CORELOG
COORDINATED REGIONAL LOGISTICS

Newsletter 4
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Project part-financed by the European Union within the CADSES INTERREG IIIB NP

LIVING LABS: LOGISTICS FOR BUSINESS COMPETITIVENESS

The CORELOG project has developed 8 laboratories which study and test logistics management cooperation schemes among companies and between public and private stakeholders. The Labs demonstate the savings which can be achieved by the companies and by the regional public authorities through the promotion and adoption of new logistics solutions. They target both the demand and supply of transport and logistics services with the direct involvement of manufaturing companies and logistics operators, as basis for future policy making.

JOINT LOGISTICS BUYING AND PLANNING - logistics cooperation among manufacturing companies located in the Bologna metropolitan area

Regione Emilia-Romagna & PricewaterhouseCoopers,I taly

The pilot project relied on the strong commitment of a group of innovative companies willing to "make system" and explore the gains of logistics cooperation. Different scenarios were encompassed and tested: from the short-term benchmarking of transport and logistic costs to select competitive providers, to the development of integrated/coordinated solutions in logistics day-by-day management. Collaborations with logistics providers were set up.
- % of empty routes for logistics provider: from 42% to 16%
-monetarytransport saving: up to 60%



AUTOMOTIVE CLUSTER OF SLOVENIA (ACS) TRANSPORT COSTS OPTIMISATION

University of Maribor, Slovenia

The main objective of the pilot project was to analyse the problems and to find solutions for the reduction of transport (logistics) costs of the 21 manufacturing companies, members of the Automotive Cluster of Slovenia (ACS).
The calculated **potential savings** of the (in the pilot project participating ACS) companies would amount approximately to **6 - 7 Mill EUR annually**, which accounts for approximately **15% of the total transport costs**.

The savings could be achieved in the following areas:
- **load factor increase**,
- taking advantage of the **backhaul possibilities**,
- transport **tariff harmonization**,
- implementation of the **milk-run** transport system.

The listed potential savings could best be achieved through the inter-company cooperation and introduction of the **tailor-made joint transport ordering system** for ACS manufacturing companies. The basic solution for it was developed within the framework of the pilot project.

STRENGTHENING THE LOGISTICS SUPPLY - logistics cooperation and integration among small and medium transport operators in Parma

Regione Emilia-Romagna & PricewaterhouseCoopers, Italy

The pilot set up a consortium of 10 transport and logistics SMEs in Parma area. SMEs integrated their transport and logistics services and strengthened their market positioning, by shifting their role from subcontractors to primary logistics suppliers. Their commercial structure was reinforced and the use of existing facilities and vehicles optimized. The ASTRALOG consortium is also envisaging the adoption of a Quality Management System consistent to ISO 9001 standards.

- SMEs growth through cooperation: **one bigger provider on the market** with **43.100 sqm warehouses** and more than **700 owned vehicles**
- quick win: **193.700 € saved** with common purchasing
- consortium **internet operational portal** deployed

DEVELOPING AN ICT TRANSPORT AND LOGISTICS BROKERING SYSTEM - matching transport & logistics demand and supply in Modena

Regione Emilia-Romagna, Italy

The pilot represents a follow up of the MATAARI project (financed by the EU within the Interreg IIIB MEDOCC Programme ERDF) and it develops an ICT tool which collects in real time the transportation orders of a group of manufacturing companies, it optimizes the aggregated demand and the relevant routes and for each route it identifies and contracts the best logistics provider. The system is not a new operator on the market, as it works as facilitator in thematching between supply and demand of logistics services.

- A **public-private partnership was signed between manufacturing companies, Consorzio Attività Produttive Modena and Foundation Institute for Transport and Logistics**: 170.000 eur invested in ICT tools and new staff managing the system.

- Estimated **transport costs savings on 11 sample companies: 23%**

- **ICT brokering system**





Saving monay and protecting the environement through logistics cooperation

COMMON LOGISTICS OPERATIONS IN THE REGION OF CRETE

Heraklion Port Authority, Greece

The pilot presents a justified approach for the **coordination of the cargo flows in the Region of Crete** towards **consolidated and optimised transport and logistics services via the Port of Heraklion**. The pilot study has proved the wide **users' acceptance** for the establishment of a Logistics Centre in the catchment area of Heraklion Port. Useful conclusions have been drawn from the review of the **European experience** regarding the planning of the initiative and proposals have been made for the formulation of the development company. The study has been concluded with the provision of a **road map of specific actions** for the successful implementation of the initiative and a preliminary business plan. The latter can be used as a **tool for the approaching of possible investors** and stakeholders that are interested in participating in the Development Company, providing justification for the feasibility of the action.

REVITALISING RAIL FREIGHT TRANSPORT IN WIELKOPOLSKA REGION

Institute of Logistics andWarehousing (ILIM), Poland

The pilot aimed at transferring selected cargo flows from road to rail through **business activation of railway stations areas in district towns**, by developing a program of collaboration among local authorities, local/regional logistics operators & rail companies.

Marshall Office of the Wielkopolska Voivodship, selected local (commune and district) authorities, rail operators, logistics operators and local manufacturers participated in this project.

The main strategic goals of Polish pilot project were: **reducing road freight traffic**; reducing the deterioration of road quality, the number of road accidents and the environmental impacts; making a **better use of existing rail infrastructure**; setting **conditions for increased competitiveness of rail freight transport**.

The real results shows that rail transport is competitive to road haulages in terms of price. For example transport of goods by **intermodal transport (road-rail) from Polish seaport to Wielkopolska is from 7%to20% cheaper than by road transport**.

Moreover, analyses proved that total transport costs price might be **even 30% cheaper in case of setting up a regular railway connection between Wielkopolska and different European destination**. However, to achieve such an aim, it is essential to implement the concept of construction of **container terminals network**.

The concept assumes use of two types of intermodal transport nodes, freely accessible for private and public railway operators, such as:
- Container terminals (CT) nodeswith the concrete technical parameters.
- Container reloading points (CRP) temporary established objects for concrete users / receivers of intermodal loading units.

IMPROVEMENT OF LOGISTICS EFFICIENCY public - private investment in the Region of Central Macedonia

AristotleUniversity of Thessaloniki, Greece

The pilot project examines the potential **establishment of a Freight Centre** in the wider area of the **Prefecture of Thessaloniki**, based on a **public-private synergy and by the integration of logistics bodies**. A final composition of the organisational structure of the body which will create, develop and operate the Freight Centre was defined, by applying a specific methodology.

- according to the preliminary financial analysis, at the 6th year of full scale operation the Freight Centre becomes viable
- estimated freight flows it will serve (incoming - outgoing):
> road, maritime (long distance flows): 1981 t/day
> road, maritime (regional flows): 3524 t/day
> rail: 136 TEU/day

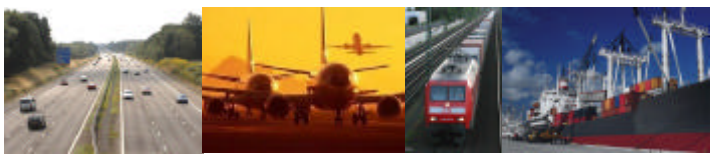
SIMULATION TOOLS FOR MODAL SHIFT: Rolling motorways in Central-East Europe

Széchenyi IstvánUniversity, Hungary

It is necessary **to examine why microeconomic operators prefer road transport to railway transport**. The aim of the pilot project was to reveal these causes and to **create a decision-making model and an action package, the implementation of which could prevent a further decline in the use of railway transport**. The pilot project includes two parts. In the first part the attitude of the operators of the logistic market was revealed by a questionnaire survey, and in the second part a **decision support model based** on the revealed causes was created. With this decision support model, **interventions were identified, that can help the rentable and sustainable operation of RO-LA traffic**.

- 6€/km subsidy for the use of Ro-La transport provided by and in cooperation with the Ministry of Economy and Transport

- Growing number of SME's to use Ro-La transport in the region



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