



The Voice  
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European Barge Union



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EUROPEAN  
INTERMODAL  
ASSOCIATION



INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

Press Release:

## Directive 92/106 should be the legislation governing transport by more than one mode

The industry associations of intermodal and combined transport, as well as inland navigation and railways continue to endorse the modal-shift targets of the 2011 EU Transport White Paper. These should remain the guiding principles for EU freight transport policymaking, including new legislative proposals, which should all be assessed as to their contribution towards achieving these aims.

The Directive 92/106 concerning the establishment of common rules for certain types of combined transport of goods between Member States is one of the oldest pieces of European transport legislation still in effect today. Therefore the initiative by the European Commission DG MOVE for a public consultation related to the Directive<sup>1</sup> was welcomed by the sector.

Transport-chains optimized to the criteria of simultaneous economic and ecological sustainability are rarely unimodal. Quite on the contrary, they are based on the collaboration of rail, inland waterway and short sea shipping, which mostly rely on first and last mile road transport. The collaboration of different modes of transport and of several different actors including those responsible for transshipment between the modes, makes intermodal/combined transport appear more complex compared to pure road transport. Nevertheless the exceptional socio-economic performance of these multimodal transport-chains, such as greater resource efficiency, less congestion and pollution, lower emissions, fewer accidents, etc, make these forms of freight transport a good choice for both consignors and the society at large, also worthy of note for the European legislator.

Support for intermodal/combined transport is a horizontal challenge, which touches on a number of European policies beyond the scope of the Combined Transport Directive 92/106. The undersigning associations emphasize the horizontal approach needed when addressing these transport-chains which rely on several modes of transport and transshipment points in between:

- **Infrastructure:** the new TEN-T Guidelines rightly follows a multimodal approach. This needs to be reflected in the concrete corridor work-plans. The Connecting Europe Facility can also play an important role in providing funding for transshipment infrastructure and equipment, thus enhancing the productivity of this activity.
- **ICT solutions:** Logistics chains that cover more than one mode require smart coordination across modes. This can be facilitated through simplified administrative and customs procedures (i.e. initiatives in the area of e-freight). EU support should be available for ICT and other solutions that allow better planning, coordination and bundling of cargo flows.
- **Level playing field across modes:** the internalization of external costs across modes, full and fair proliferation of the *user-pays* and *polluter-pays* principles in every Member State.

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<sup>1</sup> [http://ec.europa.eu/transport/media/consultations/2014-combined-transport\\_en.htm](http://ec.europa.eu/transport/media/consultations/2014-combined-transport_en.htm)

- **Support of intermodal/combined transport:** also on a Member State level; whereby Member States should be required to draft long-term roadmaps identifying their strategies to develop sustainable freight transport, and intermodal/combined transport in particular.

The current benefits defined in the Directive 92/106 are seen as very useful, contributing materially to the development of intermodal/combined transport-chains experienced over the past decades. This is why decision-makers should avoid the dispersion of defining terminology and other rules pertaining to transport by more than one mode of transport (combined, intermodal, multimodal) in other unrelated pieces of legislation. Directive 92/106 already provides a framework for European intermodal/combined transport, which could be further enhanced if the Commission would opt for its thorough revision.

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#### Issuing associations:



**The Community of European Railway and Infrastructure Companies (CER)** The Community of European Railway and Infrastructure Companies (CER) brings together more than 70 members - European railway undertakings, their national associations as well as infrastructure companies.

The membership is made up of long-established bodies, new entrants and both private and public enterprises. CER members represent about 61% of the rail network length, more than 84% of the rail freight business and about 99% of rail passenger operations in EU, EFTA and EU accession countries. For more information, see [www.cer.be](http://www.cer.be) or follow us via Twitter at [@CER\\_railways](https://twitter.com/CER_railways)



**The European Barge Union (EBU)** represents the majority of the inland navigation industry in Europe. Its members are the national associations of barge owners and barge operators of meanwhile 9 leading European inland navigation countries. EBU's main objective is to represent

the interests of the inland shipping industry at a European and international level and to contribute to the development of a sustainable and efficient European transport system.



**The European Federation of Inland Ports (EFIP)** brings together more than 200 inland ports and port authorities in 17 countries of the European Union, Switzerland and Ukraine. Since 1994 EFIP has been the voice of the inland ports in Europe. EFIP highlights and promotes the role of inland ports as multimodal hubs. [www.inlandports.eu](http://www.inlandports.eu)



**The European Intermodal Association (EIA)** is open to all transport modes (rail, road, waterborne, air) and shippers as user of intermodal transport. Its aim is to improve co-operation of the different modes of transport as the logistics' supply chain still has lots of shortcomings in infrastructural, technical, organisational and legal respect. Therefore, this neutral organisation

with more than 50 members and about 120 industrial scientific project partners is suitably qualified to discuss controversial subjects and to propose well balanced sustainable solutions in line with and to improve the EU transport policy in a global intermodal context. [www.eia-ngo.com](http://www.eia-ngo.com)



**ERFA - European Rail Freight Association** - represents new entrants, i.e. all those operators who want open access and fair market conditions, and sustains their role of pushing forward the development of the railway market. The Association is very much a spin-off of the First Railway

Package, adopted by the EU in 2001, and its vision of creating an open and competitive European rail market. In 2014, ERFA represents 31 members from 16 countries. The members of ERFA all share a commitment to work towards a competitive and innovative single European railway market by promoting attractive, fair and transparent market conditions for all railway companies. The members of ERFA represent the entire value chain of rail transportation: rail freight operators, wagon keepers, service providers, forwarders, passenger operators and national rail freight associations.



Founded in 1950, the **UIP – International Union of Wagon Keepers**, with its seat in Brussels, is the umbrella association of national associations from 14 European countries, thus representing more than 250 keepers with approximately 200.000 freight wagons, performing 50 % of the rail freight tonne-kilometres throughout Europe. UIP represents the members' concerns at

international level. By means of research, lobbying and focused cooperation with all stakeholders and organisations interested in rail freight transportation, the UIP wants to secure on the long term the future of rail freight transport. [www.uiprail.org](http://www.uiprail.org)



Founded in 1970, the **International Union for Road-Rail Combined Transport (UIRR)** represents the interests of European road-rail Combined Transport Operators and Transshipment Terminal Managers.

Road-Rail Combined Transport (CT) is a system of freight forwarding which is based on efficiently and economically inserting electric rail into long-distance (road) transport-chains through the use of intermodal loading units (ILU). [www.uirr.com](http://www.uirr.com)