



INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

# Intermodal Seminar for Transport Attaches

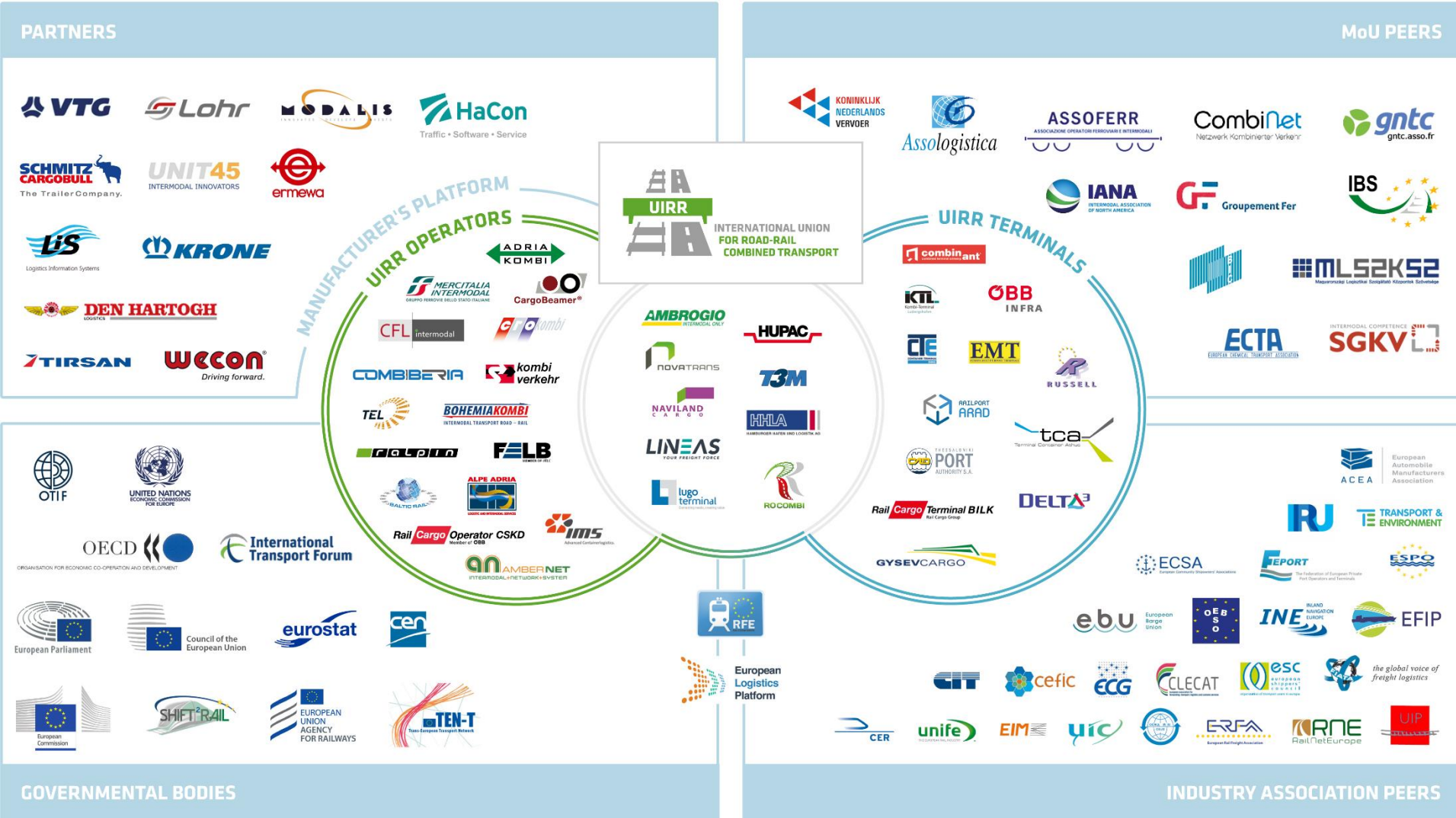
## AMENDMENT OF THE CT DIRECTIVE: A SECTOR PERSPECTIVE



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# UIRR: the industry association of 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.*

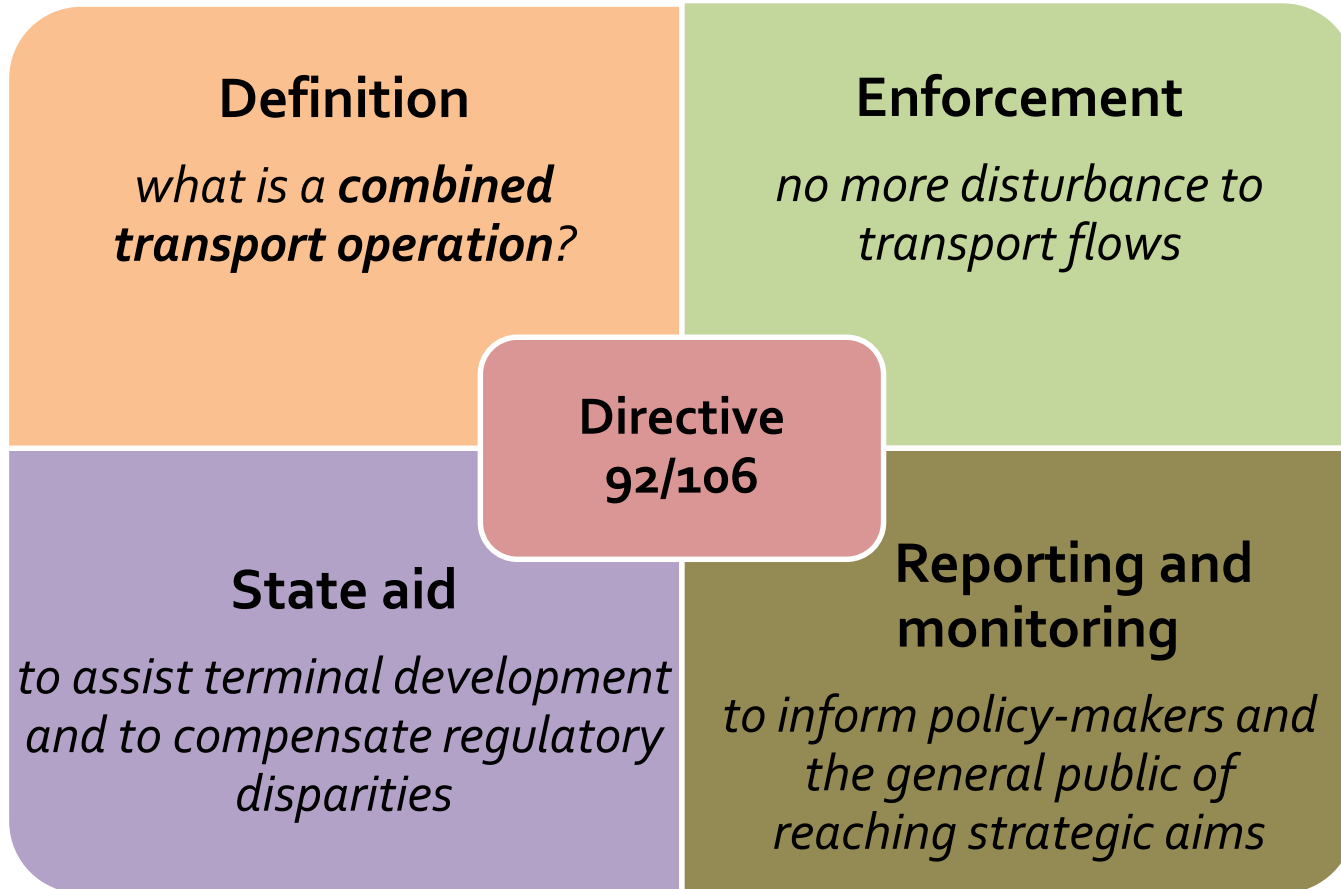
## Combined transport

*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 AIM:

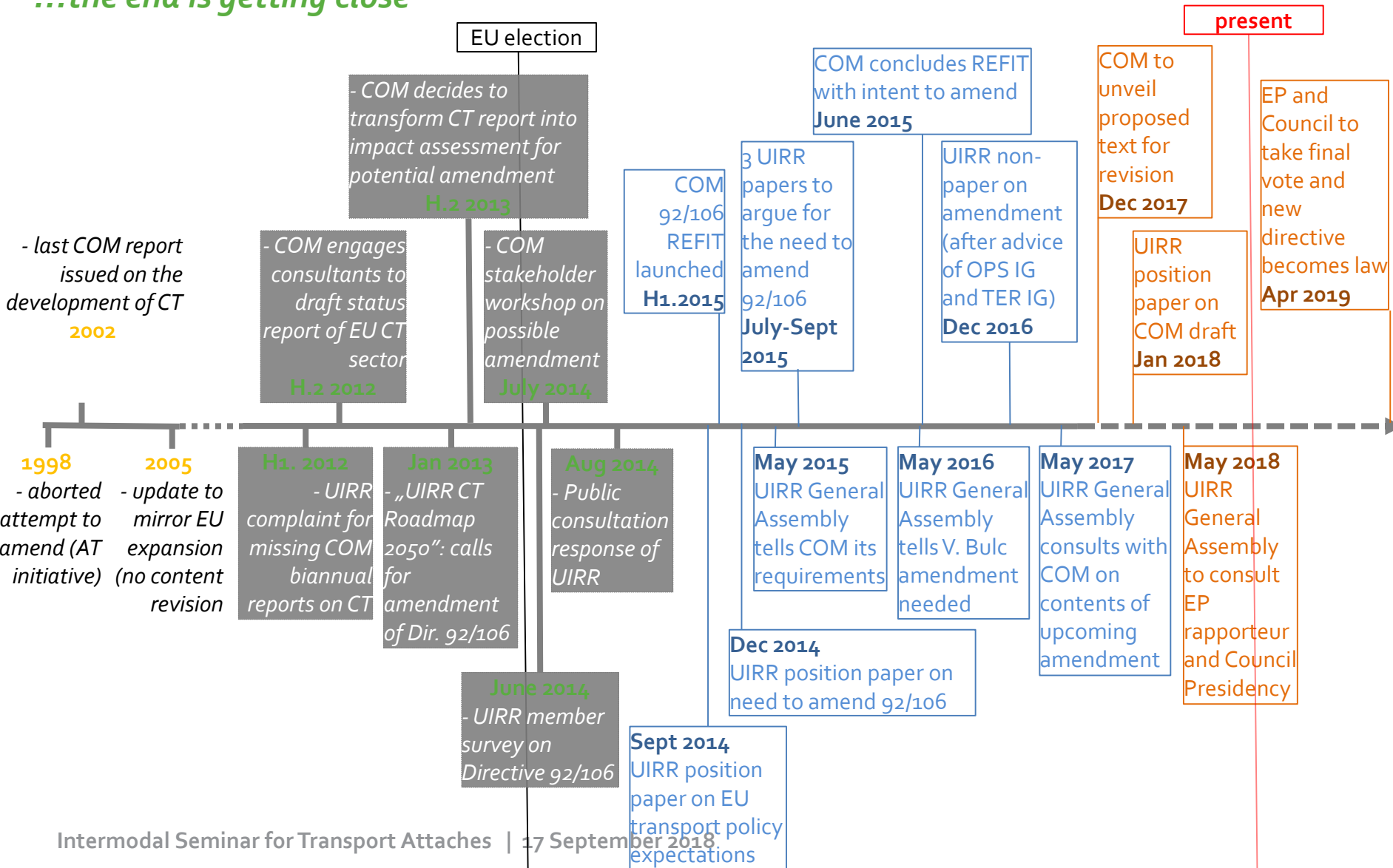
**MORE COMBINED TRANSPORT**



# The amendment process: 2012-2018



...the end is getting close





1. **SCOPE:** domestic – cross-border (intra-EU) – coming from/going 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 transshipment 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 transshipment 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 BE UPHHELD: 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

# 1. SCOPE



Commission proposal	European Parliament	European Council	Sector position
Scope extended to include domestic combined transport	<b>SUPPORTED</b>	<b>OPPOSED</b> by some Member States	<b>ENDORSE COM proposal:</b> 70% coverage cannot be achieved otherwise
Legal equivalence of international road haulage and international combined transport unchanged	<b>SUPPORTED</b> while citing road legislation on social rights and access to market	<b>OPPOSED</b> by some Member States	<b>ENDORSE COM proposal:</b> equivalence of the two competitors must continue
Locality of the road leg (vs. transshipment and non-road leg) is irrelevant	<b>SUPPORTED</b>	<b>OPPOSED</b> by some Member States	<b>ENDORSE COM proposal:</b> the location of the terminal should determine, not national borders

## 2. DEFINITION



Commission proposal	European Parliament	European Council	Sector position
<p><b>150km as the crow flies</b> (mirroring Directive 719/2015)</p>	<p><b>SUPPORTED</b> while permitting reduction by 50% on environmental grounds</p>	<p><b>DIVIDED</b> - some Member States propose shorter - some Member States support COM proposal</p>	<p><b>ENDORSE COM proposal:</b> 150km is a good compromise</p>
<p><b>20% of the non-road component</b> of a CT chain in case of road-rail CT</p>	<p><b>DELETED</b></p>	<p><b>MAJORITY PROPOSES DELETION</b></p>	<p><b>ENDORSE COM proposal:</b> difficult to apply, not absolutely needed</p>
<p><b>Exceed fixed distance in case of road/rail CT</b> to reach nearest terminal if authorized by Member State</p>	<p><b>NO MEMBER STATE AUTHORIZATION</b> but justification by CT operator or designer of transport-chain</p>	<p><b>MAJORITY TO ACCEPT POSSIBILITY TO EXCEED</b> unclear who want Member State authorization</p>	<p><b>NEED POSSIBILITY AND SHARRPLY OPPOSE AUTHORIZATION</b></p>



### 3. ENFORCEMENT



Commission proposal	European Parliament	European Council	Sector position
<p>Proof to be presented at roadside check is described in great detail</p>	<p>DIGITAL SOLUTION DEMANDED</p>	<p>DIGITALIZATION SUPPORTED BY MAJORITY</p>	<p>MUST AVOID BUREAUCRATIC NIGHTMARE AND DISRUPTION OF LOGISTICS CHAINS</p>
	<p>EX-POST EVIDENCE FOR CERTAIN ASPECTS POSSIBLE</p>	<p>UNKNOWN</p>	<p>EX-POST EVIDENCE IS A MUST</p> <ul style="list-style-type: none"> <li>- digitalization and communication technology is not enough developed</li> </ul>
	<p>DRIVER ALLOWED TO CONTACT DISPATCHER during roadside check</p>	<p>DRIVER ALLOWED TO CONTACT DISPATCHER during roadside check, must have response in 45 minutes</p>	

## 4. STATE AID (temporary compensatory measures)



Commission proposal	European Parliament	European Council	Sector position
<p>Member States shall support <b>investment into transshipment terminals</b></p>	<p><b>SUPPORTED</b> by large majority with conditions on necessity of terminal</p>	<p><b>MAJORITY WANTS "MAY SUPPORT"</b> with conditions</p>	<p><b>ENDORSE COM proposal:</b> cargo access to rail network must be guaranteed</p>
<p>Member States <b>may offer additional measures</b> to boost the competitiveness of Combined Transport</p>	<p><b>MAJORITY SUPPORT POSSIBILITY</b> with condition to exempt from notification if less than 35% of total cost</p>	<p><b>MAJORITY SUPPORT POSSIBILITY</b> with condition to exempt from notification if less than 35% of total cost</p>	<p><b>TEMPORARY COMPENSATORY MEASURES NEEDED</b> until regulatory imbalance is corrected and infrastructure improved</p>
	<p><b>SUPPORTS 44-tonne gross vehicle weight allowance</b> for semi-trailers used in combined transport operations</p>	<p><b>POSITION UNKNOWN</b></p>	<p><b>44-TONNE ALLOWANCE NEEDED FOR SEMI-TRAILERS</b> as this is a widely used loading unit</p>

## 5. MONITORING AND REPORTING

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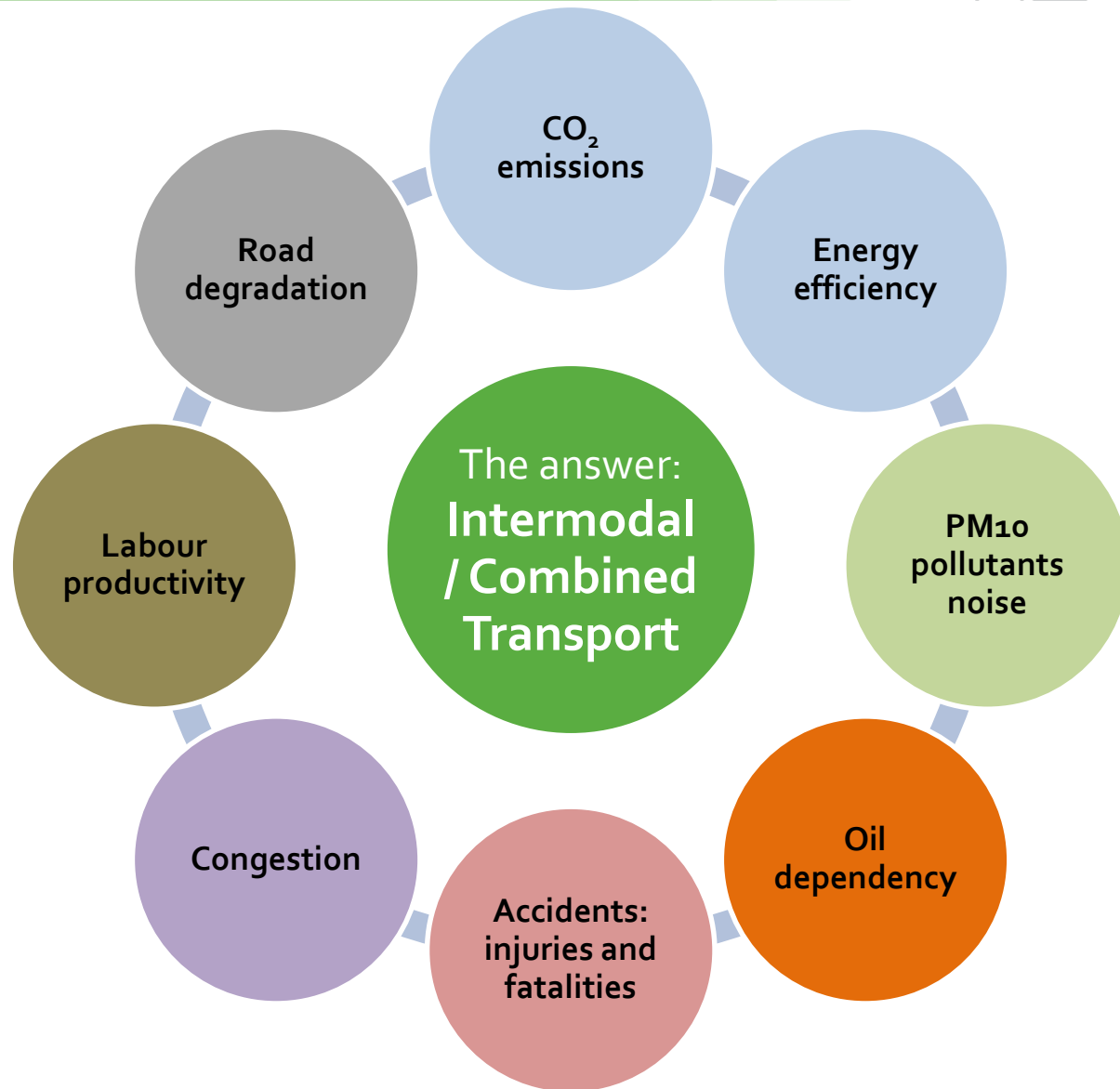


Commission proposal	European Parliament	European Council	Sector position
<p>A range of variables defined to be collected by Member States</p>	<p><b>SUPPORTED</b> by large majority with amendment to the variables</p>	<p><b>PROPOSE COMMISSION IMPLEMENTING ACT</b> to define variables</p>	<p><b>ENDORSE COUNCIL POSITION:</b> variables easily produced by the sector are needed</p>
<p>Member State reporting every two years to support similar reporting of Commission</p>	<p><b>SUPPORTED</b> by majority</p>	<p><b>MAJORITY PROPOSE LESS FREQUENT REPORTING</b></p>	<p><b>ENDORSE COM proposal:</b> anything less than 2-year reporting is not frequent enough in today's 'high speed' world</p>

# The challenges of longer distance freight transport



- **Climate:** CO<sub>2</sub> and energy efficiency
- **Environment:** air and noise pollution, vibration
- **Public security:** oil dependency
- **Safety:** accident injuries/fatalities and material losses
- **The economy:** GDP loss due to congestion
- **Employment:** labour productivity
- **Infrastructure:** road degradation and spatial constraints

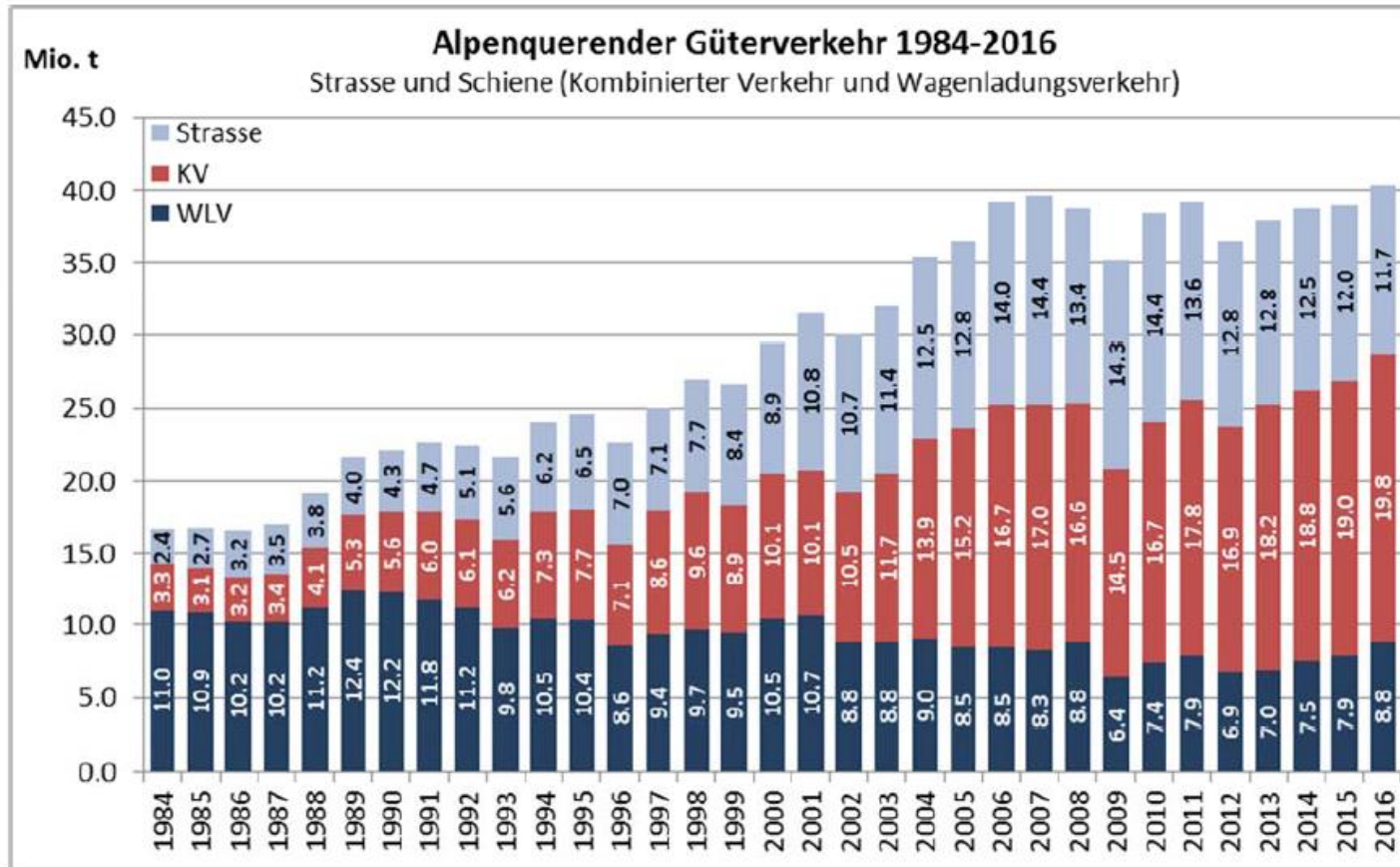




## ...if and where the framework conditions are right

- ✓ 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





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# THANK YOU

For your attention

