



Güterverkehrszentrum Dreßow

Freight villages in the Czech Republic

TRANSPORT AND THE ENVIRONMENT - ETTAR WORKSHOP PRAGUE 2008

Logistics on EU level

Communication from Commission: Freight Logistics in Europe – key to sustainable mobility – 2006

Freight Transport Logistics Action Plan – 2007

- **ITS and eFREIGHT (standardization, research**
- **Training logistics**
- **Single transport document, liability**
- **Vehicle dimensions and loading units (EIU)**
- **"Green" freight transport corridors**

Important national documents

- **Transport policy for the Czech Republic for 2005 – 2013**

- **Operational programme Transport (2007 – 2013)**
 - Priority Axe 6 – Support for Multimodal Transport and Development of IWW Transport**

- **Strategy of logistics supported from public resources**
 - **Reduction environmental impact of transport and industry**
 - **Equality and social policy**
 - **Introduction of new technologies**

Partial results from ongoing research project VaV (CDV, v.v.i. in conjunction with Institut Jana Pernera o. p. s.) „Conception of a freight village network in the Czech Republic in relation to intensification of intermodal freight transport“

Main benefits of VLC

- **Optimalization and reduction of freight flows**
- **Modal shift to environmental friendly transport modes, better utilisation of railway and IWW infrastructure**
- **Supporting of business activities**
- **Equal development of all regions**
- **Cooperation of logistics providers**
- **Supporting of city-logistics**
- **Better capacity utilisation of vehicles**

Definition of VLC

Freight village (VLC) is a place dedicated for concentration of logistic services for all customers on equal principle. VLC must be accessible at least by two transport modes (road and rail, if possible by i.w.w. and air).

Different approach for VLC development

- A. Initiated by private sector only, public sector is involved indirectly.**
- B. Public sector is involved in planning and localisation of VLC and forms the whole network of VLCs with the target of most optimised and concentrated freight flows.**

Factors affecting criteria for VLC localisation

- **Requirements of industry, retail and services, mainly SMEs.**
- **Concern and readiness of private investors to be involved in such projects.**
- **Condition of transport network.**
- **Other limitations – environmental preservation, spatial planning and other potential conflicts.**
- **Localisation in relation to other VLC => dislocation in way of optimal transport utilisation and needs of final customers.**

Characteristics of VLC network

Network hierarchization – importance and function of centres:

- Nation-wide VLC
- Regional VLC
- Local VLC or intermodal transshipment point

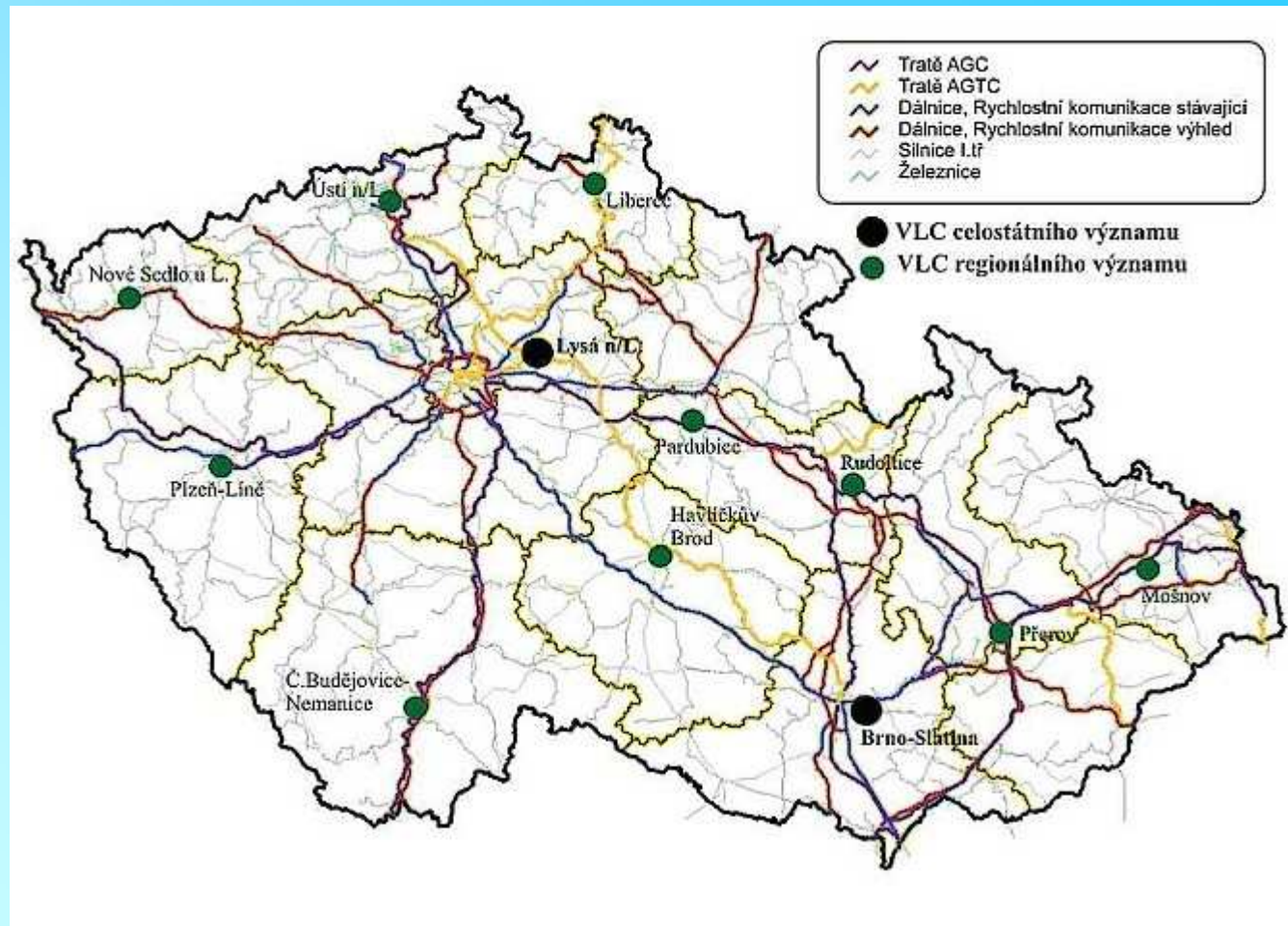
Methods for appropriate regions searching

- 1. Production and consumption analyses – i.e. analyse of statistics on enterprises size and branches and analyse of consumption by number of inhabitants.**
- 2. Freight flows analyse – i.e. transport relations in road and rail transport.**
- 3. Geographical weight analyse – i.e. searching of appropriate coordinates for VLC a location – based on regional and nation-wide level.**

Main findings of carried analyses

- **Implementation of VLC development according their importance**
- **Two VLC with nation importance seems to be realistic – Central Bohemia and surrounding of Brno plus**
 - **6 regional VLC with distance aprox. 100 km**
 - **Max. 10 regional VLC with distance aprox. 80 km**

Maximal version of VLC network



Thanks for your attention

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