



EUROPLATFORMS E.E.I.G.

INTRODUCTION

Europlatforms is the association of the European freight villages (in Italy, France, Spain, Denmark, Germany, Portugal, Luxembourg, Greece, Poland), whose main objectives are to support and promote the strategic role of freight villages and intermodal terminals as regards the transport and logistics activities development.

1. Having regard to the “Announcement of Consultation on the revision Decision No 1692/96/EC of the European Parliament and the Council of 23 July 1996 on Community guidelines for the development of the TransEuropean Transport Network” (enclosure n° 1)
2. Having regard to the Communication from the Commission to the Council and European Parliament (on development of Euro-Mediterranean transport network – COM (2003) 376 final - Brussels 24 Juin 2003 (enclosure n° 2 page 10)
3. Having regard to the White Paper (pages 28, 33, 48, 53)
4. Having regard to the National regulations:
 - **Italy**
Law n° 240/90 (enclosure n°3)
 - **Spain**
Law n° 16/1987 http://www.mfom.es/transportes/sgon/lott/lott_30-7-87.html,
Law n° 5/2001 http://noticias.juridicas.com/base_datos/CCAA/an-15-2001.tp.html
Royal Degree 1211/1990
 - **Germany**
Bund-Länder-Grundsätze zu Güterverkehrszentren (GVZ), 2001
5. Having regard to the Marco Polo project
6. Having regard to the Charter of Naples of Informal Council of Ministers of Transport of European Union held in Naples on 4th – 5th July 2003 (enclosure n° 4)

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7. Having regard to the Priority project for the trans-European transport network up to 2020 list n°3 Multimodal Logistics Centres in Slawkow with connections to the Russian gauge rail network (enclosure n°5)
8. Having regard to other European projects supporting both the concept and the development of freight village (*Feasibility Study and investment dossier, including detailed implementation framework for logistics centre in Klaipeda EUROPEAID/1131116/D/SV/LT - Promotion of the Freight Villages Concept in the European Union acceding countries and their CEE neighbours, supported by UNECE, UNECE TEM and TER Projects, EUROCHAMBRES and EUROPLATFORMS*)
9. Having regard to both the perspective of a strategic planning underlined in the White Paper and the European Commission support for a better and more efficient rationalization of the transport connections to be expanded also to the Candidate Countries,

In the light of the above mentioned nine points, Europlatforms finds that freight villages and intermodal terminals represent the only transport realities that could offer the required infrastructures to develop rail/road/maritime transport and synergic actions with inland ports and then have to be considered strategic nodes because they support the:

- Optimization of the logistics chain
- Decrease of congestion / Concentration of the transport flows
The concentration of the flows and the road traffic in only one node can support a more efficient rationalization of road transport and decrease the level of congestion inside urban areas.
- Decrease of environmental problems
The rationalization of the transport flows implies a traffic decrease and a better utilization of the lorries
- Decrease of the industrial product total costs/ Increase of the industrial sector competitiveness
The decrease of the total costs implies an increase of the competitiveness among the enterprises and supports the economic development of the local area.

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- ❑ Decrease of the de-industrialization

The concentration of all major transport flows and logistics activities implies a decrease both of the relating costs and the de-industrialisation trend.

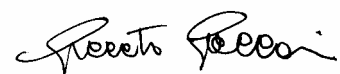
10. Having regard to the Decision No 1346/2001/EC:

Europlatforms finds, on completion of the Decision No 1346/2001/EC defining (art.14 – enclosure n° 6) the characteristics of the trans-European combined transport network and recognizing the intermodal terminals as integral element of this network, to be essential:

1. recognizing the freight villages (definition in annex 1) as nodes belonging to the same network.
(The freight villages support the concentration and the rationalization of the goods traffic, moreover a steep quantity of goods are handled inside the current operating freight villages all over Europe).
2. Defining the criteria aimed at localizing the intermodal terminals and the freight villages as strategic nodes of European common interest
3. Classifying intermodal terminals and freight villages into categories

In the light of what has been said, Europlatforms is already working on a study whose objective is the definition of the criteria for the identification of the common interest freight villages and intermodal terminals.

Europlatforms is ready to offer its know-how and expertise in the light of a cooperation spirit.

A handwritten signature in black ink, appearing to read "Gilberto Galloni".

Gilberto Galloni

President

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ANNEX 1

Concept of freight village

A freight village is a defined area within which all the activities relating to transport, logistics and distribution of goods, both for national and international transit, are carried out by various operators.

These operators can either be owners or tenants of buildings and facilities (warehouses, break-bulk centres, storage areas, offices, car parks, etc.) which have been built there.

Also in order to comply with free competition rules, a freight village must allow access to all companies involved in the activities set out above. A freight village must also be equipped with all the public facilities to carry out the above mentioned operations. If possible, it should also include public services for the staff and equipment of the users.

In order to encourage intermodal transport for the handling of goods, a freight village must preferably be served by a multiplicity of transport modes (road, rail, deep sea, inland waterway, air).

Source: *Europlatforms EEIG*

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List of enclosures

1. Announcement of Consultation on the revision Decision No 1692/96/EC of the European Parliament and the Council of 23 July 1996 on Community guidelines for the development of the TransEuropean Transport Network
2. Communication from the Commission to the Council and the European Parliament on the development of a Euro-Mediterranean transport network COM(2003)376 final-Brussels, 24/06/03
3. Law 240/90
4. Charter of Naples of Informal Council of Ministers of Transport of European Union held in Naples on 4th – 5th July 2003
5. Priority projects for trans-European transport network up to 2020 Memo
6. Decision No 1346/2001/EC article 14
7. Europlatforms Curriculum Vitae

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