



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

Intermodal/Combined Transport in Europe

UIRR'S VISION



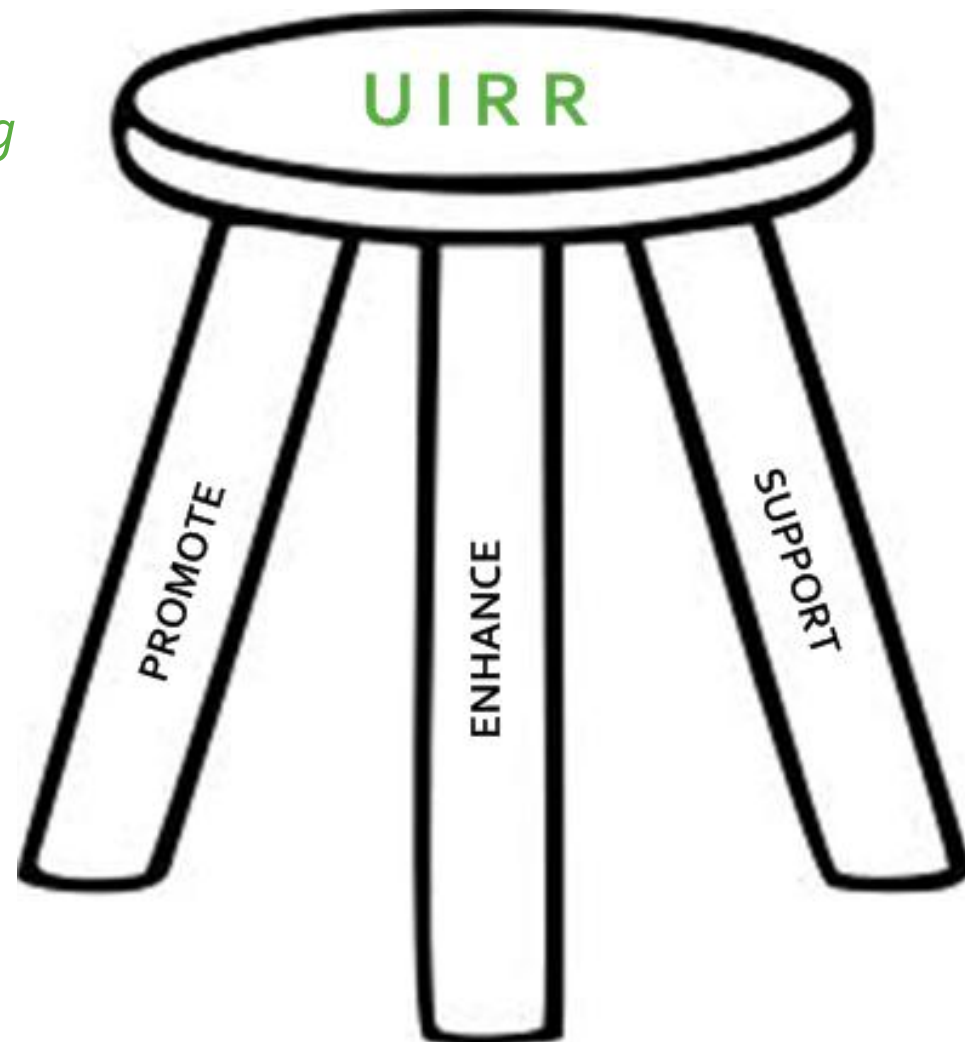
Ralf-Charley SCHULTZE
Director General

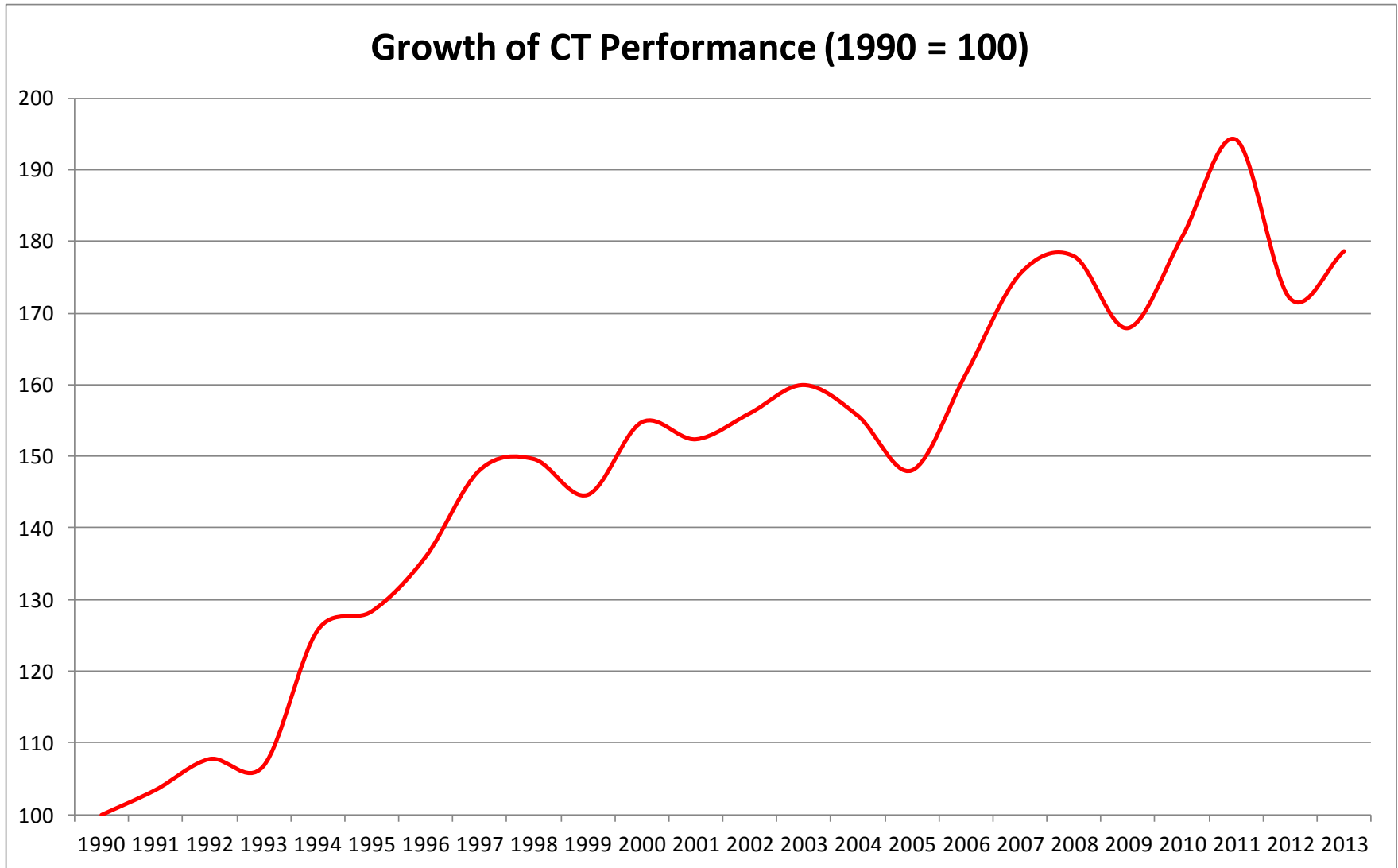
- **Members:** Combined Transport Operators and Terminal Managers, the link between road and rail
- **Logistics companies and road hauliers:** customers and shareholders of UIRR Members
- **Performance:** UIRR Members handled more than 50% of European Combined Transport in 2013
- **Mission:** to ensure that fair regulatory conditions in transport enable the competition, based on technical merit and competence/management excellence
- **UIRR:** founded in 1970
- seat in Brussels since 1988

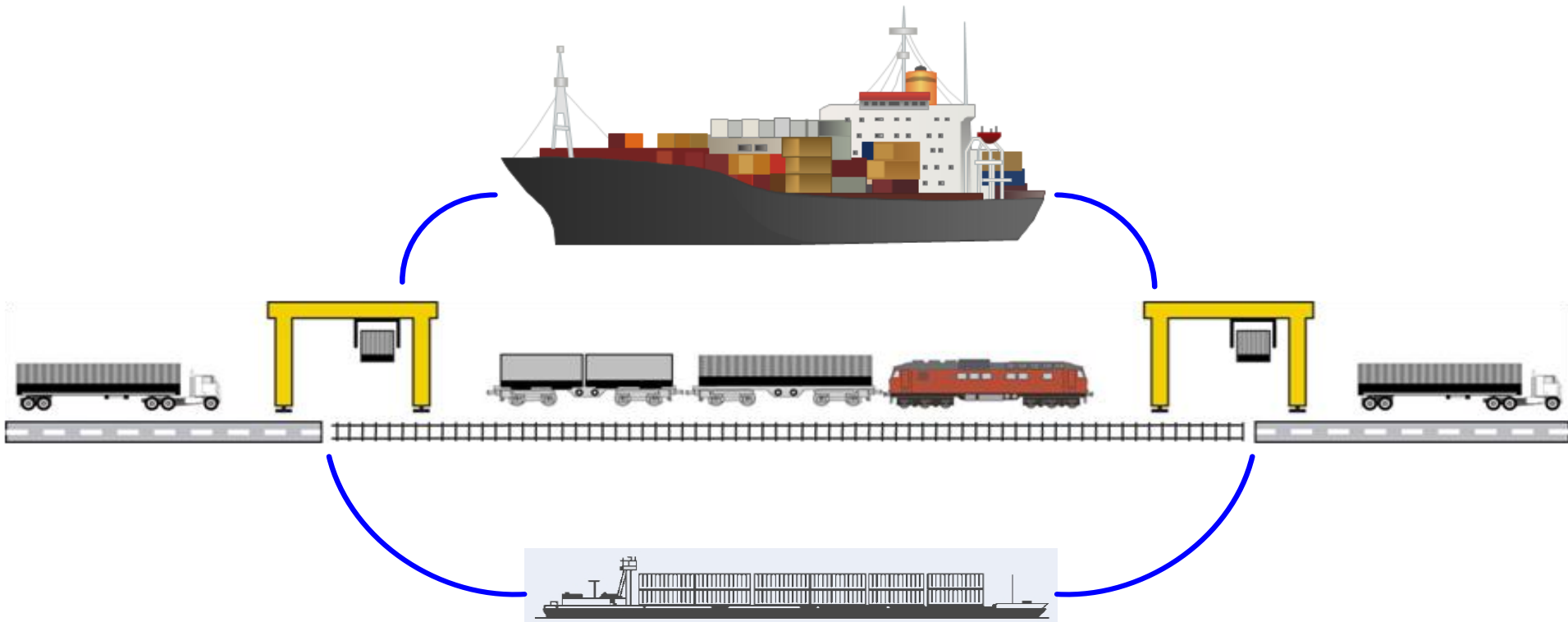


*UIRR is an **industry association** which*

- **PROMOTES** the public understanding and appreciation of Road-Rail Combined Transport,*
- **ENHANCES** its development and the proliferation of industry best practice,*
- **SUPPORTS** the daily operation of European Combined Transport with a series of services*







Superior resource efficiency • Very low emission of CO₂/GHG and pollutants
Excellent safety performance • Reduced road congestion and degradation
Meaningful contribution to lessen Europe's dependency on oil



Directive 92/106: *probably the oldest piece of European transport legislation in effect today*

- **History:** Combined Transport has been promoted on an EU level since 1975
6-7% average annual growth rate of Combined Transport since 1989 is the evidence for an effective regulatory support
- **Why is an EU-level regulatory framework needed?**
80% of intermodal/combined transport takes place on border-crossing relations facilitated by actors falling under the jurisdiction of different Member States
- **Continued promotion**
needed as long as regulatory imbalance of the various modes in the different Member States continues to exist
- **Mitigation of complexity**
the cooperation between several modes to perform a transport-chain requires a transshipment between modes and the collaboration of many actors which results in complexity, that should not be exacerbated by a heterogeneous regulatory framework



- **Framework legislation**

- definitions and Pan-European rules for technical aspects such as codification, certification, registration, etc.

- **Temporary benefits**

- to counterbalance the regulatory disadvantage for as long as it continues to prevail (proportionately to the status quo in each Member State)

- **Optimised infrastructure**

- complementing the large CEF Transport projects with small scale development aid on a Member State level to eliminate infrastructure limitations faced by consignors if wishing to shift to intermodal/combined transport

continued...



- **Development plans**
 - encouraging the complex horizontal thinking required by intermodal/combined transport based logistics on a Member State level
- **Intermodality tests**
 - systematic test of any policy or regulatory proposal as part of the impact assessment to check whether an intermodal/combined transport solution could not deliver the desired outcome more efficiently
- **Monitoring and reporting**
 - accurate measurement of intermodal/combined transport performance and regular feed-back to the decision-makers



23 May 2014: DG MOVE initiated a public consultation

- to gather information about the implementation of the CT Directive, as well as
- to assess whether a revision of the CT Directive would be desirable and, if so,
- what possible enhancements could be made in future revisions of Combined Transport policy. (Deadline of responses: 15 August 2014)

The sector welcomed the initiative proven by

- the high number of responses to the public consultation, and
- the strong attendance at the related stakeholder workshop on 27 June 2014.

The raw results of the public consultation were published on DG MOVE's website a few weeks ago, promising the following:

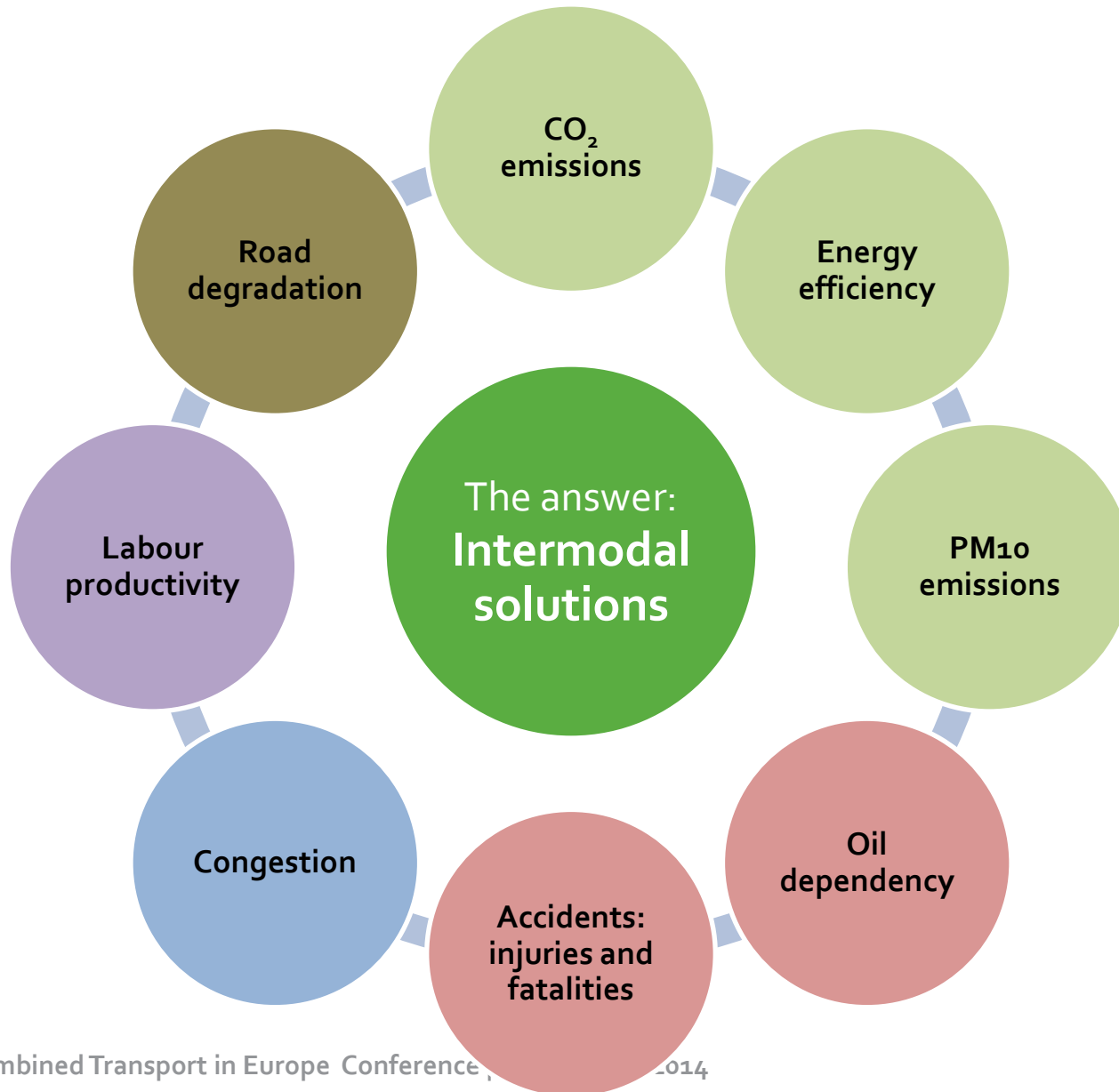
"a summary report will be published on this webpage. The contributions will feed into the impact assessment that is being prepared for the initiative"



Raw responses - a short summary:

- **87 responses from 17 Member States**
 - an even balance of SME, large enterprise, NGO, public authority respondents, with twice the rate for industry associations)
- **90%** knew about Directive 92/106
- **59%** said that the Directive helped their business
- **90%+** said the Directive has NOT achieved its objective of modal-shift
- **90%+** said that "CT would not be economically viable without the Directive,,
- **94%** believe that the EU should "continue supporting CT operations,,
- **50-70%** support the extension of scope to IWW and SSS (coastal type)

- **86% agreed that "the CT Directive should be reviewed to further boost CT"**





Modal shift:

“Shifting of 30% of long-distance road tonne-kilometres to sustainable modes by 2030 and 50% by 2050”

- 2011 EU transport White Paper

Easiest achieved through intermodal/combined transport

- which needs an effective European regulatory framework

This could be delivered most naturally through the

RECAST OF DIRECTIVE 92/106



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THANK YOU

For your attention

