

(ANNEX II – Bottleneck Fiche)

<b>FREIGHT TRANSPORT LOGISTICS BOTTLENECKS EXERCISE</b>
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**Fiche submitted for consideration by:** SIFA, The Swedish International Freight Association

**On:** 2007-01-31

**Description of the bottleneck:**

The new EU security legislation's narrow definition of "port area".

**Hampering effects of the bottleneck:**

The narrow definition of "port area" hampers the use of dry ports, and consequently the development of rail hinterland connections, since the rules require the security clearance to be carried out in a sea port. This causes an administrative bottleneck.

**Measures towards a solution (if available):**

Recognize the intermodal system and change the definition to include dry ports.

**Parties needed to be involved in the solution:**

- EU
- National security authorities
- Dry port operators

**Any available best practice:**

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**Description of the bottleneck:**

Inflexible handling system in sea ports, i.e. rigid work schedules, limitations of self-handling etc.

**Hampering effects of the bottleneck:**

The current situation in sea ports regarding inflexible handling regimes can hamper efficient loading and discharging operations. This should be compared to the situation for other parts of the intermodal transport chains, where the market has been deregulated.

**Measures towards a solution (if available):**

Recognize ports as part of the intermodal transport chain and the same (or at least similar) rules should apply to ports as to other links and terminals in this chain.

**Parties needed to be involved in the solution:**

- EU
- Port operators
- employers/trade unions

**Any available best practice:**

The organisation of handling activities in airports, especially self handling.

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**Description of the bottleneck:**

Non-harmonised rules regarding cargo-lashing for the different modes of transport

**Hampering effects of the bottleneck:**

Different rules apply regarding cargo-lashing depending on the mode of transport, causing problems for intermodal transport chains, which in turn causes delays and raises costs.

**Measures towards a solution (if available):**

Harmonise the standards for cargo-lashing for all modes of transport within the EU, to facilitate smooth transition from one mode of transport to another

**Parties needed to be involved in the solution:**

EU  
CEN  
National authorities

**Any available best practice:**

IMO

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**Description of the bottleneck:**

The road infrastructure around Hamburg and in, and around the Ruhr area.

**Hampering effects of the bottleneck:**

Motorways A1 and A7 outside Hamburg and the motorways in and around the Ruhr area do not have the capacity to cope with the traffic, which causes queues and congestion in these areas, affecting the driving times.

**Measures towards a solution (if available):**

Investments need to be made to upgrade the infrastructure in these areas.

**Parties needed to be involved in the solution:**

EU  
National infrastructure authorities

**Any available best practice:**

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**Description of the bottleneck:**

Missing fixed link Fehmern Belt

**Hampering effects of the bottleneck:**

With the Øresund Bridge and the Great Belt Bridge already in place, the need for a fixed link across Fehmern Belt is greater than ever. This missing link is planned, but no final decision has yet been made. The current situation causes delays and extra cost in traffic (rail and road) between Scandinavia and Germany/EU mainland.

**Measures towards a solution (if available):**

A political decision to finance, and to start building of fixed link.

**Parties needed to be involved in the solution:**

- EU
- National governments (Denmark + Germany, support by Sweden + Norway)

**Any available best practice:**

Øresund link cooperation Sweden/Denmark

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