolls charged on this section by the state.
- **F model**: A private investor constructs and operates a bridge or a tunnel and is entitled to collect his own fee from the users.



## Objective 2: Enhance the efficiency of all modes of transport

### Example Measure 2 B

### Deploy more traffic information and management systems on federal motorways and interlink them

- Transport telematics services will help smooth traffic flows and optimize operations
- Make better use of the federal motorways by allowing temporary hard shoulder running
- Major projects can often be implemented more quickly with private investors



- Identify the actual requirements for the federal trunk roads and further expand traffic control systems
- Creation and provision of a virtual mobility data marketplace by the private sector as a central portal in which online traffic data are made available



## Objective 2: Enhance the efficiency of all modes of transport

### Example Measure 2 C

### Optimize roadworks management on federal motorways

- Prevent congestion and enhance the efficiency of the motorway network
- Improve road safety
- Reduce harmful emissions to the environment



→ Reduce the duration of roadworks by optimizing the work flow, but also by means of contractual arrangements, e.g. bonus / penalty schemes.

→ On especially critical sections of road, Sunday and night-time working must also be included.



## Objective 2: Enhance the efficiency of all modes of transport

### Example Measures 2 D and 2 E

### Segregate freight and passenger traffic and Review the requirement plans for the federal trunk roads and the federal railways and the requirements for the inland waterways

- The targeted and efficient upgrading of the transport infrastructure is absolutely essential to the logistics sector and the economy.
- This also includes ensuring quick freight transport operations without, in doing so, creating obstacles to the increasingly rapid passenger transport.
- At the same time, the state funds provided for these objectives are increasingly limited.

- Funding for state investment in transport infrastructure should be sustained at as high a level as possible
- Forward-looking planning by establishing federal transport infrastructure plans (next in 2015) which set clear priorities based on the benefit to the national economy
- In doing so, separate lines for freight and passenger transport should be considered, where possible, and particular emphasis should be placed on the removal of bottlenecks and on structural maintenance





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## Objective 3: Exploit the strengths of all modes of transport by interlinking transport infrastructure in an optimum manner

### Example Measure 3 A

### Improve the framework for combined transport

In Germany, a dense network of 123 terminals is available for transshipping container cargo and other unit loads from road to rail and waterway. This makes it possible to

- enhance the capacity of the overall system
- relieve congestion on the roads
- ensure more environmentally friendly transport operations

- **The system of state funding for combined transport will be realigned to meet the new logistics requirements.**
- **The amendment of the relevant funding guidelines will come into effect on 1 January 2012.**
- **The state funding for combined transport is to be placed on a permanent basis.**



## Objective 3: Exploit the strengths of all modes of transport by interlinking transport infrastructure in an optimum manner

### Example Measure 3 D

### Analyze the potential for multimodal transport

- Further options for shifting freight traffic to the railways and waterways are to be identified.



- A comprehensive study is to be conducted to identify untapped potential to optimize freight transport chains and thus to enable the government to take the relevant measures.
- To supplement this, a quantitative analysis is to show what proportion of all transport services is basically suitable for multimodal transport.
- The study will then be evaluated in cooperation with the private sector.



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## **Objective 4: Promote the compatibility of transport growth with environmental protection and climate change mitigation**

### **Example Measures 4 A and 4 B**

#### **Mitigate noise on the railways and**

#### **Financial assistance programme to encourage the use of modern technologies to reduce the noise caused by rolling stock**

- The high levels of noise to which the residents of densely populated areas are exposed make it difficult to achieve public acceptance of railway transport operations
- Therefore, action must be taken to prevent noise pollution from rail-borne vehicles by
  - retrofitting the rolling stock with quiet braking systems
  - deploying quiet freight wagons on busy routes
  - installing noise barriers

**→ Varying track access charges by noise emissions**

**→ State incentives for the procurement of quiet freight wagons**

**→ Construction of noise protection installations on railway tracks**





## Objective 4: Promote the compatibility of transport growth with environmental protection and climate change mitigation

### Example Measure 4 D

#### Initiative for logistics in urban areas

- Make the last-mile distribution of goods smoother and more environmentally friendly
- New approaches to logistics should be developed and promoted to this end; freight villages could prove a good solution
- Freight villages will also contribute to relieving inner-city congestion

- A study is being conducted to examine the transport, economic and ecological impacts of freight villages.
- The needs of commercial transport must be taken into account in spatial and regional planning.
- Alternative commercial vehicle strategies will be trialled in cities and conurbations.





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## Objective 5: Support good conditions of working and training in the freight transport industry

### Example Measure 5 A

### More parking areas for HGVs on federal motorways

- Improve working conditions (driving times and rest periods) and road safety
- Make optimum use of traffic spaces (no unnecessary circulation by vehicles searching for parking space)



→ In 2008/2009, an additional 3,000 parking spaces were constructed. A further 8,000 will be constructed over the period to 2012.

→ 15 pilot projects trialling the use of telematics applications for parking management will run until mid-2011.



# Thank you very much!

For further information on the Action Plan,  
please contact me by email:

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