



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





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**Dr Peter Ramsauer**

**Federal Minister of Transport, Building and Urban Development**



With the publication of this “Freight Transport and Logistics Action Plan – Logistics Initiative for Germany”, we are setting the stage for a sustainable and efficient logistics and freight transport system in Germany.

In doing so, we are implementing a key objective of the Federal Government’s transport policy. This objective involves facilitating the smooth transport of goods, and thus creating the conditions for growth and employment, without losing sight of the environmental protection and climate change aspects. If we are to achieve this, we need an efficient and environmentally sound transport system in which the individual modes of transport are interlinked in an optimum manner and can deploy their inherent strengths. In this context, the rail and waterway modes play an important role. Levels of freight traffic will rise sharply in the future, and it is our aim to transfer as much of this traffic as possible to these modes.

For Germany, as an exporting nation, efficient and environmentally friendly freight transport and modern infrastructure represent a crucial factor for success in international competition. As a centre for freight transport and logistics, Germany was recently rated by the World Bank as being the leading country not only in Europe but in the world. This is something of which the German transport industry, in particular, can be

proud. However, for me, as the Federal Minister of Transport, this is also an incentive to further strengthen and evolve this important sector of the economy. And there is a good reason for doing so. With a turnover of more than 200 billion euros in 2009, freight transport and logistics are the third largest sector of the economy in our country. This sector employs 2.7 million people. Their jobs are to remain secure and attractive in the future.

This is all the more necessary against the background of the financial and economic crisis. It has left its mark on the freight transport industry, as it has on other export-driven sectors. Fortunately, in the second half of 2010, a significant upturn is now apparent at last.

The present Action Plan realigns the Federal Government’s Freight Transport and Logistics Masterplan, which was prepared in the last parliamentary term, to address the current challenges. On this basis, we will, with a new, very concrete development strategy, create the conditions for strengthening Germany as a freight transport and logistics centre in international competition in an environmentally sound manner and permanently securing the jobs in this sector.

As we continue to implement the Action Plan, we also have to take into account the budgetary constraints on the Federal Government and the limit imposed on public borrowing by the Basic Law. That is why it is important to establish priorities. And that is exactly what this Action Plan does. Given the huge efforts that are being made to con-

solidate the budget, I am especially pleased that we have managed to keep investment in transport infrastructure at a high level. Efficient transport infrastructure is the lifeblood of our economy, and thus one of the major prerequisites for the prosperity of our country.

I would like to take this opportunity to say a big word of thanks to Parliamentary State Secretary Dr Andreas Scheuer who, as the Federal Government Coordinator for Freight Transport and Logistics, has overseen the development of the Action Plan with a high degree of personal commitment. My thanks also go to all those who actively participated in this development by making suggestions and contributing to the discussions. I hope that we will be able to jointly continue this cooperation, which has been constructive and conducted in a spirit of trust, in the forthcoming implementation of the measures.

A handwritten signature in black ink, appearing to read 'Volker Bouffier', is positioned below the text. The signature is fluid and cursive, with the first name 'Volker' being more prominent than the last name 'Bouffier'.

# Joining forces with the private sector to promote good logistics in Germany

**Dr Andreas Scheuer**

**Parliamentary State Secretary at the Federal Ministry of Transport, Building and Urban Development and Federal Government Coordinator for Freight Transport and Logistics**



The Coalition Agreement between the Christian Democratic Union (CDU), Christian Social Union (CSU) and Free Democratic Party (FDP) includes the objective of strengthening Germany as a centre for logistics by joining

forces with the private sector and realigning the Freight Transport and Logistics Masterplan. This has involved adapting the Masterplan, which was adopted two years ago, to address the current conditions. But above all it has involved a strategic readjustment. The guiding principle of this Federal Government is to facilitate mobility rather than hampering it. In the interests of a forward-looking freight transport policy, we must ensure that the transport of goods is efficient, environmentally sound and multimodal. In this context, the railways and waterways have a major role to play. They have to be able to accommodate as much freight traffic as possible in order to reduce congestion on the roads. In addition, we have to improve the regulatory framework and continue to consolidate the advantages of Germany as a centre for logistics. In this context, the individual measures are described in as concrete and practical terms as possible. In addition, we were keen to no longer just put them side by side, but to allocate clear priorities to them.

The Action Plan that has now been published is the outcome of an intensive process of discussion with

the private sector, the aim of which was to develop a logistics initiative for Germany that is supported by all stakeholders. For this reason, companies and trade associations were included in the process of realignment from the outset and all suggestions and criticisms were discussed, considered and, wherever possible, taken into account in a transparent and open dialogue. This was not always easy and occasionally resulted in heated discussions. Nevertheless, the process was always characterized by mutual understanding and a dedicated search for solutions. What we now have is a streamlined and concrete transport policy framework for action in the freight transport and logistics sector. This Action Plan will help to secure the productivity of Germany as a competitive site for industry and to successfully exploit opportunities for growth.

The outcome of the dialogue was that a total of 30 measures were defined, which have been included in the Action Plan. These measures are geared to the Federal Government's five key objectives in shaping freight transport and logistics and have been allocated to these objectives in terms of their subject matter. The objectives are:

- strengthen Germany as a centre for logistics;
- enhance the efficiency of all modes of transport;
- exploit the strengths of all modes of transport by interlinking transport infrastructure in an optimum manner;
- promote the compatibility of traffic growth with measures to protect the environment and tackle climate change;
- support good conditions of working and training in the freight transport industry.

A package of measures is allocated to each objective. Those measures which, in the light of the current economic and financial crisis, are considered especially important for the development of Germany as a centre for logistics are to be given priority in implementation. These include, among others, the implementation of the National Ports Strategy and relevant parts of the Federal Government's 2009 Airports Strategy, in order to gear the major transport hubs to the future growth in the level of freight traffic. Another priority project is the optimization of roadworks management on federal motorways to improve the flow of traffic. In the field of co-modality, an important role is played by combined transport, without which a major contribution to the reduction of CO<sub>2</sub> emissions would not be possible.

In the Freight Transport and Logistics Action Plan, each individual measure is an important component of a fine-tuned overall strategy. The aim of this strategy is to strengthen the modes of transport and enable them to exploit their inherent advantages. In addition, it is necessary to create multimodal interchanges in order to establish smooth transport operations. In this way, it will also be possible to generate more traffic for the railways and waterways.

Wherever necessary, new measures were added to the framework for action. This applies, for instance, to the nationwide field trialling of "longer goods vehicles", by means of which we wish to study the economic, ecological and transport impacts of these vehicles. Not until these knock-on effects are known will it be possible to take a responsible decision as to whether the permanent approval of these vehicles, in conformity with EU legislation that would have to be amended, would be beneficial. In addition, nationwide field trialling of freight trains longer than 750 metres is designed to identify possibilities for making more efficient use of existing capacity on the railways. This can make a major contribution towards shifting more freight traffic to the railways. We have also included an analysis of the potential for multimodal transport, the findings of which are to be used

to optimize freight transport chains with a view, among other things, to achieving a modal shift. The study entitled "Optimizing Transit Traffic", whose focus on reducing unnecessary journeys was rightly criticized, has been recast with the aim of developing measures to improve long-distance freight transport operations.

On the other hand, given the changed situation, it is possible to totally discontinue some of the measures in the Freight Transport and Logistics Masterplan. This applies, for instance, to the formulation of a strategy for the internalization of external costs. Here, the Federal Government believes it is up to the European Commission – as part of its activities to amend the Infrastructure Charging Directive – to present an appropriate concept that includes all modes of transport and treats them according to the same criteria.

Nor will the review, envisaged in the Masterplan, to evaluate the regulatory framework for freight transport be pursued any further. To this end, the Federal Government has made binding commitments on the basis of the Coalition Agreement. This applies in particular to the "user pays" principle and infrastructure charging. Thus, we will strengthen the mode-specific "closed funding cycles". For the roads, we intend to introduce such a cycle as early as 2011. All revenue from HGV tolls will then be ringfenced to fund the federal trunk roads. This also applies to the toll revenue that will be generated by the planned extension of tolling to federal highways with four or more lanes. In addition, we have revoked the increase in toll rates for EURO III vehicles. In the rail sector, we are currently undertaking a comprehensive review of the multiplicity of regulatory provisions. This also concerns, in particular, issues relating to the "user pays" principle, such as the rules governing charging and access to the network and service facilities.

In the years ahead, enhancing the efficiency of the overall transport network and co-modality

will be at the forefront of our policy. The Action Plan clearly focuses on removing bottlenecks and upgrading transport hubs and major arteries, as well as hinterland connections. This includes the development of a new basic approach to federal transport infrastructure planning with criteria for determining which projects are to be given priority in implementation.

This Action Plan provides a framework for action to tackle the current challenges, and at the same time serves as a basis for further improvements to Germany as a centre for logistics. The measures will result in a more efficient freight transport system and, in doing so, will generate maximum benefit for Germany as a centre for logistics, for the future of which all modes of transport are important. The development of the Action Plan has demonstrated that an open and transparent process results in a balanced outcome for all modes of transport. It is now imperative that we join forces to implement the individual measures.

A handwritten signature in black ink, reading "Andreas Scheuer". The signature is written in a cursive, flowing style with a large initial 'A'.



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

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## The measures of the Action Plan

# 1. Strengthen Germany as a logistics centre

Raw materials, intermediate products and finished goods enter Germany via our seaports and airports. High quality products are exported from Germany via the same gateways to destinations throughout the world. As transport hubs, ports and airports thus have a major role to play for Germany as an exporting nation. Alongside our well developed transport network and the outstanding quality of German logistics service providers, they form the basis for an efficient international exchange of goods. In addition, high-capacity ports are essential if we are to reduce the levels of freight traffic on our roads. Ensuring that this transport network functions properly and optimizing it are essential to Germany as a centre for logistics. This quality of Germany as a business location is to be marketed better worldwide. In particular, our innovative transport technologies and logistics services provide us with an opportunity to open up foreign markets. Appropriate security measures protect the people employed in the freight transport industry and ensure the safe provision of these important services. The measures identified in this Action Plan are being progressed by a communications network involving all the relevant stakeholders and headed by the Federal Government Coordinator for Freight Transport and Logistics.

#### Especially important measures:

- A Implement the National Strategy for Sea and Inland Ports
- B Implement the Federal Government's 2009 National Airports Strategy (wherever it is freight-related)
- C Market Germany as a centre for logistics
- D Security strategy for the freight transport and logistics industry

#### Other measures to be implemented:

- E Freight transport and logistics network
- F Permanent point of contact: Federal Government Coordinator for Freight Transport and Logistics



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



### What are our objectives?

- The ports are to be strengthened in their function as major import/export hubs, nodal points of land and waterborne transport, logistics centres and industrial sites.
- Conditions of competition that are uniform worldwide are to be achieved and the upgrading of ports to multifunctional logistics and commercial sites is to be progressed.
- Transport infrastructure that is relevant to ports is to be upgraded.
- Capacity constraints at ports are to be removed and supply chain security is to be optimized.
- At the same time, training and employment is to be safeguarded and developed.
- Action to protect the environment and tackle climate change is to be promoted.

### How do we want to achieve this?

- Investment is to focus on the provision of rail, waterway and road links to and from ports.
- In addition, investment by federal states in the port infrastructure and the upgrading of the superstructures<sup>1</sup> (e.g. terminals) is to be stepped up.

- Operations at ports, including the use of information technology, telematics and routing, are to be optimized and ports are to be interlinked to a greater extent. In addition, greater account is to be taken of the future space requirements of ports.
- To strengthen the skills base, more long-term unemployed workers are to be trained and the training courses are to be adapted to the new requirements of ports and the logistics sector.
- Environmental standards are to be implemented in a manner that is uniform worldwide. In addition, supply and disposal facilities (including shore-side power supply) are to be improved, and emission control and sustainable urban planning strategies are to be taken into account.
- Uniform international security standards are to be implemented

### What's new?

- Implementation of the entire strategy in cooperation with the federal states and the appropriate trade associations will take place over the period to 2020.
- Implementation planning was finalized in the autumn of 2010.
- A report on the state of play of implementation will be published annually.

<sup>1</sup>The term "superstructure" is the opposite of "infrastructure" and denotes, for instance, all types of buildings (warehouses, office and residential buildings, etc.) as well as all types of fixed or semi-mobile equipment (cranes, ramps, etc.).



## 1 B Implement the Federal Government's 2009 National Airports Strategy (wherever it is freight-related)

### What are our objectives?

- The Airports Strategy, which was adopted in May 2009, addresses the transport, social, economic and ecological developments of recent years and, on this basis, formulates, from the perspective of the Federal Government, requirements for the future that are to be implemented by the Federal Government and the federal states, depending on who is responsible.
- The Federal Government's Airports Strategy identifies measures to ensure that Germany, as an air transport hub, is optimally placed in terms of its airport structure for integration in the world markets and to enhance its competitiveness. The freight-related measures will make a major contribution towards strengthening Germany as a centre for logistics.

### How do we want to achieve this?

- From the package of measures listed in the Airports Strategy, the following measures have already been launched:
  - Establish a group of experts to address planning and licensing issues.
  - Establish a group of experts to address the EU guidelines for the „funding of airports and the granting of state aid to air carriers at regional airports“.

### What's new?

- The measures and strategies identified in the Federal Government's 2009 Airports Strategy are now to be implemented as quickly as possible.



## 1C Market Germany as a centre for logistics

### What are our objectives?

- As the gateway to Europe and the world, Germany, as a leading centre for logistics, is to be made internationally visible and recognized as a trademark, especially on non-European markets.
- The interest of foreign shippers in the services provided by the German freight transport and logistics industry is to be aroused and an exchange of experience and collaborative schemes are to be facilitated.

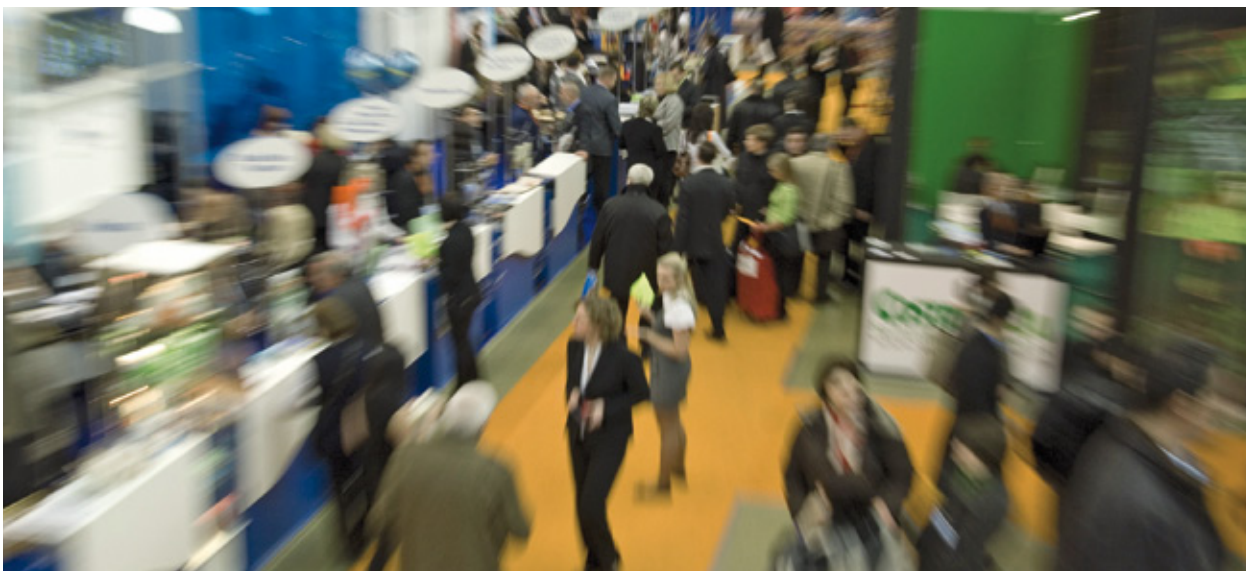
### How do we want to achieve this?

- By means of targeted activities, we are promoting Germany as a centre for logistics internationally.
- We are intensifying this marketing with external support at international trade fairs, in particular in Russia, Brazil, the USA, India and China.

- The Federal Ministry of Transport, Building and Urban Development will initially provide 600,000 euros annually for this purpose over the period to 2013.
- The transport industry will match this funding with an amount that is at least as high. This is intended to strengthen the impact of the initiative.

### What's new?

- The international image of Germany as a centre for logistics is to be enhanced by ensuring that those who market German logistics cooperate and coordinate their activities wherever possible.
- We are intensifying cooperation between the Federal Government, the federal states and regional marketing initiatives.
- In the future, the Federal Ministry of Transport, Building and Urban Development will support the initiative by increasing its political presence at events, especially outside Germany.



## **1D Security strategy for the freight transport and logistics industry**

### **What are our objectives?**

- To ensure properly functioning supply chains and reliable transport infrastructure services, a multimodal strategy for security in the supply of goods is to be developed.
- This approach is to ensure maximum security while imposing as little burden as possible on the flow of traffic and goods and is to preserve the competitiveness of businesses.

### **How do we want to achieve this?**

- The Federal Ministry of Transport, Building and Urban Development is preparing a study on the potential risks and threats in the freight transport sector.
- Measures to improve security are being coordinated with the stakeholders and will be concluded as quickly as possible.
- The security strategy for the freight transport and logistics industry is about flexible solutions, not rigid regulation.
- The activities are closely dovetailed with security research. The Federal Ministry of Transport, Building and Urban Development will campaign for security aspects in the freight transport and logistics sector to be included again in the Federal Government's updated civil security research programme.

### **What's new?**

- A cross-sector working party of the freight transport and logistics associations and the appropriate Federal Government departments has been established.
- A review of the existing security level has been undertaken.

## 1 E Freight transport and logistics network

### What are our objectives?

- We will optimize communication between policymakers and transport stakeholders, thereby improving practical cooperation.
- This intensified exchange of ideas and experience will enable us to identify German positions and interests at an early stage in order to implement them more effectively in EU projects in Brussels. In addition, potential fields of innovation are to be identified.

### How do we want to achieve this?

- We will establish a permanent discussion group comprising representatives of the Federal Ministry of Transport, Building and Urban Development and, in particular, representatives from

businesses and associations in the freight transport and logistics sector.

- In addition, we will host an annual networking event at which EU-relevant questions and selected issues will be discussed at a high level. The focus of these questions and issues will be the strengthening of Germany as a centre for logistics and the optimization of the transport system as a whole.

### What's new?

- Government and industry will be directly dovetailed in activities to evolve Germany as a centre for logistics.
- The network will also be used to generate ideas in the sphere of innovation.





### **1 F Permanent point of contact: Federal Government Coordinator for Freight Transport and Logistics**

- The position of a Federal Government Coordinator for Freight Transport and Logistics has been established and will be maintained as a permanent high-level institution.
- The coordinator is the central point of contact for all issues relating to freight transport and logistics. He coordinates the necessary activities with other government departments.
- The coordinator will oversee the continuing process of implementing the Freight Transport and Logistics Action Plan.





**The measures of the Action Plan**

## 2. Enhance the efficiency of all modes of transport

Efficient infrastructure is a key prerequisite for the economic success of our country as well as for employment and prosperity. In the freight transport sector, the road mode bears the greatest load. For this reason, the potential inherent in this mode is to be better exploited, especially on the federal motorways. The involvement of private sector investors will make it possible to speedily upgrade bottlenecks and busy junctions. At the same time, the efficiency of the federal motorways and the flow of traffic are to be improved. To this end, roadworks management is to be improved and the installation of more traffic management systems is to be progressed, with the aim of creating an “intelligent motorway”. Field trialling of longer goods vehicles and long freight trains are to identify further options for optimization to make efficient use of existing capacity.

The Federal Government will continue to pursue the objective of shifting as high a proportion as possible of the forecast growth in traffic to the more environmentally friendly rail and waterway modes, thereby relieving the pressure on our roads and the environment in equal measure. Against this background, the targeted removal of bottlenecks on the roads, railways and waterways, with a systematic prioritization of construction projects, will be absolutely essential in the future. To make investment in a more targeted manner, a new basic approach is to be formulated. At the same time, it is imperative that the interoperability of the German rail network in Europe be improved. Against the background of the likely growth in the level of freight traffic, long-distance and cross-border services are to be surveyed and their economic, ecological and transport impacts studied. The optimization of freight transport movements will have a positive impact on the system as a whole. Among other things, solutions for avoiding delays at loading ramps are to help improve the flow of traffic.

#### Especially important measures:

- A Implement public-private partnerships (PPPs) in the widening, structural maintenance and operation of motorways
- B Deploy more traffic information and management systems on federal motorways and interlink them
- C Optimize roadworks management on federal motorways
- D Segregate freight and passenger traffic
- E Review the requirement plans for the federal trunk roads and the federal railways and the requirements for the inland waterways
- F Interoperability on the railways through ERTMS (European Rail Traffic Management System)
- G Conduct field trials of longer goods vehicles
- H Conduct field trials of long freight trains

#### Other measures to be implemented:

- I Optimize long-distance transport
- J Optimize operations at loading ramps

## 2 A Implement PPP solutions in the widening, structural maintenance and operation of motorways

### What are our objectives?

- A widening of infrastructure financing is to be made possible through public-private partnerships (PPPs). The greater involvement of private sector investors within the framework of PPP road construction projects will, if the projects are appropriate, result in economic benefits and the earlier implementation of large-scale construction projects. This will also make a contribution to the sustainable provision of high-quality infrastructure.

### How do we want to achieve this?

- Greater use is to be made of PPP solutions in appropriate road construction projects.
- Over the period to the end of 2014, around 175 priority federal motorway kilometres are to be widened to six lanes (four A model pilot projects<sup>2</sup> are currently underway as the first PPP batch).
- Contracts are to be awarded as quickly as possible for a further eight PPP projects (second batch) with advanced project structures, in each case depending on the granting of planning permission by the federal states and a positive value for money assessment.
- The F model<sup>3</sup> approach is to be pursued further for appropriate Federal Government projects.

### What's new?

- Widening of the first two A model pilot projects has been accelerated and will be completed before the agreed date (end of 2010). The A 4 project in Thuringia was opened to traffic in September 2010. The widening project on the A 8 in Bavaria will likewise be completed in the near future.
- The procurement procedures for two PPP projects in the second batch are currently underway (A 8/second construction phase in Bavaria and A 9 in Thuringia).



<sup>2</sup> The A model for widening motorways by adding lanes became possible with the introduction of the distance-based HGV tolling scheme on motorways. It involves transferring responsibility for the construction of additional lanes, the structural maintenance and operation of all lanes and the funding of the package of measures to a private sector operator. In return, the operator receives the revenue, or part of it, from the HGV tolls charged on the section of road in question. In addition to the HGV toll, the Federal Government can, if necessary, provide start-up funding, the amount of which is subject to competition.

<sup>3</sup> Another operator model is the so-called F model under the Private Sector Funding of Trunk Road Construction Act. This involves a private sector operator constructing, operating, renewing and funding a section of road. To recoup their costs, the operators themselves can collect tolls from all users. The F model is confined to bridges, tunnels and mountain passes along motorways and federal highways plus multi-lane near motorway standard federal highways. The tolls (public law charge or private law fee) are set by the appropriate federal state authority.



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



### What are our objectives?

- The capacity of busy sections of federal motorway is to be enhanced by deploying more traffic management systems and interlinking them, thereby improving the flow of traffic (by preventing congestion).
- The use of value-added services based on the tolling platform<sup>4</sup> is to be made possible, having due regard to the requirements of the European Commission and the Motorway Toll Act.
- This is designed to enhance the efficiency of the entire motorway network.
- The overarching aims are to improve road safety and achieve a positive effect in measures to protect the environment and tackle climate change through the reduction of CO<sub>2</sub> emissions.

### How do we want to achieve this?

- Traffic management systems are to be installed over the entire length of busy stretches of federal motorway. Dynamic displays indicating maximum speeds, overtaking bans or lane use will make it possible to respond promptly to current or evolving traffic situations, for instance by choosing a different route.

- Specific measures are being established in a “Project Plan for Road Transport Telematics in 2015”, for instance:
  - A 3 motorway between Oberhausen interchange and Leverkusen interchange
  - A 5 between Alsfeld-Ost and Hattenbach junction
  - A 8 between Leonberg junction and Wendlingen junction
  - A 9 between Holledau junction and Neufahrn interchange
- This plan will be developed and coordinated with the federal states in the near future.
- The Federal Ministry of Transport, Building and Urban Development is providing support in an advisory capacity and within its means to measures such as the establishment of a telematics gateway company for use of the value-added services based on the tolling platform.
- Existing traffic management systems operated by the federal states will be interlinked by the creation of an online data marketplace, with which all the available traffic information relating to the volume and flow of traffic can be exchanged with other stakeholders, including private partners.
- Pilot operation of the online portal is to be launched in the summer of 2011.

### What's new?

- For the planned interlinking of existing traffic management systems and the inclusion of private sector traffic information service providers, a pilot project – the Mobility Data Marketplace<sup>5</sup> – is being prepared on the basis of a feasibility study that has since been concluded.

<sup>4</sup> Value-added services based on the tolling platform are all services and applications in the field of transport telematics that can be provided with the aid of the technical equipment of the tolling system: for instance, fleet management, consignment tracking, dynamic route guidance, vehicle scheduling, information services.

<sup>5</sup> The mobility data marketplace (MDM) is a central portal in which, in the future, all available online traffic data is to be made available to traffic management operators and providers of traffic information services for road users in near real time and high quality. Within the framework of the MDM, a „virtual mobility data marketplace“ will be created in an initial pilot application starting in 2011. We hope this will make a key contribution towards improving information on the transport networks for road users and open up new possibilities for traffic management. In addition, the private sector service providers will also benefit from the simplified access to a large online database, because they will be able to deliver new services and improve the quality of existing services.

## 2 C Optimize roadworks management on federal motorways



### What are our objectives?

- Better roadworks management can prevent congestion and enhance the efficiency of the motorway network.
- At the same time, safety is to be improved and harmful environmental emissions are to be reduced.

### How do we want to achieve this?

- Within the framework of a roadworks management scheme,
  - roadworks will be organized such that they obstruct the flow of traffic as little as possible;
  - the duration of roadworks will be reduced by optimizing the work flow;
  - information on roadworks will be disseminated.
- By means of contractual arrangements, e.g. bonus / penalty schemes, it will be possible to reduce the duration of roadworks.
- The Federal Government will review the federal states' scheduling of roadworks to determine whether they are selecting traffic routing system that are sufficiently efficient. On busy motorways, all roadworks must be carried out making use of daylight and Saturday working; in the case of roadworks on especially critical sections of road, Sunday and night-time working must also be included.

### What's new?

- In the short term, a "Roadworks Site Management Toolkit" will be introduced. This is to contain recommendations on optimized work flows in the planning of routine maintenance work sites and in the actual execution of roadworks, including gearing them more closely to the traffic situation at any given time.
- A "Roadworks Duration Catalogue" with guidance for standard roadworks in motorway construction is being used by the federal states and is being evaluated and updated together with them. The possibility of extending this catalogue to cover new build schemes is being examined (since mid-2010).
- Measures designed to reduce the duration of roadworks sites are to be implemented by means of an optimized contract and project management system. In addition, the deployment of more project management instruments to reduce the duration of roadworks is being considered in cooperation with the federal states.
- The projects will be evaluated with regard to the congestion prevention effects over the period to 2015.

## 2 D Segregate freight and passenger traffic

### What are our objectives?

- By reducing pathing conflicts between regional passenger rail services and rail freight services, and by taking targeted action to remove bottlenecks on the railways and the roads, a greater separation of the different types of traffic on busy routes is to be achieved.

### How do we want to achieve this?

- Investment in transport infrastructure schemes will be sustained at as high a level as possible.
- Particular attention will be paid to the needs of rail freight in the plans to upgrade the rail network.
- National scope for reducing pathing conflicts on the railways is to be exploited.
- The widening of busy sections of federal motorway to six or eight lanes is to be accelerated and given priority in funding.

### What's new?

- Funding will focus on the removal of bottlenecks.
- When developing a new basic approach for a future Federal Transport Infrastructure Plan, particular attention will be paid to the different needs of passenger and freight transport.



## 2 E Review the requirement plans for the federal trunk roads and the federal railways and the requirements for the inland waterways



### What are our objectives?

- In the future, investment will have to be prioritized to a greater extent, with the aim of making the overall system more efficient. Thus, for the next Federal Transport Infrastructure Plan (FTIP), criteria for the prioritization of planned transport infrastructure projects are to be formulated as part of the activities to develop a new basic approach.
- The review of the requirement plans for the federal trunk roads and federal railways will serve as a basis for these criteria.

### How do we want to achieve this?

- On the basis of the traffic forecast for 2025<sup>6</sup>, and in line with the statutory mandate, the requirement plans for the federal trunk roads and the federal railways have been reviewed.
- In addition, the federal waterway projects in the 2003 FTIP are being reviewed to determine their macroeconomic effectiveness.

<sup>6</sup> Forecast of Germany-wide transport interconnectivity for 2025 by Intraplan Consult GmbH (ITP) and the Verkehr und Umwelt GmbH advisory group (BVU) of 14 November 2007

## 2 F Interoperability on the railways through ERTMS (European Rail Traffic Management System)

- A new basic approach for the FTIP is being developed in this parliamentary term. The new FTIP is to be adopted in the next parliamentary term in accordance with this basic approach and the criteria for prioritization.

### What's new?

- A new basic approach for the Federal Transport Infrastructure Plan is being developed.
- In addition, multimodal criteria for the prioritization of investment are being developed, for instance:
  - priority funding of projects to close gaps and upgrading and widening schemes for the urgent removal of bottlenecks;
  - prioritization based on the benefit to the national economy.
- In addition to the identification of the benefit of stand-alone projects to the national economy, transport corridors are also being taken into account.



### What are our objectives?

- ERTMS will make it possible to optimize use of the rail network by establishing interoperability in Europe. By deploying this system, we want to enhance the competitiveness of the railways and transfer more long-distance transport movements to the railways.

### How do we want to achieve this?

- Germany aims to initially equip the Rhine Corridor (Corridor A: Rotterdam – Emmerich – Basle – Genoa) with the certified European Train Control System (ETCS, Level 2) signalling technology. The costs will amount to around 870 million euros. Of this total, 126 million euros is available from the Second Economic Stimulus Package and from Deutsche Bahn AG (DB AG). The aim is to equip Corridor A over the period to 2015 in carefully balanced stages that are carefully coordinated with the overall development of the network. The project will be implemented by DB Netz AG as soon as funds have been provided.





- Germany will seek European Commission approval to establish interoperability for further corridors (B, E, F)<sup>7</sup> by equipping rolling stock with a specific transmission module (STM) over the period to 2015/2020. The STM will allow ETCS rolling stock to operate on all routes in Germany. Total costs will be around 200 million euros.

#### What's new?

- A national strategy will not be developed, because the framework for action is now determined by Commission Decision 2009/561/EC of 22 July 2009.
- The project will be focused on enhancing the competitiveness of the railways.
- The initial focus will be on delivering Corridor A (Rotterdam – Emmerich – Basle – Genoa) as a pilot project in Europe with a high level of traffic, high competition and intensive international cooperation. The aim is to have the German section (Emmerich – Basle) equipped by 2015.

## 2 G Conduct field trials of longer goods vehicles

### What are our objectives?

- Given the forecast growth in the volume of traffic, the roads, as the principal mode of transport, must be made more efficient. Larger transport units could support this objective.
- At the same time, account must be taken of the interests of other modes of transport, co-modality (i.e. the interplay between different modes) and road safety.

### How do we want to achieve this?

- In 2011, nationwide field trials will be conducted to examine the opportunities and risks inherent in the deployment of longer goods vehicles, especially with regard to the scope for savings and efficiency enhancement in the environmental and freight transport sectors and road safety. The study will also focus on impacts on infrastructure and the transport industry such as modal shift, impacts on combined transport and rail freight.
- The field trials will be designed in cooperation with the federal states affected. The private sector will also be included.
- We will implement the findings at national level – wherever this is legally possible – and contribute them to the appropriate bodies at EU level.

### What's new?

- This new measure is designed to explore whether innovative freight transport strategies can be used to enhance efficiency and reduce CO<sub>2</sub> emissions.

<sup>7</sup> Corridor B: Stockholm – Hamburg – Munich – Naples; Corridor E: Dresden – Prague – Constanța; Corridor F: Aachen – Hanover – Magdeburg – Frankfurt (O.)/Horka – Legnica

## 2H Conduct field trials of long freight trains

### What are our objectives?

- Given the forecast volume of freight traffic, the railways also have to be made more efficient if they are to be able to accommodate additional traffic. Larger transport units in the shape of longer trains (over 750 metres) could support this objective.
- At the same time, account must be taken of the impact on safety and infrastructure.

### How do we want to achieve this?

- Field trials of long freight trains will be conducted with the aim of generating robust evidence with sizeable volumes of freight in practical trials.
- These field trials are planned on the following high-demand lines:
  - (Padborg –) Flensburg – Hamburg,
  - (Betuwelijn –) Emmerich – Duisburg;
  - Karlsruhe – Basle
 and will take account of the interests of our neighbours Denmark, the Netherlands and Switzerland

### What's new?

- The new measure is designed to explore whether significant capacity enhancements are practicable without substantial infrastructure expansion.



## 2I Optimize long-distance transport

### What are our objectives?

- Proposals are to be developed as to how long-distance transport operations can be made more efficient as a whole.

### How do we want to achieve this?

- An objective survey is to be made of long-distance transport operations, including the actual proportion of transit operations on the main transport corridors in Germany.
- On this basis, proposals for measures to optimize long-distance transport operations will be developed and examined to determine their ecological, economic (e.g. in terms of wealth creation) and transport impacts.
- Only measures that have an altogether positive impact on the economy, the environment and transport will be selected for implementation.

### What's new?


- There will be a focus on long-distance transport operations as a whole.
- Our aim is to make long-distance transport operations more efficient and optimize them, not to reduce their number and make them more expensive.
- A quantitative analysis of traffic flows will serve as a basis for developing the measures

## 2J Optimize operations at loading ramps

### Motorways in Germany since reunification (as at 1 January 2010)




#### Motorways existing in 1990

-  4-lane federal motorway
-  6-lane federal motorway



#### New Motorways built between 1990 and 2009

-  4-lane federal motorway

#### Motorways widened between 1990 and 2009

-  Federal motorways widened from 4 to 6 or 8 lanes

#### Projects on federal motorways in accordance with the Requirement Plan for Federal Trunk Roads\*

-  New 4-lane federal motorway
-  Federal motorways to be widened from 4 to 6 or 8 lanes

\*The "first priority", "second priority with planning go-ahead" and "second priority" categories and the respective "special nature conservation planning mandate" of the Requirement Plan for Federal Trunk Roads are not shown separately.

### What are our objectives?

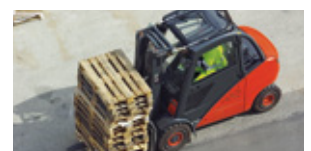
- By improving loading and unloading operations at loading ramps, the efficiency of logistics operations is to be improved across all modes of transport and good working conditions are to be promoted.
- At the same time, better use is to be made of the existing infrastructure and contributions are to be made to environmental protection and road safety.

### How do we want to achieve this?

- A robust set of data will be developed on the delays, their causes and possible solutions Initial findings will be available by the end of 2010.
- These findings will be analyzed in cooperation with trade associations to explore whether there is scope for further improvements. At the same time, account must be taken of existing rules, for instance the ban on driving on Sundays and public holidays.
- In addition, a study will be conducted in 2011 to identify possibilities for optimization. With the participation of the trade associations, the findings will be presented in a publication that will appeal to a wider audience.

### What's new?

- This measure will focus on the entire supply chain and will deliberately not confine itself to the extension of ramp times alone.
- A study will be prepared incorporating possible solutions that have already proved successful in practice.
- On the basis of this study, a publication intended for a wider audience will be published in cooperation with the trade associations.







#### The measures of the Action Plan

3. Exploit the strengths of all modes of transport by interlinking transport infrastructure in an optimum manner

To enhance the efficiency of the freight transport system as a whole, each mode of transport has to be able to deploy its inherent strengths in an optimum manner. Thus, for instance, the strengths of inland waterway transport for the movement of bulk cargo on inland waterways should be exploited, as should the flexibility and speed of heavy goods vehicles. The railways should be able to contribute their environmental advantages over long distances, in particular, and aircraft should be able to deploy their high speed over especially long distances and with time-sensitive goods. Each mode of transport can meet specific customer requirements. It is not until their respective strengths are combined that each mode can play its part in optimizing the overall transport system. Combined transport<sup>8</sup> has an important role to play here, because it makes it possible to enhance the capacity of the overall system and makes a major contribution towards relieving congestion on the roads. The roads will not be able by themselves to manage the forecast growth in traffic in the years ahead. Combined transport can significantly support a modal shift and help to improve the environmental performance of the transport sector. A new approach to funding and the provision of financial assistance to innovative and capacity-enhancing technologies for interlinking modes are to further reinforce these impacts. Shifting freight to seagoing vessels in short sea shipping will also help relieve the burden on the other modes. Finally, a study is to be conducted to identify further scope for developing multimodal transport.

**Especially important measures:**

- A Improve the framework for combined transport
- B Fund innovations and capacity enhancements in intermodal transport

**Other measures to be implemented:**

- C Strategy for short sea shipping
- D Analyze the potential for multimodal transport

<sup>8</sup> Combined transport is the intermodal transport of standardized loading units (swap bodies, containers, semi-trailers) where most of the journey is by rail or inland waterway, with initial and final road haulage legs that are as short as possible.

### 3 A Improve the framework for combined transport



#### What are our objectives?

- Strengthening combined transport is designed to enhance the overall system, relieve congestion on the roads and ensure more environmentally friendly transport operations. Combined transport funding is to be efficiently geared to these objectives in a new framework.

#### How do we want to achieve this?

- The system of funding for combined transport will be placed on a new footing by means of amended funding guidelines that will come into effect on 1 January 2012.
- The basis for developing these guidelines is the evaluation of the current guidelines on funding for combined transport terminals to the end of 2010.
- The funding for combined transport is to be increased in order to shift more traffic to the railways and waterways in the interests of environmental protection and to relieve congestion on our roads.

- The lessons learned from the recast of combined transport funding are to be used in a review of the programme for funding private sidings.

#### What's new?

- New interdepartmentally coordinated funding guidelines are to be developed, probably by the end of 2010.
- When developing the new guidelines, greater attention is to be given to quality targets.
- The lessons learned by other European Member States are to be taken into account.
- The guidelines are to enter into force on 1 January 2012 (the current guidelines will expire on 31 December 2011).



### **3 B Fund innovations and capacity enhancements in intermodal transport**

#### **What are our objectives?**

- Efficient modes of transport interlinked in an optimum manner are designed to improve the conditions for growth and competitiveness.
- The development and deployment of innovative technologies are designed to result in better use being made of the entire infrastructure and to make a contribution to a modal shift towards the railways and waterways.

#### **How do we want to achieve this?**

- Programmes to fund innovative technologies are to be evolved, strengthened and expanded.
- Ongoing programmes for the funding of innovative and capacity-enhancing technologies are to be reviewed. On this basis, consideration will be given to whether new funding guidelines are to be created.
- If necessary, funds can be requested for this purpose within the framework of the budget preparation by the Federal Ministry of Transport, Building and Urban Development.

#### **What's new?**

- A new funding strategy is to be developed.



### 3 C Strategy for short sea shipping



#### What are our objectives?

- Short sea shipping, incorporating inland waterway transport, is to play its part in relieving congestion on the roads and railways.

#### How do we want to achieve this?

- To this end, it is planned to develop a strategy in the following stages:
  1. review the systemic advantages and disadvantages of short sea shipping;
  2. identify the criteria that shippers use when selecting means of transport;
  3. develop measures that will promote a shift of flows of goods to the waterborne mode in order to relieve congestion on the road and rail networks and improve the environmental performance of the freight transport sector.
- Upgrading combined transport transshipment facilities at seaports is designed to create efficient centres of European short sea shipping.

- Together with the European Union, an optimum and fair framework for the evolution of short sea shipping is to be created. It is to be enabled to deploy its inherent advantages.
- Following a review and analysis by the industry as to whether an appropriate range of berths for inland waterway vessels is available, the possibility of including this in the strategy for short sea shipping will be examined.
- For marketing purposes, it is planned to provide funding of up to 190,000 euros a year to the national Short Sea Shipping and Inland Waterway Promotion Center (SPC), initially up to and including 2012.

#### What's new?

- There will be no focus on north-south movements.



### **3 D Analyze the potential for multimodal transport**

#### **What are our objectives?**

- Untapped potential for multimodal transport is to be identified in order to optimize freight transport chains.
- Options for shifting freight traffic to the railways and waterways are to be identified.

#### **How do we want to achieve this?**

- A comprehensive study is to be conducted to examine the potential for multimodal transport and modal shift options.
- To supplement this, a quantitative analysis is to show what proportion of all transport services is basically suitable for multimodal transport.
- Evaluation will take place in cooperation with the private sector.

#### **What's new?**

- The Federal Ministry of Transport, Building and Urban Development will develop a topical and comprehensive study on this issue.





#### **The measures of the Action Plan**

- 4. Promote the compatibility of transport growth with environmental protection and climate change mitigation**

The Federal Government has set itself the objective of reducing greenhouse gas emissions by 40 percent against 1990 levels by 2020. In 2008, the transport sector was still responsible for more than 16 percent of all greenhouse gas emissions in Germany. If the livelihood of future generations is to be preserved, transport must also make a significant contribution towards achieving our environmental protection and climate change objectives. To this end, CO<sub>2</sub> emissions from freight transport and our reliance on fossil fuels must be reduced. In this context, the railways and inland waterways will have major roles to play in the freight transport system of the future. That is why we are seeking to shift a sizeable proportion of transport growth to the railways and waterways. In this connection, noise mitigation is playing an increasingly important role in a densely populated country like Germany, especially in rail transport. The initiatives launched by the Federal Government to promote noise mitigation on railway infrastructure and freight wagons are designed to halve the level of railway noise by 2020.

Numerous other measures, such as the provision of financial assistance to cleaner heavy goods vehicles and cleaner engines in inland waterway transport and the better organization of distribution operations in cities and conurbations, for instance by means of freight villages, will help to improve the environmental performance of the freight transport sector. In addition, the development of standardized measuring procedures for calculating CO<sub>2</sub> emissions is designed to help make the progress achieved by the logistics industry in environmental protection visible.

#### Especially important measures:

- A Mitigate noise on the railways
- B Financial assistance programme to encourage the use of modern technologies to reduce the noise caused by rolling stock
- C Reduce emissions from freight transport

#### Other measures to be implemented:

- D Initiative for logistics in urban areas
- E Optimize freight transport chains by means of standardized calculation of CO<sub>2</sub> emissions

**4 A Mitigate noise on the railways****What are our objectives?**

- To prevent noise pollution from long-distance freight trains, especially in densely populated areas, track access charges are to be based on noise. This is designed to result in the rolling stock being retrofitted with quiet braking systems.

**How do we want to achieve this?**

- Varying track access charges by noise emissions can incentivize the retrofitting of freight wagons.
- We are lobbying the European Commission for a revision of Directive 2001/14/EC. The lessons learned from the pilot and innovation programme entitled “Quiet Freight Transport” are to assist the Commission in fleshing out EU-wide noise-differentiated track access charges.

**What’s new?**

- A study on noise-differentiated track access charging is to be concluded by the end of this year.
- The study also considers the transaction costs for the rail sector.

**4 B Financial assistance programme to encourage the use of modern technologies to reduce the noise caused by rolling stock****What are our objectives?**

- The deployment of quiet freight wagons is designed to reduce noise pollution from long-distance freight trains. A pilot project is to be conducted on the busy Rhine Valley Corridor to study the potential impact of quiet braking technologies.

**How do we want to achieve this?**

- The pilot and innovation programme entitled “Quiet Freight Transport” involves providing support to the development of new composite brake blocks.
- The pilot and innovation programme entitled „Quiet Freight Transport“ will also provide financial assistance, over the period to 2012, for the procurement of quiet freight wagons and the retrofitting of up to 5,000 existing wagons with quiet brake blocks to reduce the noise they emit.
- As part of the provision of direct assistance for retrofitting wagons with quiet composite brake blocks, wagon owners that are private railway undertakings will also receive funding if their wagons are deployed mainly on the Rhine Valley lines within a period of five years.

**What’s new?**

- The Federal Ministry of Transport, Building and Urban Development enacted the funding guidelines for the pilot retrofitting scheme on 16 November 2009.
- The Federal Ministry of Transport, Building and Urban Development has since approved requests for funding for 1,250 wagons.



## **4 C Reduce emissions from freight transport**

### **What are our objectives?**

- Implementation of the planned energy and climate change strategy of the Federal Ministry of Transport, Building and Urban Development in conjunction with the increasing deployment of environmentally friendly heavy goods vehicles and inland waterway vessels is designed to make a contribution towards reducing emissions.

### **How do we want to achieve this?**

- Within the framework of the Federal Ministry of Transport, Building and Urban Development's energy and climate change strategy, emission values are to be identified and the scope for savings studied, including in terms of their cost relevance.
- The innovation programme to encourage the purchase of cleaner heavy goods vehicles, taking account of European requirements, will be continued.

- The programme to encourage the use of cleaner diesel engines, particulate traps and catalytic converters in inland waterway transport will provide funding totalling 10 million euros over the period from 2007 to 2011. It will be evolved and continued.
- In addition, the financial assistance programme for inland waterway vessels is to be extended and augmented. In the future, financial assistance is also to be provided to solar powered and diesel-electric drivetrains.

### **What's new?**

- The measure will be focused on reducing emissions from freight transport.



**4 D Initiative for logistics in urban areas****What are our objectives?**

- The last-mile distribution of goods is to be made smoother and more environmentally friendly, especially in cities and conurbations. To this end, the development of new approaches to logistics is to be promoted.
- The broad-based application of innovative approaches in urban areas is designed to make better organization possible, especially of commercial transport.
- Freight villages as logistics interfaces will help to reorganize supply traffic in urban areas.
- This is designed to reduce environmental pressures and harmful effects on people's health.

**How do we want to achieve this?**

- A study is being conducted to examine the transport, economic and ecological impacts of freight villages. The findings will be available at the end of 2010 and will subsequently be discussed with the stakeholders, including the federal states and local authorities.

- In addition, greater account is to be taken of the needs of commercial transport in spatial and regional planning.
- The Federal Ministry of Transport, Building and Urban Development is campaigning for a nationwide harmonization of low emission zones.
- The trialling of alternative commercial vehicle strategies in cities and conurbations is designed to progress the deployment of new drivetrains, for instance in electric mobility.

**What's new?**

- The measure will be focused on commercial transport.
- Alternative commercial vehicle strategies will be trialled.

#### **4 E Optimize freight transport chains by means of standardized calculation of CO<sub>2</sub> emissions**



##### **What are our objectives?**

- The environmental compatibility of logistics activities is to be improved. To this end, uniform standards are to be developed that will make it possible to calculate CO<sub>2</sub> emissions from logistics services. This will make a contribution to “green logistics”.

##### **How do we want to achieve this?**

- The Federal Ministry of Transport, Building and Urban Development will review existing systems and seek to standardize them.
- The standards are also to give small and medium-sized enterprises the possibility of calculating their own emissions.

##### **What's new?**

- The measure will be focused on the objective of avoiding distortions of competition by means of standardized calculation of CO<sub>2</sub> emissions.





#### The measures of the Action Plan

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



The freight transport and logistics sector employs more than 2.7 million people. Given the increasing demand for freight transport and logistics services, this sector will continue to offer good employment opportunities. In some cases, the working conditions are considered to be problematic, because they sometimes involve a high degree of physical work, working hours are frequently unpredictable, and the workforce is required to show a high level of mobility and flexibility. It is therefore imperative to ensure that working conditions are socially balanced and that the training of skilled workers is secured on a long-term basis. Good working conditions will make work in these sectors more attractive and help to ensure that the growing demand for highly skilled workers can be met in the long term. In addition, compliance with driving times and rest periods will make a major contribution to road safety.

Increasing the number of HGV parking areas on motorways will make a major contribution towards improving working conditions in the road haulage industry. To remedy the shortage of skilled labour in the freight transport and logistics sector, training opportunities and vocational training schemes are to be improved in a joint campaign with the social partners. To improve working conditions in the freight transport industry, they will be surveyed and, in addition to the scope for improvement, progress that has already been achieved will also be identified.

#### **Especially important measures:**

- A More parking areas for HGVs on federal motorways

#### **Other measures to be implemented:**

- B Improve safety in the road haulage sector by stepping up enforcement of social legislation
- C Promote basic and further training in the logistics sector
- D Evaluate the working conditions in the freight transport and logistics sector
- E Improve seafarers' working and living conditions

## 5A More parking areas for HGVs on federal motorways

### What are our objectives?

- The provision of an adequate number of HGV parking spaces is designed to improve working conditions (compliance with driving times and rest periods) and enhance road safety.
- Overall, the aim is to make optimum use of traffic spaces.

### How do we want to achieve this?

- Additional HGV parking areas are to be constructed. This will be demand-driven and will take place at rest areas across the entire federal motorway network. In addition, areas alongside the federal motorways are to be used. Coordination with the federal states in this matter is ongoing.
- In addition to the 3,000 parking spaces constructed in 2008/2009, a further 8,000 will be provided over the period to 2012. In 2008/2009, around 100 million euros was invested. In 2010, at least 130 million euros is available.
- Private sector investors are to be included.

- Over the period to June 2011, 15 pilot projects are to be implemented in cooperation with the federal states to trial the use of telematics applications for parking management. A parallel research project to evaluate the findings will be concluded by December 2011.

### What's new?

- There will be no focus on border-crossing points on routes to Eastern Europe.
- As of 2012, the aim will be to systematically install telematics equipment as demand requires.



## 5 B Improve safety in the road haulage sector by stepping up enforcement of social legislation

### What are our objectives?

- Stepping up the monitoring of compliance with social legislation in the road transport sector will make a major contribution to road safety in general, the harmonization of conditions of competition and the protection of mobile workers at their place of work.
- In cooperation with the stakeholders, proposals are to be developed on training, improving the enforcement strategy and, if appropriate, on carrying out special checks.

### How do we want to achieve this?

- By regularly evaluating the results of checks carried out by the Federal Office of Goods Transport and the federal states, the enforcement of social legislation in the road haulage sector is to be reviewed and specific approaches for the evolution of the basic and further training of mobile workers and other employees are to be defined.
- By means of detailed analyses of the enforcement data, target groups for measures might be identified.
- Initiatives to evolve the European regulatory framework will also be considered in this context.
- The strategies will be analyzed and implemented in consultation with the enforcement agencies (especially the Federal Office for Goods Transport), the trade associations of the freight transport industry and the training providers. Initial talks were held in June 2010.
- In addition, this issue is to be discussed with experts at specialist congresses (e.g. Conference of German Transport Lawyers, event hosted by the Federal Ministry of Labour and Social Affairs entitled “Quality of Work in Transport, Freight and Logistics”).



### What's new?

- To develop measures and evaluate them, the enforcement statistics of the Federal Office for Goods Transport and – wherever possible – the federal states will be used.
- Shortcomings will be discussed with the trade associations and training providers involved, and may result in targeted measures for the better enforcement of social legislation in the road haulage sector.
- The overriding objective is not to carry out more checks, but to ensure better compliance with the legislation through a combination of information and basic and further training.

## 5C Promote basic and further training in the logistics sector

### What are our objectives?

- The social recognition of occupations in the logistics sector is to be improved in order to meet the demand for skilled workers.
- The interest of young people in an apprenticeship or course of study in the field of logistics is to be aroused.
- Employment opportunities are to be enhanced by means of vocational training schemes.
- Care is to be taken to ensure that basic and further training measures are based on everyday practice, e.g. regarding overtaking by HGVs.

### How do we want to achieve this?

- The private and public sectors will join forces and take action to make occupations and career opportunities in the field of logistics more attractive.

- The training regulations and further training courses will be evolved and adapted to meet current needs.
- Higher education institutions in the field of logistics that set examples of best practice will be awarded prizes.
- Targeted publicity campaigns are to be mounted to improve the image of the freight transport and logistics sector.

### What's new?

- Priorities will be set by regularly awarding prizes to educational institutions, thereby raising the national and international profile of the wide range of courses on offer.
- Within the network, regular meetings will be held between the public and private sectors.





## 5 D Evaluate the working conditions in the freight transport and logistics sector



### What are our objectives?

- The regular evaluation of working conditions in the various occupational fields of the freight transport and logistics sector is designed to identify approaches that trade unions and employers could use to improve working conditions in the freight transport and logistics sector.
- This is designed to make occupations in the freight transport and logistics sector more attractive, thereby helping to recruit skilled workers.

### How do we want to achieve this?

- The Federal Office for Goods Transport will continuously observe the relevant transport market and submit a report annually to the Federal Ministry of Transport, Building and Urban Development on working conditions in the freight transport and logistics sector.
- This documentation will produce a comprehensive picture of the requirements, the framework and the demand for skilled labour, so that action can be taken to remedy any shortcomings that are identified.
- Trade unions and employers will also be provided with a constantly updated basis for undertaking any improvements to working conditions that are necessary.

### What's new?

- Starting in 2011, the market observation will be extended beyond the occupational profiles of boatman, motor vehicle driver, forwarding clerk and train driver.

## 5 E Improve seafarers' working and living conditions

### What are our objectives?

- The 2006 Maritime Labour Convention of the International Labour Organization (ILO) contains rules governing seafarers' working and living conditions and will, when ratified, establish standards that apply worldwide. Ratification of the Convention is to be expedited.

### How do we want to achieve this?

- The Maritime Labour Convention will be transposed into German law by a new Maritime Labour Act, among other things. The bill is to be submitted to the German Bundestag as soon as possible. Once the legislative procedure has been concluded, measures will be initiated to ratify the Convention.

### What's new?

- The Maritime Labour Bill is in preparation.





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