

International Expert Conference on Combined Transport

AMENDMENT OF THE CT DIRECTIVE: A SECTOR PERSPECTIVE



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PARTNERS



GOVERNMENTAL BODIES

MoU PEERS



MoU PEERS



MANUFACTURER'S PLATFORM



UIRR TERMINALS



European Logistics Platform



INDUSTRY ASSOCIATION PEERS

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.

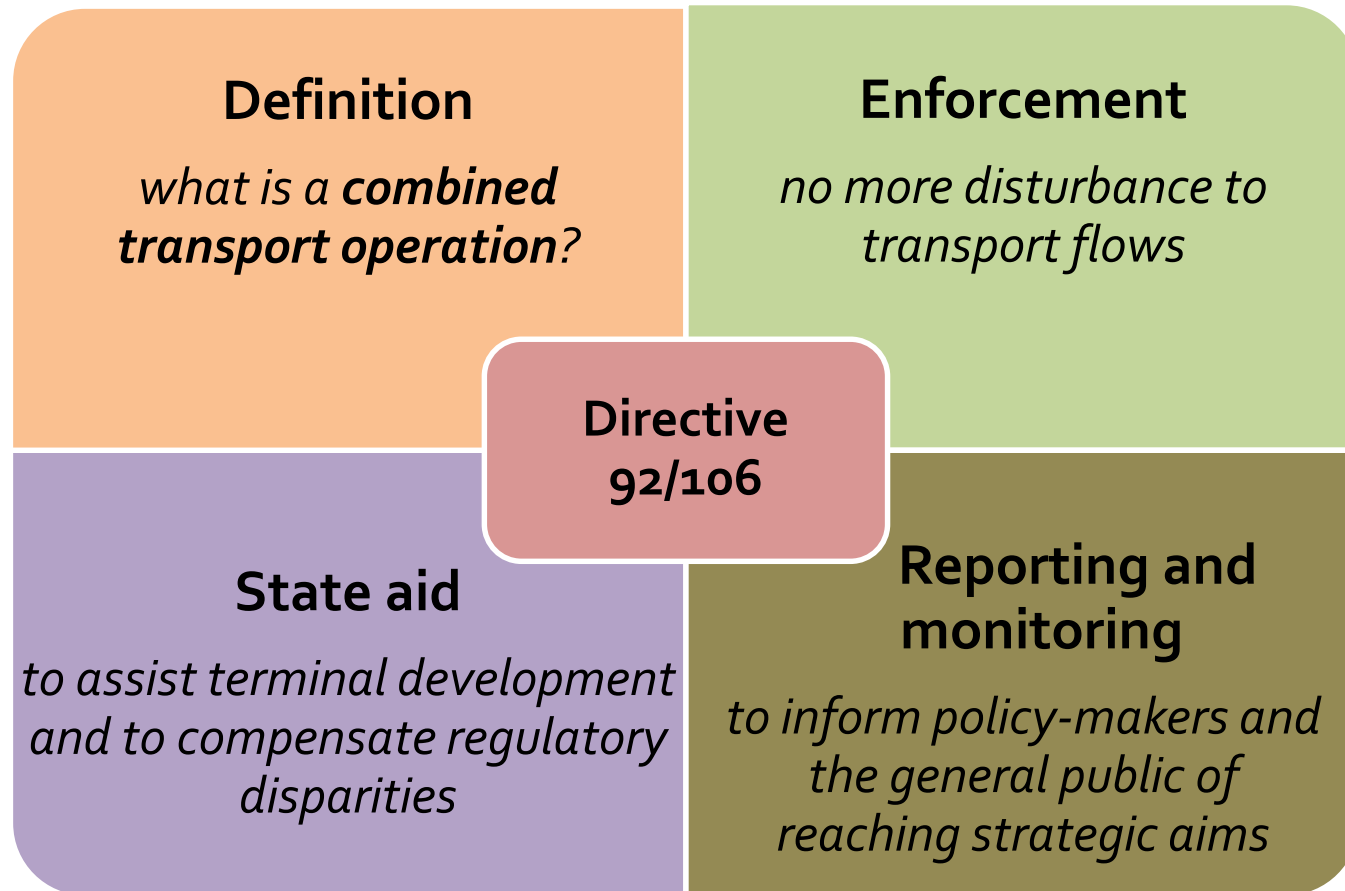
Combined transport

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

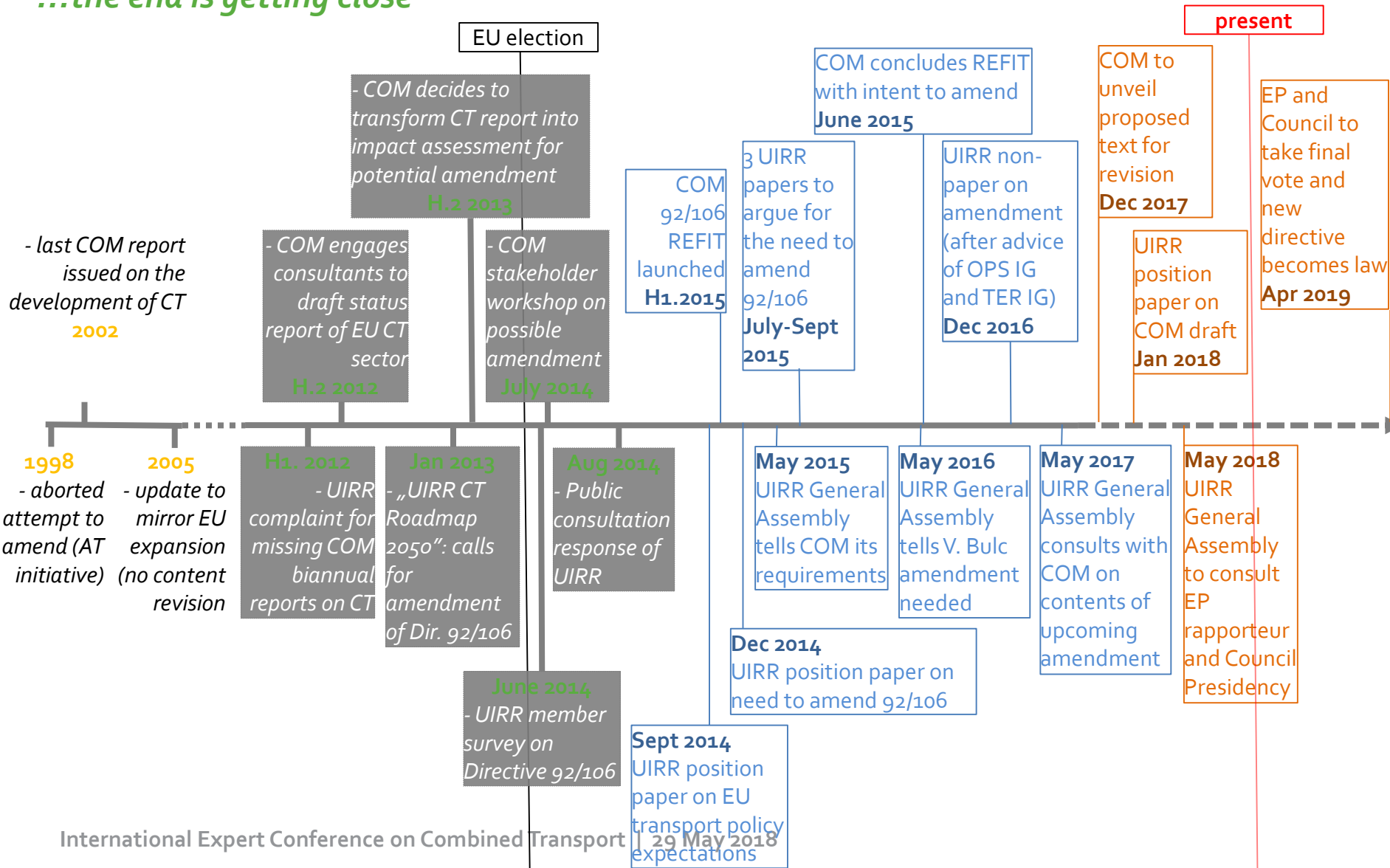


The amendment process: 2012-2018

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...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 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

1. SCOPE

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Commission proposal	European Parliament	European Council	Sector position
Scope extended to include domestic combined transport	SUPPORTED by large majority	OPPOSED by 5 Member States	ENDORSE COM proposal: 70% coverage cannot be achieved otherwise
Legal equivalence of international road haulage and international combined transport unchanged	SUPPORTED by majority while citing road legislation on social rights and access to market	OPPOSED by 5 Member States	ENDORSE COM proposal: equivalence of the two competitors must continue
Locality of the road leg (vs. transshipment and non-road leg) is irrelevant	SUPPORTED by majority	OPPOSED by 6 Member States	ENDORSE COM proposal: the location of the terminal should determine, not national borders

2. DEFINITION

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Commission proposal	European Parliament	European Council	Sector position
150km as the crow flies (mirroring Directive 719/2015)	MAJORITY PREFERENCE UNCLEAR opinion ranges between 100-200 km	DIVIDED - 5 Member States propose shorter - 5 Member States support COM proposal	ENDORSE COM proposal: 150km is a good compromise
20% of the non-road component of a CT chain in case of road-rail CT	MANY PROPOSE DELETION	MAJORITY PROPOSES DELETION	ENDORSE COM proposal: equivalence of the two competitors must continue
Exceed fixed distance in case of road/rail CT to reach nearest terminal if authorized by Member State	MAJORITY WANTS NO MEMBER STATE AUTHORIZATION but possibility on justified operator initiative	MAJORITY TO ACCEPT POSSIBILITY TO EXCEED unclear if for road/rail CT only	NEED POSSIBILITY BUT OPPOSE AUTHORIZATION AND ONLY FOR ROAD/RAIL CT

3. ENFORCEMENT

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Commission proposal	European Parliament	European Council	Sector position
Proof to be presented at roadside check is described in great detail	MAJORITY PREFERENCE FOR DIGITAL SOLUTION	DIGITALIZATION SUPPORTED BY MAJORITY	MUST AVOID BUREAUCRATIC NIGHTMARE AND DISRUPTION OF LOGISTICS CHAINS
	Some propose EX-POST EVIDENCE FOR CERTAIN PARTS	UNKNOWN	EX-POST EVIDENCE IS A MUST
	DRIVER ALLOWED TO CONTACT DISPATCHER during roadside check	DRIVER ALLOWED TO CONTACT DISPATCHER during roadside check, must have response in 45 minutes	- digitalization and communication technology is not enough developed

4. STATE AID (temporary compensatory measures)

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

5. MONITORING AND REPORTING

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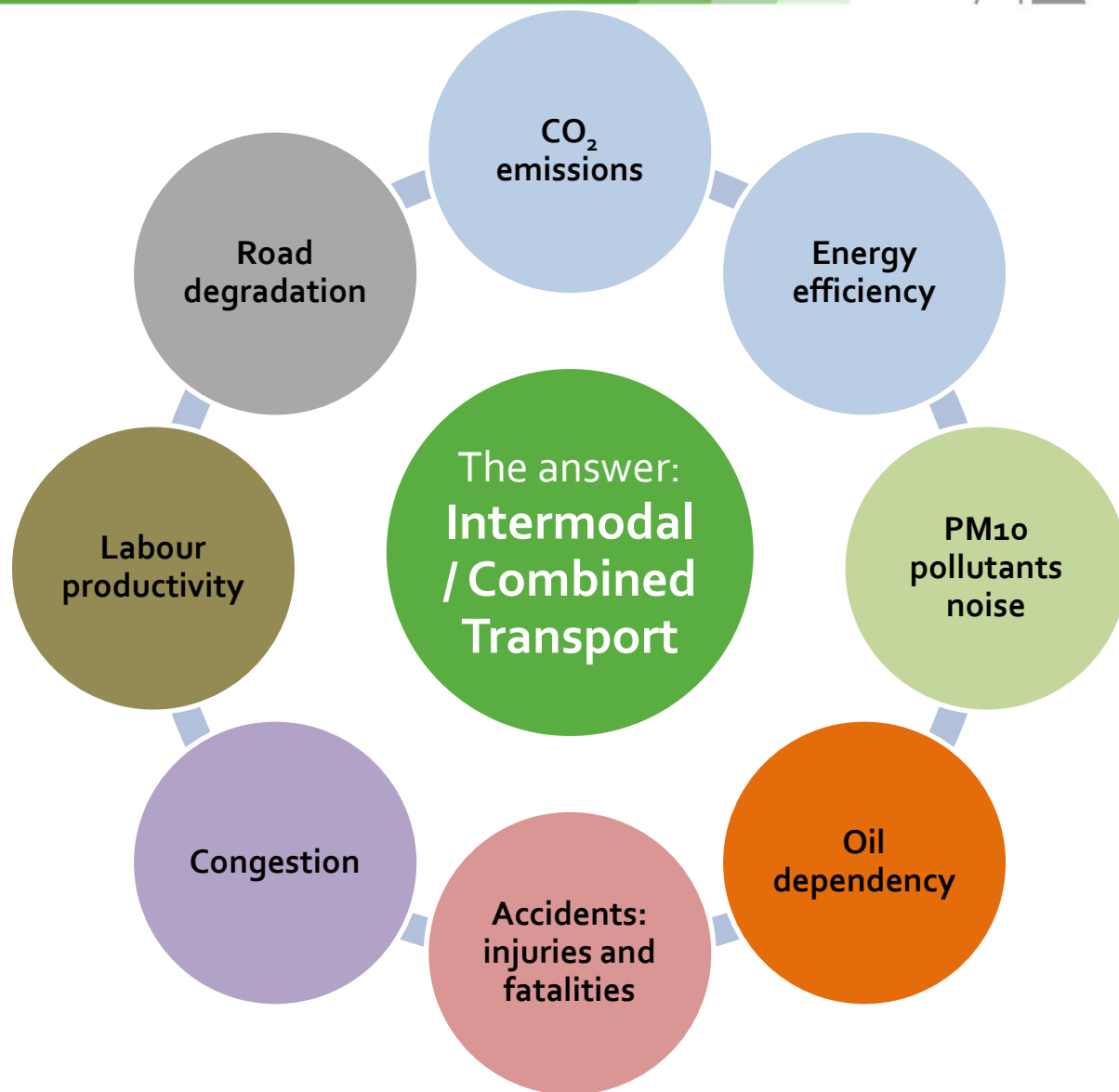


Commission proposal	European Parliament	European Council	Sector position
A range of variables defined to be collected by Member States	SUPPORTED by large majority with amendment to the variables	PROPOSE COMMISSION IMPLEMENTING ACT to define variables	ENDORSE COUNCIL POSITION: variables easily produced by the sector are needed
Member State reporting every two years to support similar reporting of Commission	SUPPORTED by majority	MAJORITY PROPOSE REPORTING ONCE IN 5 YEARS	ENDORSE COM proposal: 5-year reporting frequency is too long in today's world

The challenges of longer distance freight transport



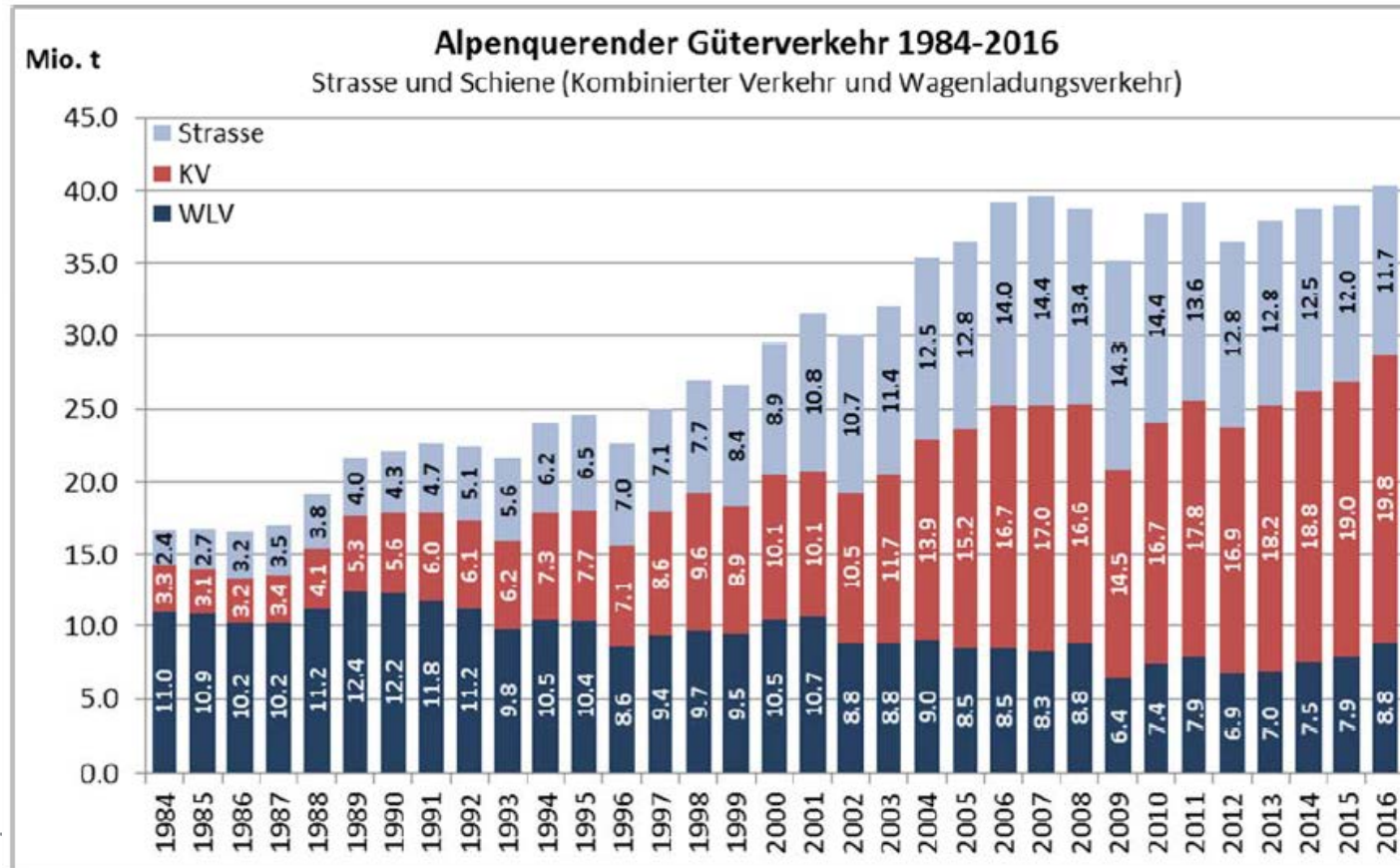
- **Climate**: CO₂ and energy efficiency
- **Environment**: air and noise pollution, vibration
- **Public security**: oil dependency
- **Safety**: accident injuries/fatalities and material losses
- **The economy**: GDP loss due to congestion
- **Employment**: labour productivity
- **Infrastructure**: 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



THANK YOU

For your attention

