



Promoting intermodal transport - IRU's response

UNECE Working Party on Intermodal Transport
and Logistics Transport (WP24)

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Working together
for a better future



Travailler ensemble
pour un meilleur avenir



Evolution of IRU Membership

Created
1948

8 Founder States:



2009
180 Members
74 Countries



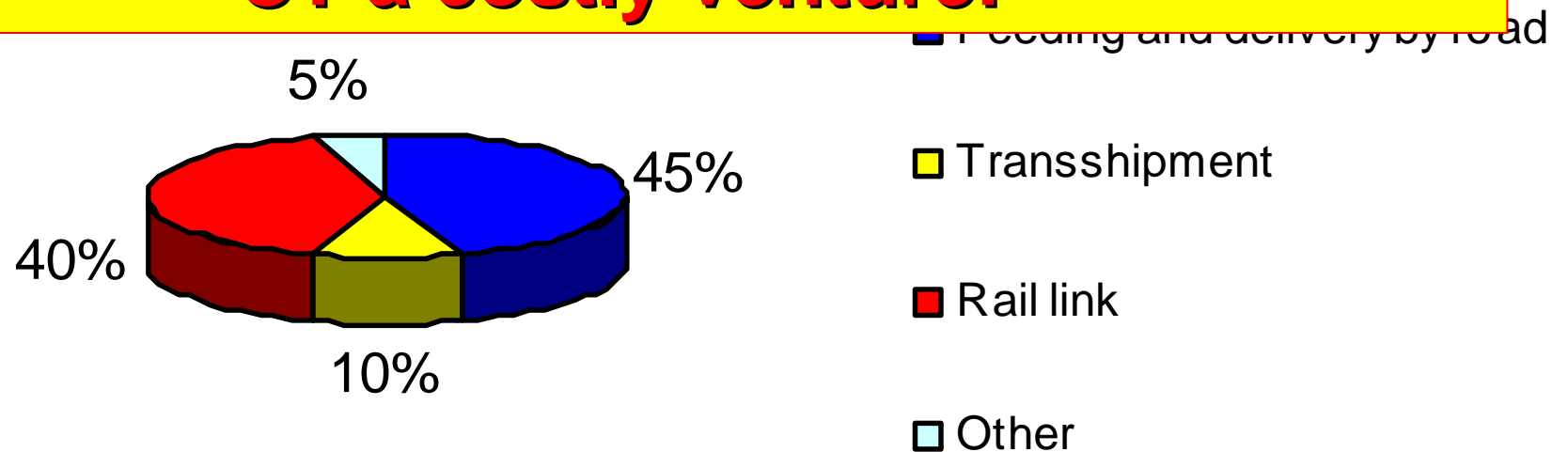
IRU's 3 "i"s for Sustainable Development

- 1. Innovation** – to develop ever more effective “at-source” technical measures & operating practices to reduce environmental impact.
- 2. Incentives** – to encourage faster introduction by transport operators of best available technology and practices.
- 3. Infrastructure** – without free-flowing traffic, the above measures are useless. Adequate investment in new infrastructure to remove bottlenecks and missing links, plus fullest use of existing infrastructure, are essential.



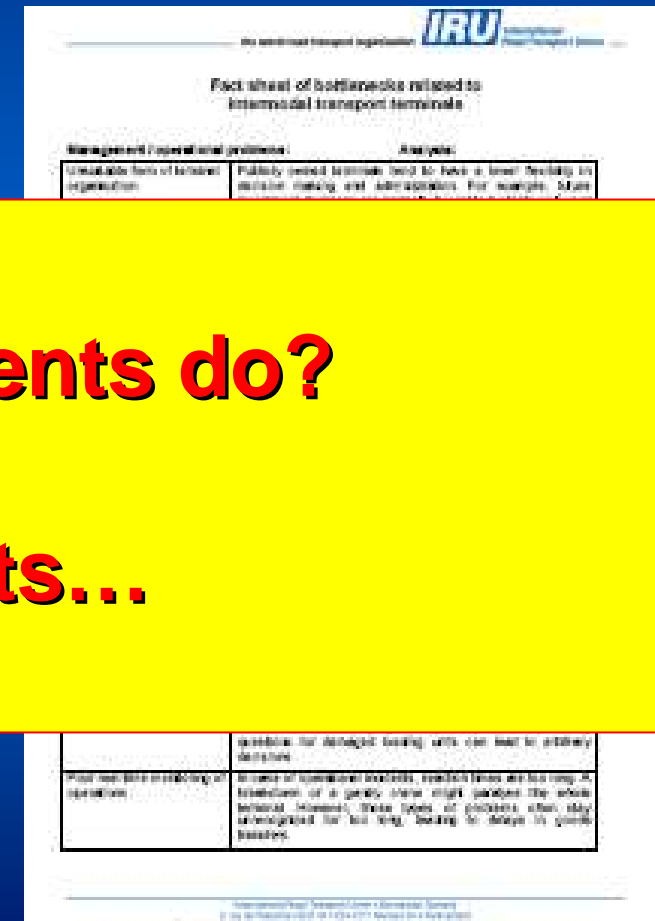
Combined Transport - economically viable for road transport operators?

Unnecessary waiting times at terminals make CT a costly venture!





Typical terminal problems – an IRU fact sheet



What can governments do?

Some highlights...



Promote co-modality through innovative Modular Concept



- Reduction of transport cost by 23%

No Harmonisation = Less Combined Transport

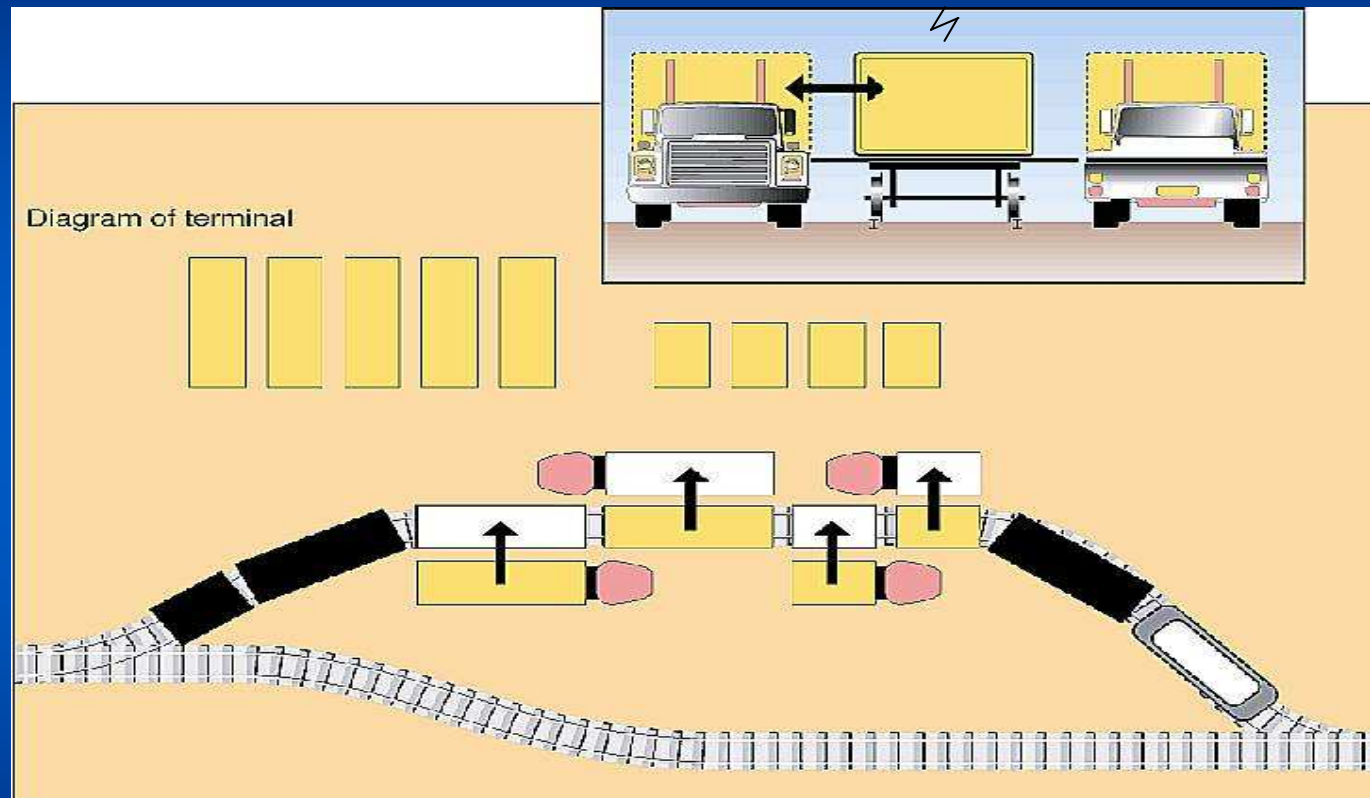


- Reduction of CO₂ emission by 15%

Harmonisation and standardisation of various combinations is needed to allow intra- and inter-modal exchangeability.



Innovative horizontal transshipment



Existing horizontal techniques can greatly reduce loading and unloading time, increasing transshipment efficiency

Source: Woxkonsult, 1997, IRU 2009



Provide real business incentives

- Exempt CT road vehicles from traffic bans (e.g. A, D, CZ)
- No vehicle taxes / tolls for CT road vehicles (e.g. A, B, D, F, UK, CZ, SK)
- Compensation for delays





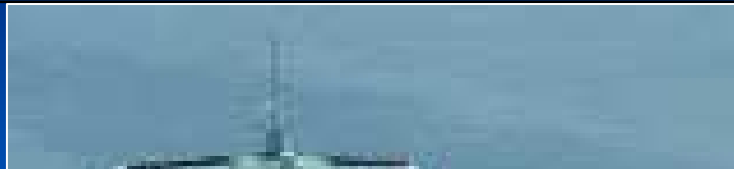
Provide real business incentives

- Storage of dangerous goods units in CT terminals
- Interoperable port access cards
- Flexible opening times





Provide real business incentives

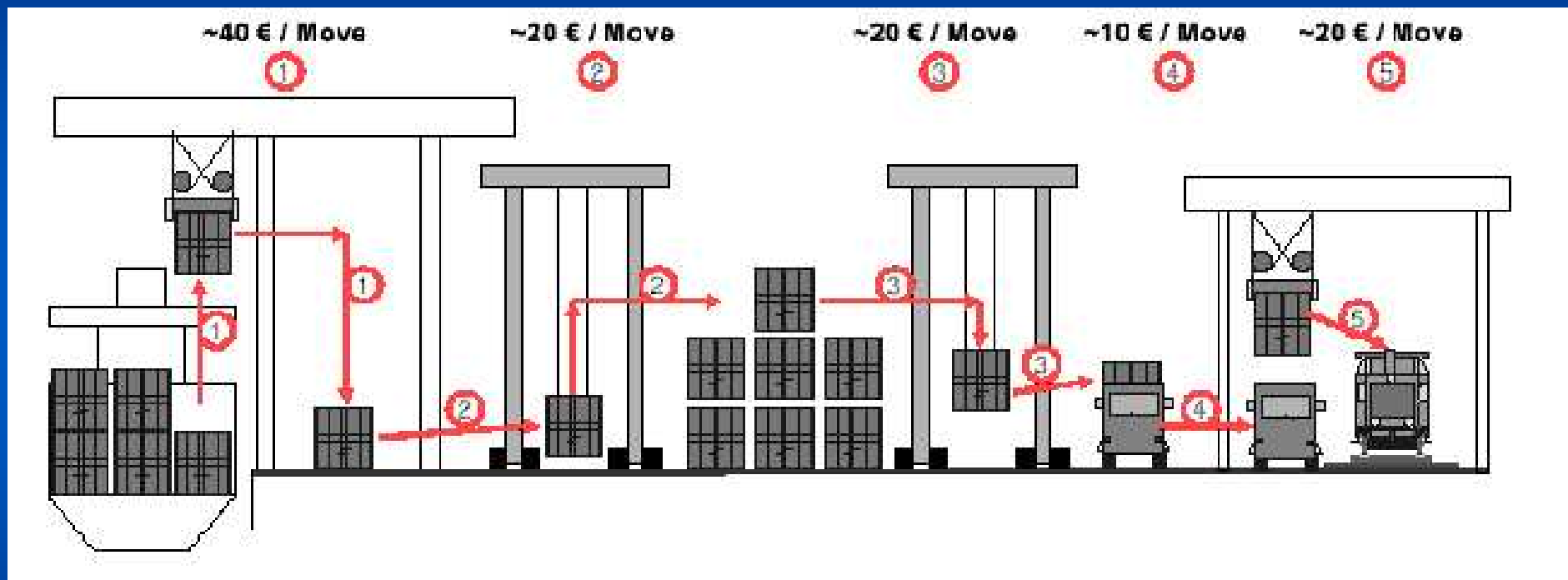


Since 1975 the TIR convention has been open to multimodal transport.

The handling of containers or RO/RO vehicles under TIR procedures should be facilitated in CT terminals.



Real business incentive



**Reduce transshipment costs.
The less complex the less expensive.**



Provide adequate infrastructure

- Adequate Hinterland road connections
- Safe and secure parking
- Sufficient storage space for transported goods





Infrastructure and terminal location

The terminal location should **not be politically motivated but business-driven** and close to areas of economic activities with good access to primary and secondary road infrastructure.

From the typical transport distance by road the optimal distance between terminals would be **200 km.**



5th Euro-Asia Conference: Almaty



5th Euro-Asian Road Transport Conference



Almaty, 11-12 June 2009



11-12 June 2009!



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