Working Party on Intermodal Transport and Logistics

NEW DEVELOPMENTS AND BEST PRACTICES IN COMBINED TRANSPORT

Ralf-Charley SCHULTZE
President

GENEVA | 21 November
UIRR: the industry association of intermodal transport
What is intermodal transport?

**Multimodal transport**
Goods transportation that employs more than one mode of transport.

**Intermodal transport**
Multimodal goods transportation where the cargo is carried in an intermodal loading unit throughout the entire journey.

**Combined transport**
Intermodal goods transportation where the road legs of the journey are kept to a minimum, while the longest possible section of the distance is covered by non-road modes of surface transport.

- **MULTIMODAL** = more than one mode of transport for a single assignment
- **INTERMODAL** = cargo held in a single intermodal loading unit from origin to destination
- **COMBINED TRANSPORT** = intermodal transport where the road legs are the shortest possible

**EU POLICY OBJECTIVE:**

70% OF INTERMODAL TRANSPORT SHOULD QUALIFY AS COMBINED TRANSPORT (to enjoy the benefits offered to Combined Transport Operations)
The mission of UIRR

To grow the pie through enabling **competition and cooperation** on the basis of

1) technical merit – of the particular transport solution offered
2) competence (professionalism) of those who organize CT
3) with UIRR as the collective voice of the intermodal sector
UIRR Combined Transport Growth Index (1990-2017)

(REFERENCE YEAR: 1990 = 100)

CT traffic more than doubled over 18 years
Transport challenges of our times

- Global warming
- Air pollution
- Traffic congestion

![Graph showing temperature and CO₂ concentration over time]

![Map showing NO₂ levels in Europe]

![Image of a busy highway]
Intermodal: the easiest transhipment from road to rail

- **Rail** (15.6 gCO₂/tkm)
- **Inland waterways** (50.62 gCO₂/tkm)
- **Road** (139.8 gCO₂/tkm)
Combined Transport: the solution to the challenges

- **Climate**: CO₂/ energy efficiency
- **Environment**: air and noise pollution, vibration
- **Congestion**: to prevent GDP losses
- **Public security**: oil dependency
- **Safety**: accident injuries/fatalities and material losses
- **Employment**: labour productivity
- **Infrastructure**: road degradation and spatial constraints

The answer: Intermodal / Combined Transport

- CO₂ emissions
- Energy efficiency
- PM₁₀ pollutants noise
- Oil dependency
- Accidents: injuries and fatalities
- Labour productivity
- Road degradation
- Congestion

- ▪ Climate: CO₂/ energy efficiency
- ▪ Environment: air and noise pollution, vibration
- ▪ Congestion: to prevent GDP losses
- ▪ Public security: oil dependency
- ▪ Safety: accident injuries/fatalities and material losses
- ▪ Employment: labour productivity
- ▪ Infrastructure: road degradation and spatial constraints
Accelerating climate change requires action

**Public consciousness**: on the increase – leads to impetus for internalisation
- CO₂ emissions
- Local air pollution (NOₓ, O₃, PM₁₀)
- Oil dependency
- Noise
- Congestion
- Accidents
- Bio-diversity
- Land use
Public consciousness: the time to act is here – as agreed to by the OECD transport ministers on 1 June 2017

- CO2 emissions
- Local air pollution (NOx, O₃, PM10)
- Oil dependency
- Noise
- Congestion
- Accidents
- Bio-diversity
- Land use
Performance of rail freight: gradual improvements

The Freight CEO Task Force oversees the 10 priorities of the Sector Statement

Priority 1: Following the Timetable Redesign project (TTR)
Priority 2: New concepts for capacity offer on RFCs
Priority 3: Improving Coordination on Temporary Capacity Restrictions (TCRs)
Priority 4: Enhancing the use of Path Coordination System (PCS)
Priority 5: Improving harmonisation of processes at borders
Priority 6: Train tracking and Expected Time of Arrival (ETA)
Priority 7: Prioritisation, funding instruments, monitoring of TEN-T parameters
Priority 8: Facilitating concrete ERTMS Implementation
Priority 9: Monitoring quality of freight services with implemented/shared KPIs
Priority 10: Harmonisation of Corridor Information Document (CID)

European Commission actions
- Fourth Railway Package: legislation
- European Union Agency for Railways: implementation
- Rail Freight Corridors: legislation + implementation
- Single European Railway Area meetings: coordination/implementation
- TEN-T and CEF Transport: infrastructure development
- Shift2Rail / Horizon 2020: research & development
Fair, mode-neutral regulatory framework

Two principles should be upheld:
- *user-pays*
- *polluter-pays*

The Mobility Packages address the regulatory framework of road haulage:
- Access to the profession
- Eurovignette
- Posting of Workers
- Digital tachograph

Still missing:
- Revision of the energy taxation directive (96/2003)

Temporary compensatory measures needed to level the playing field for Combined Transport

“Subsidies” to rail freight:
(i) Track access charges:
   - based on distance travelled on the entire network
(ii) Internalised externalities:
   - renewable energy surcharge
   - infrastructure scarcity surcharge
   - railway noise

Subsidies to trucks:
(i) Inadequate road tolls
   - No tolling: 6 Member States
   - Time-based: 12 Member States
   - Distance-based: 10 Member States charging a limited network only.
(ii) Non-internalised externalities
   - air- and noise-pollution, accidents, congestion, land-rent, oil-dependency
Limited internalisation of CO₂ emissions and climate-change
New CT Directive: the sector awaits it since 2012...

...the end is getting close
The amended Combined Transport Directive

Scope
combined transport extended to domestic operations + improved definition will cover 70% of intermodal movements

Enforcement
modernised to reduce disturbance to transport flows and make cheaper to fulfill

State aid
to assist terminal development and to temporarily compensate regulatory disparities

Directive 92/106

Reporting and monitoring
to better inform policy-makers and the stakeholders of intermodal transport
Major issues of the Directive 92/106

1. **SCOPE**: domestic – cross-border (intra-EU) – coming from/go ing to points outside the EU
   - Legal equivalence of international road haulage and international CT operation
   - What if a road leg is in one Member State, while the transhipment is in another?

2. **DEFINITION**: how long can the road legs be (for intermodal to qualify as CT)?

3. **ENFORCEMENT**: modernizing and streamlining the roadside check

4. **STATE AID**: Why does Combined Transport need this in the first place?
   - Support investment in transhipment terminals
   - Other temporary compensatory measures
   - 44-tonne weight allowance for semi-trailers used in Combined Transport

5. **MONITORING AND REPORTING**: What variables and how often?

- **PRINCIPLES TO UPHOLD**: during the amendment
  (i) extend CT Operation support to 70% of intermodal – from the current 43%
  (ii) reduce bureaucratic burden and operational disturbance – enforcement
  (iii) introduce new and more efficient forms of state aid
  (iv) increase transparency and link to overriding transport policy aims to CT development
Combined Transport Directive: who has to do what?

Proposed amendment unveiled in November 2017

European Parliament position was adopted in July 2018

Council position undecided to this day
Funding in Europe

1. CEF blending call

2. **CEF transport call 2018**: specific objective to support the development of terminal infrastructure

3. **HORIZON 2020**: at least 90 MEUR for multimodal

4. **MFF 2021-2027, CEF 2021-2027**: negotiations with a focus on sustainable transport

5. **TYPES OF SUPPORT MEASURES (number of Member States)**:
   - Exemption from road tolls (1)
   - Reduction of Track access charges for Rail (2)
   - Investment grants (4)
   - Exemption from driving bans (6)
   - Operational support (8)
   - Road tax reductions (14)
Enhancement of intermodal transport

Revision of standards: ILU-Code (identification and codification) and intermodal loading units

Revision of leaflets relevant to CT: ongoing since 3 years

Intermodal Task Force report: intermodal-relevant changes to TSIs

Externally funded development projects

Best Practice Guidelines: sector players’ initiatives
Intermodal can do the job

...if and where the framework conditions are right

✓ Rail infrastructure is developed coherently with strategic goals
✓ Recognition of freight: train path capacity allocation and traffic rules
✓ Development of capacities: lines and terminals (infrastructure)
✓ Intermodal rules are clearly defined and predictable compensation is offered

Transalpine traffic through Switzerland 1984 – 2016
THANK YOU
For your attention