



MEASURES AND ACTIONS FOR COORDINATED REGIONAL LOGISTICS A TRANSNATIONAL SURVEY FOR POLICY MAKING GUIDELINES

This work will shed new light on the present European debate about regional logistics in terms of stakeholders' needs and public policies.

Among the many activities which give shape to the wide-spreading CORELOG project (Coordinated Regional Logistics - Interreg IIB CADSES NP), which is mainly aimed to the identification and implementation of firm needs-oriented logistics regional policies, an important place is taken by the transnational survey, which has been performed in order to

- Build up a shared vision between public and private bodies on logistics development
- Find out a set of policies targeted at the solution of the main inefficiencies linked to the logistics and to the freight transport.

THE SURVEY: BODIES AND OBJECTIVES

The University of Maribor (SI) and the Regione Emilia-Romagna (IT) have taken the coordination of the activities performed by the different project partners:

PricewaterhouseCoopers Advisory S.r.l., Milan (IT),
Austrian Mobility Research FGM-AMOR, Graz (AT),
Heraklion Port Authority S.A. (GR),
Aristotle University of Thessaloniki (GR),
Széchenyi István University, Győr (HU),
Institute of Logistics and Warehousing, Poznan (PL),
Government of Styria, Graz (AT).

According to the objectives alleged to the phase II of the CORELOG project - definition of potential policies (WP4) - this survey, whose scope encompass the CADSES area, has been performed in order to draft plausible policies and assess their potential overall benefits and constraints after the opinion of a transnational panel of experts.

The main OBJECTIVES of the survey can thus summed up to be:

- Obtain a clear definition of policies and action priorities in the logistic and freight transport field, at a regional, national and international level.
- Get access to the opinion of an international panel of high level experts about the validity of both already exploited and not yet applied measures.
- Enlarge the scope of the debate on new fields of analysis.
- Gain a better knowledge about the overall perception of the 'state of the art' of the logistic coordination measures at the local level.

THE SURVEY: STRUCTURE

The structure of the survey has been modeled by the project partners around ten internationally comparable measures, grouped into three areas, as it is showed below:

A. INCENTIVES:

- A.1 Incentives/subsidies for intermodal transport
- A.2 Incentives for the development of short sea shipping and of motorways of the sea
- A.3 Incentives for logistics training.

B. IMPLEMENTATIONS:

- B.1 Implementing public and private partnership (PPP) schemes in the field of logistics
- B.2 Establishment of a logistics agency
- B.3 Development of a database on logistics
- B.4 Logistic criteria as a part of spatial planning procedures
- B.5 Actions for logistics improvement in companies

C. HARMONISATIONS:

- C.1 Harmonising logistics professional knowledge
- C.2 Road carrier regulations

Finally, the need for harmonizing at EU level each of the surveyed logistics measures was assessed.



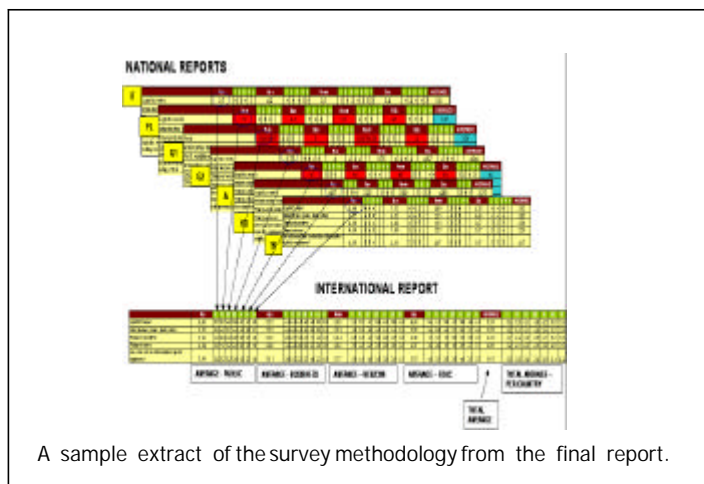
THE DEFINITION OF COORDINATED REGIONAL LOGISTICS MEASURES AND ACTIONS

THE SURVEY: DETAILED METHODOLOGY

A wide and internally very diversified panel of high level experts, from all the six countries involved, has been involved into the research, in order to obtain the best consistency from the answers.

The core occupation of the 91 contacted experts has determined their subdivision into four main categories:

- Public governments and authorities (22 respondents)
- Business environment (21 respondents)
- Consultancy and research (25 respondents)
- Education (23 respondents)



A sample extract of the survey methodology from the final report.

Each of the experts contacted has been required to fill in a questionnaire (which concurred to form a national report, any of which has been used as a basis for the final international report), where the following issues had to be evaluated:

- Significance of each individual measure and sub-measure (ranked on a five steps scale from null to top)
- Potential constraints against the implementation of specific measures (such as technical, organisational, normative, financial, etc.)
- Measure implementation stage and performance at the present moment in any given area (not implemented, implemented, successfully implemented)

Also useful suggestion has been asked for, such as possible financial instruments, role of public and private actors, optimum level of government.

The final analysis has been build in a mainly descriptive form, focussing on the aggregated results obtained from the operation of matching together the outputs of the single national surveys.

More specifically, the investigation of the results has been mainly devoted to identify any possible occurring trend in the answers, both according to different categories of experts contacted and to different countries taken into consideration.

NEXT STEPS...

The results of this survey are going to be presented in a forthcoming publication, which will be entirely devoted at the presentation of the work.

Even now, a first result that is undoubtedly possible to assess is that the implementation of this project has successfully contributed to the stimulation of a fruitful debate and confrontation between many bodies in different countries, generating a positive international spillover of good practices and theories.



Work in progress: the meeting held in Maribor in December 2006 to prepare the transnational survey results.

Info: www.corelog.eu

