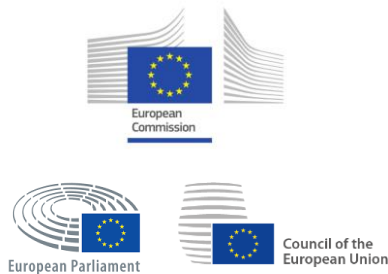


The Intermodal sector counts on the triologue



The Transport Council reached a decision¹ on 3 December last year that was needed to begin the triologue negotiations on the amendment of the Combined Transport Directive. UIRR warns that Member State governments would fragment the currently harmonized internal market for Combined Transport (CT) through replacing European provisions with rule-setting by the different Member States.

With their decision, the Member States of the European Union sent the wrong message at the very beginning of the COP24 UN Climate Change Conference in Katowice, and barely a week after the European Commission announced its proposal to turn Europe climate neutral by 2050. **The Council position would disintegrate the existing European regulatory framework of Combined Transport.** This contradicts the Graz Declaration of 7 November 2018, which promoted a "Green Deal for Europe".

Combined Transport is an important provider of freight solutions all over Europe, integrating all modes of transport. On the rail side, Combined Transport compensates declining conventional commodities on freight trains and enables the carriage of every type of cargo efficiently and with the lowest carbon footprint. The entire modal shift ambitions are largely depending on CT as well, since containerization allows for a wide range of cargo to be efficiently transhipped between the various modes of transport. **By undermining Combined Transport, it is unclear how and who will be filling the freight trains that Europe wants to have.**

The Combined Transport Directive has always been an instrumental enabler of CT operations in the face of the countless subsidies enjoyed by its prime alternative: longer distance road haulage. The Directive in its current form may be imperfect, but it describes uniform rules for CT within the EU Internal Market. As 80% of CT trains cross at least one internal border of the EU, **it is exceptionally important that the same rules apply on both sides of all internal borders of the European Union.**

UIRR has summarised its **suggestions to the triologue negotiators in a position paper²** unveiled today. Accordingly, the intermodal sector expects a smart compromise to continue delivering the best alternative to longer distance road-only haulage. The intermodal sector asks for a clear definition of "*suitable terminal*", bureaucracy minimisation in enforcement, the legal equivalence between cross-border road haulage and an international Combined Transport operation maintained, compensation of disadvantages through state aid measures – including the encouragement of investment into transhipment terminals and the Commission's biennial CT reporting regime reinforced with the support of a standardised Member State input following the example of the Rail Market Monitoring Scheme.



Ralf-Charley Schultze

"The prevention of reverse modal shift, which would be the definite result in case this Council position became law, should motivate the Romanian Presidency during the triologue. To this end, Combined Transport must be granted a homogeneous and fair EU regulatory framework – achievable through a closer alignment with the European Parliament position – as outlined in the position paper unveiled today." - emphasised UIRR President Ralf-Charley Schultze.

Who is UIRR?

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

¹ <https://www.consilium.europa.eu/en/press/press-releases/2018/12/04/promoting-combined-transport-council-agrees-its-negotiating-stance/>

² <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2019/mediacentre/1082-uirr-position-paper-amendment-of-the-ct-directive-92106-.html>