



**Economic and Social
Council**

Distr.
RESTRICTED

Informal document No. 11 (2002)
4 October 2002

ENGLISH ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Combined Transport

(Thirty-eighth session, 7-9 October 2002,
agenda item 7 (a))

**ACTIVITIES AND DEVELOPMENTS IN UNECE MEMBER COUNTRIES,
OF UNECE BODIES AND OTHER ORGANIZATIONS OF INTEREST
TO THE WORKING PARTY**

Combined transport instrument box

Transmitted by the Institute of Shipping Economics and Logistics, Bremen

Note ^{1/} : The secretariat reproduces below a communication transmitted by the Institute of Shipping Economics and Logistics, Bremen.

* * *

^{1/} Mention of firm names and commercial products does not imply endorsement by the United Nations.

Intermodal transport with all its facets is an important approach to solve economical and ecological problems in freight transport. Intermodal transport is defined as “The movement of goods in one and the same loading unit or road vehicle, which uses successively two or more modes of transport without handling the goods themselves in changing modes”¹ .

The difference between intermodal transport and unimodal transport is the number of actors in intermodalism. All these actors are to be co-ordinated and moderated. All actors have different functions, information and aims. This is the reason why the planning of Intermodal freight transport is relatively different. Another case is the fact, that knowledge on intermodal transport is rare, even in the transport industry.

This is the approach of ISL’s so-called Instrumentenbox: All steps and legs of Inter-modal freight transport shall be included into a computer-based system for the planning of intermodal transport compared with unimodal transport by road concerning transport time and costs. Just to clarify: Instrumentenbox is not a software, which will be soled by ISL, but a tool for qualified consultancy services by ISL for the preparation of decisions on intermodal transport.

The actual level of development will include road and rail and terminals. It is a demo version, a functional version will be ready until the end of the year. If the end version is available and tested, more information will be added to the tool. We expect that a fully-functional version with all needed information for planning Intermodal transports will be available mid of 2003.

For a better overview different levels are defined in order to see all steps of planning and all actors of the different levels and steps. The figure on the next page shows a typical intermodal transport with the operational actors at the top level and the planning actors at the bottom level.

For combined transport road-rail, in the near future an interface between Instrumentenbox and Track Price Information System (Trassenpreisinformationssystem –TPIS) of DB Netz will be realized in order to have automatic access to the actual pricing system of Deutsche Bahn.

Instrumentenbox will include all necessary information on intermodalism, legal acts as AGTC, terminals, services, Intermodal operators, railway enterprises, schedules, rail loading gauges, and information on the transport of dangerous goods.

It is necessary to set links to several sources of information, e. g. for special questions as for services in terminals, to UIRR, HUPAC and SGKV as it will not be possible to update all information like schedules continuously.

The system will be able to compare rail and road concerning transport time, prices, and door-to-door-services. In a further step inland navigation and short sea shipping will be included.

The “surface” of the final product will be a total different one. There will be boxes for the input of the figures of the individual flows such as distance of pre- and end-haulage, number and kinds of intermodal transport units etc.. There will be a mixture of calculation and information, whereas the information-fields may be supported by a database or by links to the internet, e. g. to terminals.