

Balkans

Intermodal & Logistics

Conference 2007

November
8 – 9th 2007 Sofia

European Freight Transport Policy
The Balkans Implementation. Time to action

Conference center ★★★★★
"Kempinski Hotel Zografski"

With the support of:



Ministry of Transport
Executive Agency Railway Administration
National Company Railway Infrastructure
Bulgarian State Railways, BDZ Cargo



European Commission
DG TREN



Fédération Européenne des Ports Intérieurs
Europäischer Verband der Binnenhäfen
European Federation of Inland Ports



European Shortsea
Network



ECSA
International Union of Combined
Road-Rail Transport Companies



International Union of Combined
Road-Rail Transport Companies



European Intermodal
Association

Hosting organization:

Intermodal & Shortsea Promotion Centre Bulgaria, NGO

Project Participants:

Bulgarian Association of Ship Brokers and Agents; Association of Bulgarian Ports and Port Operators
Bulgarian National Forwarders Association; Bulgarian Shipowners Association

Improve together freight transport and logistics on the S.E. Europe



Peter Mutafchiev
Minister of Transport

Dear Colleagues, Dear Executives,

The successful European start of Bulgaria gives us a reason to be optimistic and in the same time obligates us to reinforce our efforts toward development of intermodal transport and to make Bulgarian transport logistics into reliable partner of our European partners. Key point in this process is availability of good quality of infrastructure to secure best conditions for freight transportation through Bulgaria and to give an opportunity to attract additional freight traffic.

The projects which will be realized in the period 2007-2013 for modernization of the transport infrastructure of the Republic of Bulgaria are subject of the developed Sectoral Operational Program on Transport and currently are in process of

negotiations with European Commission. Our ambition is to create optimal conditions for development not only of transport infrastructure toward priority Trans-European directions, but also of extremely needful intermodal terminals and their development into freight villages.

Ministry of Transport of Bulgaria supports the organization of International conference for development and improvement of freight transport and logistics in South Eastern Europe.

I am convinced that all of us together will give our contribution in process of integration of transport system of Bulgaria to the transport systems of the Member States of the European Union.

We will respond adequately to the increasing interest of foreign companies toward logistics market of our country, in order we could be in future praiseworthy and respectable partner at European and international transport market.



Improving and promoting intermodal transport is a central part of European Transport policy

Jacques Barrot
Vice President
of the European Commission,
in charge of Transport

Railway infrastructure projects

The main priorities of the strategy for development of the national railways transport system remains the rehabilitation and modernization of the railway infrastructure which shall contribute to the quality improvement of offered services, due to the fact that the Bulgarian railway network is a part of the Trans-European Transport Network. This development includes the interconnection and interoperability of national networks as well as access to European intermodal rail networks. The restructuring of the railway transport system has been accomplished in compliance with the European standards. The introduction and applying of the EU technical standards in the railway infrastructure sector has required and still requires massive investments – 1 milliard and 500 million euro for main railway projects:

Renewal and modernization of the railway lines Sofia-Vidin, Sofia-Plovdiv, Sofia-Pernik-Radomir, Sofia-Dragoman, Blagoevgrad-Kulata and Mezdra-Gorna Orjahovitsa Reconstruction and electrification of the railway lines Plovdiv-Svilengrad, Plovdiv-Burgas, Dupnisa-Kulata, Dragoman-Kalotina, Karnobat-Sindel and many other.

Construction of second Danube bridge Vidin –Kalafat and new railway line.



Intermodal infrastructure projects

Bulgaria with its favorable geographical situation may attract additional international traffic through implementation of intermodal transport and block trains.

Intermodal system infrastructure basically consists in railways linkages between major nodes for freight transport. The infrastructure modernization includes the following:

technical improvement of the railways and railway facilities as a part of the Trans-European Transport network; ensuring the necessary gauge clearance for the intermodal and combined freights transport. Creating of intermodal terminals was started. There are planned two intermodal terminals in sea ports Varna and Burgas - every with capacity of 500 000 TEU, also in port Varna west – 150 000 TEU, two inland ports with multifunctional terminals in Lom and Rousse - every with capacity of 100 000 TEU.

Several intermodal terminals/freight villages are in process of building in Sofia (more than 3), Plovdiv, Stara Zagora, Dimitrograd and Gorna Orjahovitsa - main nodal points of European freight transport corridors. Other infrastructure projects, supporting the intermodal transportation are: Improvement of navigation in the Bulgarian-Romanian sector of the Danube River, Establishment of a River Information System / RIS for the Bulgarian sector of the Danube River, Information System for Vessel Traffic Management



Logistics infrastructure projects

International and Bulgarian companies establish logistics / distribution centers and industrial zones with full range of services, and in this way improve the freight logistics infrastructure of Bulgaria. New logistic fields (with area about a million sq. m.) form around Sofia, (for example *Airport Logistics City Sofia*), big logistics and industrial zones near Plovdiv, (as *Fresh Logic*), Bourgas, Varna ... The concentration of LDCs necessitates quick establishment of freight intermodal terminals and freight villages and their connection in a network - part of European Intermodal Freight Network.



Administrative betterment and new business models

The railway transport market in Bulgaria is open for freight transportation as of 01.01.2007. The railway administration prepares a new Programme on development and support of intermodal-combined transport in Bulgaria. New Bulgarian company for combined transportation forms. The main railway carrier – Bulgarian State Railways transforms /restructures in holding and BDZ Cargo establishes – railway freight carrier. The process of buying of 6000 freight wagons in 10 years is catalyzing. Three new private railway freight carriers take licenses. New four inland ports, including Port of Lom, will be under concession till the end of this year. The restructuring of the main sea carrier – Navigation Maritime Bulgare is forthcoming.

Improve together freight transport and logistics on the S.E. Europe

TG**ET**h**E**
SINCE 1957



Klaus Ebeling
Secretary General EEA

It is our mission to develop, improve and promote sustainable intermodal mobility combining innovative rail, waterway, road, air and maritime transport solutions. We aim at using every mode of transport in the most optimal way by improving their links with each other (also called co-modality). *Intermodalism* is a characteristic of a transport system, whereby at least two different modes of transport are used in an integrated way to complete a door-to-door transport chain. The intermodal concept is therefore an integral part of the global logistic chain concept.

Intermodalism does not seek to impose any choice whatsoever as to a specific mode of transport. Instead, by improving the connections between all modes of transport and by integrating them in a system, its aim is to help to optimise the system as a whole, by relying on efficient information and communication services. *Intermodalism* thus provides a solution that goes beyond the optimisation of each individual mode of transport and seeks to optimise a global logistics chain which is not necessarily the result of each mode of transport optimised individually.

By 2020, the European intermodal transport system, featuring also Multimodal and Combined Transport, is envisaged as accounting for 40% of the movement of goods, as the transport of freight, even bulk, will become increasingly utilised. Intermodal transport will be an industry with its own identity, its own strategy, and its own voice.



Rudy Colle
Director General UIRR

In 2007, the International Union of Combined Road-Rail Transport Companies, in short UIRR s.c.r.l., celebrated its 37th anniversary. The exclusive mission of the Union is the promotion, by every possible means, of CT, mainly the combination between the road and rail modes. Today the UIRR consists of 20 member companies in 15 European countries. The share of these companies in the total volume of goods delivered to the RUs in view of a CT type forwarding amounts to around 70%. The record of the UIRR member companies can be summarised as follows: Establishment in 37 years of an extended European CT network-direct, shuttle and consolidated trains; International volume tripled in 15 years; More than 5.6 million EVP/TEU transferred from road to rail in 2005; More than 13,000 wagons under own management; More than 250 transhipment yards proposed (with more than 100 under own management); More than 500 CT trains en route daily throughout the European Union; More than 28,000 trains underwent quality inspection in 2005; More than 9,000 clients.

As for combined road-rail transport, the figures quoted above clearly demonstrate that it must continue to be a crucial part of decision-makers' strategies in the field of European transport policy. The importance of shifting the modal balance from road to rail is at the heart of discussions. Combined transport is the sector which holds out the strongest development potential for rail freight.



Georg Waischner
President ESN

In July 2006 the Commission adopted a report on the mid term review of the Action Programme for the Promotion of Short Sea Shipping. This Programme set out 14 actions with the objective to improve the efficiency of the mode and overcome obstacles to its development. This mid-term review evaluates the progress achieved on these actions to date and advocates a way forward. Since the start of the first Short Sea Shipping Promotion Centre in the Netherlands in 1997, the aim of promoting the modal shift from road to sea has been successfully accompanied by the establishment and work of the national Short Sea Promotion Centres in all EU Member States. Against the background of such a positive development in the short sea shipping sector, the European Commission envisages as a logical step the extension of the successful work of the SPCs towards intermodal transport as a whole. This approach will include now also the hinterland modes – railway and inland waterway. The European Shortsea Network is a co-operation platform between all national shortsea promotion centres.

The main objective of the European Shortsea Network (ESN) is to promote shortsea and intermodal in the broadest sense of the word on a European level. ESN supports co-operation and co-ordination of activities leading to the vision to establish a strong network of co-operating national short sea promotion centres being a focal point for promoting intermodality.



Diane Chevreux
Secretary General EPFP

With a network comprising more than 200 inland ports in Europe, inland ports benefit from a strategic position in Europe's hinterland, and as such they are part of the comprehensive transport and supply chain. They represent important nodal points located along the main corridors and industrial areas in the EU and are an important link in the intermodal and logistic network. Inland ports offer excellent traffic links to the various transport modes, in particular to the rail, road and waterway networks, and short sea shipping when geographically possible and relevant. But in order to continue to do so and to further satisfy clients' and consumers' needs, it is necessary that the rail network increases its efficiency and reliability. Framework conditions have to be adequate so as to enable all transport modes to play their role with their specific strengths to the full, while ensuring that no barriers are created. As typical nodal points for freight, inland ports are very attentive to conditions that should ensure good connections between the different transport modes. European inland ports are increasingly becoming trimodal, as they are developing their rail connections.



Alfons Guinier
Secretary General ECSA

ECSA, formed in 1965, comprises the national shipowner associations of the EU and Norway. Its aim is to promote the interests of European shipping so that the industry can best serve European and international trade and commerce in a competitive free enterprise environment to the benefit of shippers and consumers.

Mid-term review of the Action Programme on the Promotion of Short Sea Shipping demonstrated the successful development of this transport mode. Having been at the origin of the promotion of short sea shipping and being actively involved in its further expansion, ECSA will further contribute to the ongoing work of the Action programme. Nevertheless, more needs to be done to eliminate obstacles to short sea shipping and integrate it more closely in multimodal door-to-door chains.

The new Motorways of the Sea should preferably also include railway and/or inland waterways freight transport services thereby contributing to more sustainable and integrated door-to-door services.

ECSA fully supports the new general debate on an overall European Ports Policy that has now been launched and will actively participate in it. For the shipping industry there are two items which need to be addressed with priority. Firstly, the necessity of appropriate port capacity and adequate hinterland connections. A new European Port Policy should encourage investments in port capacity. Secondly, liberalisation/modernisation of port services on which the views of the shipping industry are still the same.

Conference center "Kempinski Hotel Zografski" ★★★★★, Sofia
International Conference for Improvement of the Freight Transport and Logistics in the S.E. Europe

Program of Balkans Intermodal & Logistics Conference 2007

12.00 Official opening

Welcoming speeches of official guests - representatives of the European Commission, Ministries of Transport, National and International organizations - UIRR, EIA, ESN, ECSA, EFIP, UIC, CER.

Keynote speeches: Mr. Peter Mutafchiev, Minister of Transport of the Republic of Bulgaria

First session

Topic & Accent: European Freight Transport Policy and Practice. Time for action

European freight transport and logistics policy. Modal shift or Modal balance concept. Co-modality.

Short Sea Shipping: Action Programme for Promotion Shortsea Shipping. Implementation of the Motorways of the Sea concept.

Action plan on port policy and port development. Common European Space for Maritime Transport. *Inland waterway:*

Action Programme for Promotion Inland Waterway Transport. Priorities: improving market conditions; modernizing the fleet;

developing the human capital; improving the image; providing the infrastructure. *Freight Railway:* Action Plan for Rail Freight

oriented Network Lines of action: market opening & competition; facilitating international rail traffic; development freight

oriented network; funding. *Freight Logistics:* Action Plan for Freight Transport Logistics. Marco Polo Programme. Action Plan

for Freight integrators. European Intermodal Loading Unit standard. Time for action - National freight transport strategies.

The European Strategic Intermodal Research Agenda. The viewpoint of the main lobbying professional business organizations:

EIA, ESN, ECSA, EFIP, UIRR, UIC, CER.

Second session

Topic & Accent: Improvement of the Balkans Freight Transport through Corridors and Intermodality

Railway freight corridors: From motorway to railway. Improving Balkans freight transport through rail freight corridors.

Business focused analysis. Development of a freight oriented rail network. Measures for improving rail systems operations.

European/Balkans freight transport corridors. Balkans train paths optimization. Rail freight fleet modernization.

International mega - corridors v/s regional rail freight corridors. Corridor concept v/s Network concept.

The future of Balkans railways freight business. Future of Ro-I.a. future of block trains. New business models. Corridor

specific projects. Corridor initiatives. European mega-corridors: Singer Project, Cream Project, Retrack Project,

New Opera Project.

Green corridors: From motorway to waterway. Improving Balkans freight transport through inland waterway corridor Danube.

Balkans river-sea links. Example 1: Austrian National Action Plan Danube Navigation. Example 2: Danube - Adriatic ports link.

Future of Lom - Sofia -Thessaloniki link.

Motorways of the Sea corridors: Improving Balkans freight transport through MoS corridors.

Motorways of the Sea as a quality initiative. South-East Mediterranean MoS.

Master plan for Black Sea MoS. MOSES Project. Freight transport links between:

shortsea - railway - inland waterways in Balkans.



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Third session:

Topic & Accent: Improvement of the Balkans Freight Transport through Ports and Terminals

Sea & inland ports. Balkans seaports and inland ports as intermodal nodal points. Concentration of freight flows in a few Balkans ports. Hub ports. Balkans port gateway. Port-rail links. Balkans port regions. Regional cooperation and common strategies – example: North Adriatic ports. Competition between Adriatic ports - Aegean / Marmara ports - Black Sea ports. Catch-as-catch for China containers. Improvement of maritime links between TEN-T and TRACECA. Balkans shortsea shipping. Development of feeder. Development of Balkans Sea ports - new projects. Strategic partnership between sea and inland ports. Development of sea and inland ports. Importance of port-hinterland connections and port networks. Terminal-to-terminal links. Ports technological changes.

Terminals: Balkans inland terminal development; Establishment of intermodal terminals and logistics parks; Establishment of Freight villages. New terminal concept: Combined transport terminals. Compact intermodal terminals. Multimodal terminals. New equipment for terminals. Quality of ports / terminals infrastructure and services.

Forth session

Topics & Accent: Improvement of the Balkans Freight Transport through Freight Logistics

Freight logistics: European freight logistics action plan – Balkans implementation. Balkans logistics market. Balkans Industry specific freight logistics. Raw materials and human products logistics. Balkans specific areas. Company strategies and logistics best practices - European and Bulgarian experience. Strategies for expansions. Achievements of the European freight companies and European logistics operators. National Logistics master plans – German experience/German Master plan for transport logistics. Simplification of logistics chain: UNICITRAL documents.

Port logistics. Inland port logistics. Rail logistics. Air logistics. Integrated logistics. Balkans intermodal freight transport logistics development. Concepts and future steps Balkans logistics clusters / platform. E-freight - FREIGHTWISE project. Quality of logistics services.

Distribution logistics: Logistics infrastructures. Freight hubs. Dry port concept.

Logistics terminals. Industrial and logistics parks. Distribution centres. Logistics villages. Freight centers. Industrial zones. Economic power regions. Main Freight Logistics Centers. Freight logistics pole-hub: Sofia, Belgrade, Istanbul, Thessaloniki, Skopje, Lyublyana, Budapest, Vienna, Bucharest. Urban logistics.

Accompanying events during the conference:

Working meeting of Bulgarian Consultation Board for Combine Transport with General Secretaries of EIA and UIRR.

User panel meeting of CREAM Project; Workshop of PROMIT Project

EUROPEAN INTERMODAL AWARDS Ceremony 2007

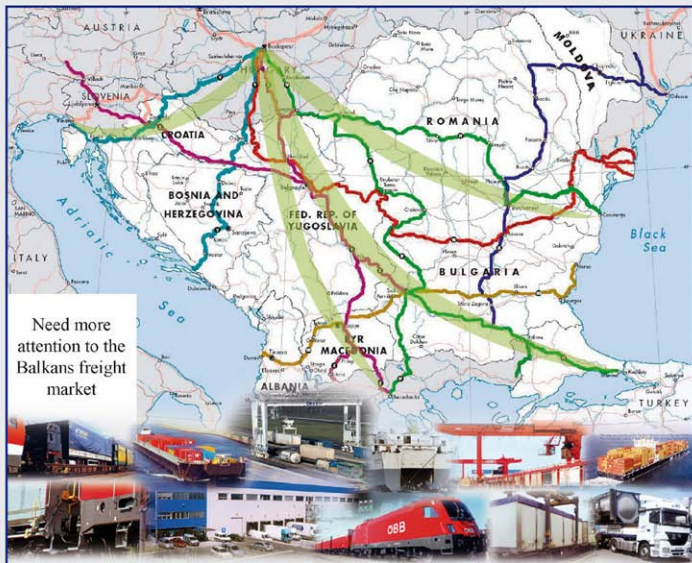
Workshop of Working group for Freight and Combined Transport - Southeast Europe Railways Group / SERG

Visit of the new place for intermodal terminal in Sofia, Poduyane



Improve together freight transport and logistics on the S.E. Europe

Cooperation for better freight transportation
More partnership, more intermodality, more co-modality



Let's make together the Balkans better place for freight transportation and logistics

Who should attend:

Shippers, Logistics Managers, Freight Forwarders, Freight Integrators, Economic Operators
Sea and Inland Port Operators, Terminal Operators, Intermodal Operators,
Shipowners, Shipbrokers, Liner Agents, Ocean and Shortsea Carriers
Port and Railway Authorities, Government Experts, Regional Authorities
Project Managers, Consultants, Financiers, Banks, NGO
Cargo Handling Equipment Manufacturers, ICT Suppliers
Freight Villages, Logistics Centers, Free Zones, Industrial Parks, etc.



More information and registration:

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