EUROPLATFORMS

GILBERTO GALLONI
PRESIDENT

“Intermodal Transport between Europe and Asia: opportunities and challenges”

Kiev – 28th Sept 2004
• Europlatforms presentation
• Globalization phenomenon
• The role of intermodal transport
• 60 Transport and Logistics Centres

• 8 Countries
  Italy-Spain-Germany-Denmark-Portugal-Luxembourg-Greece-France

• 1,200 Transport Operators
In a global economy, no nation is self-sufficient. They are all involved at different levels in trade processes to sell what they produce, to acquire what they lack and also to produce more efficiently in some economic sectors than their trade partners.
Asia is a crucial partner for the EU whether economically, politically or culturally. Asia is EU third-largest regional trading partner.

**Asian exports to EU 21%**

<table>
<thead>
<tr>
<th>ASIA</th>
<th>Population Trillion</th>
<th>GDP Trillion $</th>
<th>Merchandise imports Billion $</th>
<th>Merchandise exports Billion $</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.12</td>
<td>15.65</td>
<td>1.458</td>
<td>1.620</td>
</tr>
</tbody>
</table>

Kiev, 28th September 2004
GLOBALIZATION OF PRODUCTION

GLOBALIZATION OF TRADE

TRANSPORTATION IS THE KEY
GROWTH OF FREIGHT TRANSPORT DEMAND AND FLOWS ALL OVER THE WORLD

Intermodal transportation improves the efficiency of global distribution when origins and destinations are distanced
A freight village is a specific area where all the activities relating to transport, logistics and goods distribution – both for national and international transit – are carried out by various operators. In order to encourage intermodal transport for goods handling, a Logistics Centre/Freight Village should preferably be served by a variety of transport methods (roads, rail, sea, inland waterways, air).
Funded by the European Commission under the
transport RTD Programme of the
4th Framework Programme

RESULTS

1. The use of intermodal transport is higher inside the FVs than outside.

2. The transport companies, located inside the FVs, have a higher turnover coming from the intermodality than the companies operating outside the freight villages.

3. A higher productivity values of transport companies both for the total flows and the R/R flows.
• Infrastructures
• Investiments
• Security
• Cooperation between EU and ASIA Countries

• Cooperation on regional and sub-regional level among all ASIA Countries

• Homogenization of legal, political, economic setting

• Improvement of security
ASEM Asia-Europe Meeting – 1996

1. Fostering Political Dialogue
2. Reinforcing Economic Cooperation
3. Promoting Cooperation in other Areas

Kiev, 28th September 2004
Thank you for your attention

www.freight-village.com