PROJECT

BE LOGIC

Benchmarking Logistics and Co-Modality

**Funding:** European (7th RTD Framework Programme)  
**Duration:** Sep 2008 - Feb 2011  
**Status:** Complete with results  
**Total project cost:** €2,754,249  
**EU contribution:** €1,998,498

Call for proposal: FP7-SST-2007-TREN-1_05June  
CORDIS RCN : 90312

**Background & policy context:**

Efficient use of transport modes and resources requires understanding the options and alternatives and being able to make the right logistics choices. Benchmarking is an instrument which can help to answer this question. Differences in the performance of various modes within the transport sector of a given country, and between the transport systems of different countries, imply that there is a significant potential for improvement. Ongoing technological advances and changes in economic and institutional approaches ensure that this potential is constantly evolving. The transportation sector is influenced and moulded by ongoing economic, environmental and political (usually in the form of public finances) pressures to realise its potential for improvement. BE LOGIC project vision In our opinion, the major improvement potential in logistics performance is among small and medium sized enterprises (SMEs), including shippers with relative small transport volumes. Therefore, the focus in BE LOGIC lies on applying the logistics benchmark methodology on SME’s.

**Objectives:**

Key objectives of BE LOGIC:

- Improve the efficiency within and across different modes of transport  
- Support the development of a quality logistics system

Derived objectives and research questions:

- Develop a methodology to assess transport logistics performance in quantitative terms at different levels in Europe and globally  
- Applying the benchmark methodology to assess logistics and intermodal policies of Member States and other countries - and to assess transport logistics choices and performance from shippers/LSP - and to assess transport logistics performance from transshipment points  
- Examine existing quality standards (e.g. ISO, CEN) for transport logistics  
- Consider the need for new quality standards for transport logistics

Our approach includes 3 viewpoints:

1. Viewpoint of the policy maker  
2. Viewpoint of transport chains  
3. Viewpoint of transhipment points.

**Methodology:**

The BE LOGIC objectives will be achieved following an approach structured on 3 different points of view.
The BE LOGIC objectives will be achieved following an approach structured on 3 different points of view:

Viewpoint from the policy makers
The viewpoint of the policy maker is important. European policy makers have a major influence on shaping the right framework conditions for efficient and sustainable transport logistics in Europe. The policy benchmark will provide clear recommendations on how policies could be improved and become more effective in reaching their objectives.

Viewpoint from transport chains
The transport chain point of view is crucial for the shipper demanding logistics transport services. The shipper is not interested in optimisation of pieces of the transport chain, but in cheap, qualitative and reliable door-to-door transport. Since an efficient transport chain requires efficiency of different transport operators in complex intermodal transport chains, the internal efficiency of service providers is also relevant. However, an individual operator will strive for a high fleet utilisation, which might lead to accepting transport orders without return freight, thus not contributing to a high occupancy rate of the transport means. In many cases however, the efficient performance of transport service providers also benefits their customers. If this is not the case, the benchmark methodology will clearly distinguish between these two user groups.

Viewpoint from transshipment points (terminals)
The transshipment points are crucial elements in inter-modal transport chains and require specific attention. Inland terminals benefit from a strategic position in Europe’s hinterland, representing important nodal points located along the main corridors and industrial areas in the EU. As typical nodal points for freight, inter-modal terminals and inland ports are very attentive to conditions that should ensure good connections between the different transport modes. Some terminals are acting as public service ports, purely financed by regional or local authorities (e.g. Port Autonome de Strasbourg), other ports are purely commercial driven. Transshipment points are also crucial elements in transport chains from the safety and security point of view (e.g. in the new Regulation 1875/2006 on Supply Chain Security). These typical characteristics require a dedicated benchmark approach from the point of view of inter-modal terminals.

Parent Programmes:
FP7-TRANSPORT - Transport (Including Aeronautics) - Horizontal activities for implementation of the transport programme (TPT)

Institute type: Public institution
Institute name: The European Commission
Funding type: Public (EU)
Other funding sources: DG TREN

Lead Organisation:

Ecorys Nederland B.v.
Address:
Watermanweg 44NL-3067 GG
3000 AD ROTTERDAM
Netherlands

Organisation Website:
http://www.ecorys.com
EU Contribution: €0

Partner Organisations:

Herry Consult GmbH
Address:
Argentinierstraße
AN/A1040 Vienna
Austria

Organisation Website:
http://www.herry.at
EU Contribution: €0
The University Of Newcastle Upon Tyne

Address:
Kensington Terrace 6
NEWCASTLE UPON TYNE
NE1 7RU
United Kingdom

Organisation Website:
http://www.ncl.ac.uk/

EU Contribution: €0

D'appolonia

Address:
Via San Nazaro 19
16145 GENOA
Italy

Organisation Website:
http://www.dappolonia.it

EU Contribution: €0

Institut Fur Seeverkehrswirtschaft Und Logistik

Address:
UNIVERSITATSALLEE 11-13
28359 BREMEN
Germany

Organisation Website:
http://www.isl.org

EU Contribution: €0

Athens University Of Economics And Business - Research Center

Address:
Kefallinias
11251 Athens
Greece

Organisation Website:
http://www.aueb.gr

EU Contribution: €0

Vilniaus Gedimino Technikos Universitetas

Address:
Sauletekio Al
10223 Vilnius
Lithuania

Organisation Website:
http://www.vgtu.lt

EU Contribution: €0

Union Internationale Des Sociétés De Transport Combiné Rail-Route
Key Results:

An important result of the project is an e-tool that aims to support a company’s search for potential strategic improvements due to a modal change. In order to compare the current practice with an alternative based on a different transport mode, six main criteria are used: time, cost, flexibility, reliability, quality and sustainability. The alternatives are compared with each other, giving a percentage difference on each of the criteria. The combination of these criteria provides the user with a broad overview of the potential effects of a modal change. The BE LOGIC tool makes use of the judgement of the user, a terminal database containing intermodal services and a calculation tool for emissions.

The tool is mainly aimed at SMEs, but is definitely also very useful for larger companies that want to investigate the impacts of a modal shift on the six aforementioned criteria (time, cost, flexibility, etc.). Especially cargo owners (shippers) can use the tool to see if a modal shift helps them to ‘green’ their supply chain, while at the same time keeping other performance criteria at least at the same level. Of course the same applies to transport companies.

Innovation aspects

The European Intermodal Route Finder with routes between more than 800 terminals in EU-27, Norway and Switzerland.

Strategy targets

An efficient and integrated mobility system: Service quality and reliability

Readiness

The results of this project have been implemented.

Documents:

BE LOGIC D7 1 Final (Other project deliverable)

STRIA Roadmaps:
Cooperative, connected and automated transport, Network and traffic management systems, Smart mobility and services, Infrastructure

Transport mode: Multimodal transport

Transport sectors: Freight transport
Geo-spatial type: Other