Shippers' views on road transport reduction through the European Modular System

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Agenda

- European Shippers' Council
- The battle against inefficiencies
- Trends in Freight Transport supply and demand
- Transport growth: think freight
- Making better use of what we have
- Negative impact on Intermodal transport?
- Conclusion

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- users of freight transport services
- more than 100,000 companies throughout Europe
- majority of the volume of goods shipped by sea from/to Europe
- national transport user organisations/ shippers' councils

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The Battle Against Inefficiencies

ALL shippers look to drive out inefficiency

- Unreliability
- Suboptimal operation

- Recap on what influences decisions:
  - Reliability
  - Quality
  - Flexibility
  - Price
  - Who makes the decisions
  - Past experience
  - The risks

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Trends in freight transport supply and demand

- **Transport growth** of 50% between 2000-2020
- Road transport growth 55% in this period:
  - Decreasing the reliability of road freight services
  - Increasing costs to industry as freight becomes delayed in traffic congestion
- Rail freight will become more competitive as competition increases, stimulating an improvement in efficiency and service performance, and attract more freight to it
- But rail and water transport will not be able to accomodate increased demand – transport market will become supply driven

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Trends in freight transport supply and demand

- Road transport must become more efficient and intermodality is a key complement
- Need to look at more efficient use and new technologies to offset various cost increases and environmental pressures
- We need all transport modes and infrastructure to facilitate future growth

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EU White Paper Mid Term Review

- Proposed Freight Transport Solutions
  - **Intermodality**
    - Make better use of alternative modes that have accessible spare capacity
  - **Co-modality**
    - Efficient use of all transport modes operating individually or in intermodal integration in the European freight transport system to reach an optimal efficiency of ressources

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Think **freight** rather than mode

- Rather than **competing** against each other – transport policy should seek to ensure each mode **complements** the other when combined to seek to enable each mode to operate at optimal efficiency within the total logistics operation

- EMS is being looked at as being a road transport development rather than as a **freight transport innovation** that improves the efficiency of freight transport and increases the utilisation of existing transport infrastructure

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Make better use of ‘what we have’

- Possible to rearrange to shorter combinations
- Standard loading units
- Same volume of cargo

- Less total consumption
- Less emissions per ton/km
- Less costs per ton/km
- Less road damage

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Negative impact on Intermodal transport?

- No evidence that EMS impacts significantly in a shift of freight being moved by rail or inland waterway
  - Result of Dutch trials
  - Sweden makes great use EMS whilst also EU MS in which rail transport takes the greatest share of the transport market.
- EMS supports **intermodal solutions** when using semitrailer and swap body units or containers

Benefits

- Volume efficiency: + 50% per ride
- Fuel efficiency: + 23% (fuel/volume)
- Handling (loading/unloading): + 20-30%
- Saving: 1 truck and 1 driver
  - Reduced road congestion
  - CO_2 reduction
  - Faciltating growing demand
- Reduction of vehicle movements: better for environment, congestion
- Over all: lower integral logistic costs!

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Conclusion

- support from shippers for widespread application of EMS
- it should be made possible to use EMS vehicle combinations in international transport

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