UNECE Working Party on Intermodal Transport and Logistics

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The German Masterplan for Freight Transport and Logistics

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Germany as a center for freight transport and logistics - Key functions and tasks

**Hub and gateway function**
Through large centres of the freight transport and logistics industry, nodal points, freight villages, seaports, inland ports, intermodal terminals

**Transit function**
Commodity flows in N-S and W-E direction

**Service function**
Service through efficient and competitive logistics excellence

**Supply and disposal function**
Nationwide for conurbations and economic areas, as well as for sparsely populated regions

Goal: Preserve the functionality and thus the efficiency of the overall transport system
Challenges

Forecast for 2025: dramatic increase in freight transport

- Freight transport by approx. 70%
- Long-distance road haulage by almost 90%
- Passenger car traffic by around 20%
- Seaport hinterland transport + 131%
Challenges

What reasons did we find?

• Globalization with an increasing international division of labor

• Global sourcing of preliminary products will continue to increase -> more transit through Germany

• Exports and imports will increase by 3% per year

• Disproportionate growth in seaport hinterland transport
Challenges

Increasing traffic volume means:
- More space required for infrastructure
- Traffic noise
- Energy consumption
- CO₂ emissions

Transport sector is currently responsible for:
- 70% of the consumption of mineral oil
- 20% of the CO₂ emissions in the EU
Challenges

Working conditions and qualifications

- logistics in Germany stands for a workforce of ca. 2.7 million people
- 44% of these people have no professional training
- the companies and their workers have to cope with social dumping

Challenge: how to improve qualifications and how to maintain efficient law-enforcement?
Globalization
Disproportionately high increase in worldwide specialization and division of labour / further rise in international trade

Demographic change
Changes in mobility and consumption requirements

Technologies
New requirements to be met by innovative and efficient logistics systems, increase in complexity and required service quality

Human Resources
Availability of skilled human resources as a basis for the successful further development of the logistics industry

Climate change and environmental protection
Need to reconcile ecological and economic aspects (limited resources, climate change…)

Germany as a logistics center

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Responses

What are our responses?

• It is the task of politics to provide structure

• Maintaining mobility under changing framework conditions = to structure transport sustainable.

-> Masterplan Freight Transport and Logistics
Target groups

- Authorities (National, Regional, …)
- Carriers
- Shippers
- Associations
- Logistics companies etc.

…but also **final consumers** who, with their consumer requirements, also help to shape and determine a large proportion of freight transport and logistics flows.
**Methodology**

**Masterplan**

Güterverkehr + Logistik

Lead responsibility: Federal Ministry of Transport, Building and Urban Affairs

**Network management**

“Structured dialogue”

- Workshops
- Events
- Working groups
- Conferences

**700 experts from:**

industry, academia, associations, chambers, authorities, unions

**Expert advice**

“Advisory consortium”

- Review
- SWOT analyses
- Need for action
- Action areas
- Recommendations
- Measures

**Coordination processes**

**Dynamic process**

**Masterplans / Action plans**

(EU/Gov./regions)

- Rail
- Aviation
- Inland ports
- Seaports
- Freight villages
- EU action plan
- Others

**Draft Masterplan (March 14, 2008)**

Approval by Federal Cabinet (July 16, 2008)
Methodology – Areas of responsibility

Action areas / measures

Players
mainly public sector

Players
mainly private sector

All players

Infrastructure

Skills

Systems/chains

Projects

Initiatives

Incentives

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Methodology – Results achieved during the work process

Phase 1: “Freight transport and logistics” capture and analysis (2006)

Phase 2: Developing action areas

Phase 3: Creating focal points in the action areas (end of 2006)

Phase 4: Deriving proposals for action in fields of action (fall 2007)

Phase 5: Defining specific measures

Phase 6: Implementing the measures
Objectives

• A Making optimum use of transport infrastructure – shaping transport to make it more efficient
• B Avoiding unnecessary journeys – ensuring mobility
• C Shifting more traffic on the railways and inland waterway
• D Upgrading more transport arteries and hubs
• E Environmentally friendly and climate-friendly transport
• F Good working conditions and good training in the freight transport industry
• G Further measures to make Germany even more attractive as a center of logistics
Measures (examples)

- Standardize and link up traffic management systems on federal motorways
- Develop an national airports strategy
- Develop a national ports strategy
- Urban Logistics initiative
- Increase funding for combined transport
- Segregate passenger and freight traffic
- Further tighten environmental and safety standards
- Launch a basic and further training initiative
- Establish a freight transport and logistics network
- Implement a marketing strategy to promote Germany as logistics hub for Europe
Freight Transport and Logistics Masterplan
More information and ways to get involved:

www.bmvbs.de

Thank you!