

ASE Forum - Güterverkehr

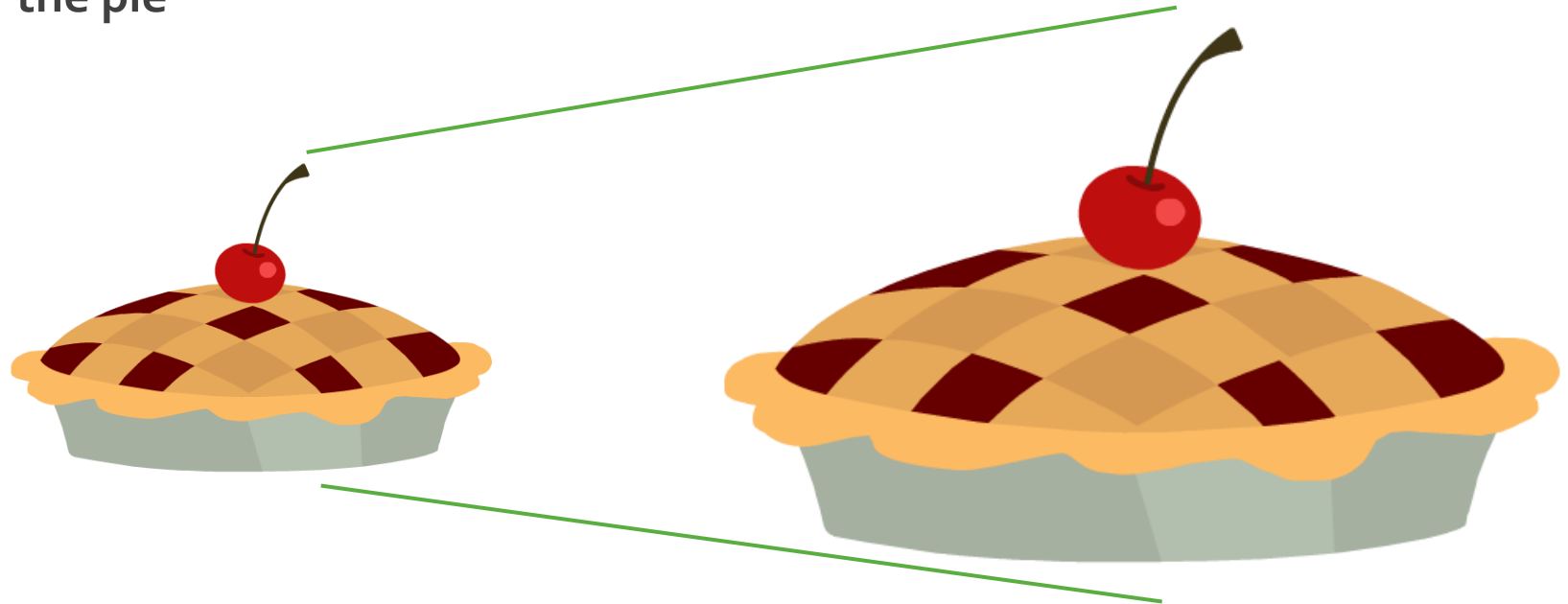
INTERMODAL RELOADED:

DIRECTIVE 92/106 FROM A EUROPEAN PERSPECTIVE



Ralf-Charley SCHULTZE
President

Grow the pie



through enabling **competition and cooperation** on the basis of

- 1) technical merit – of the particular transport solution offered
- 2) competence (professionalism) of those who organize CT
- 3) with UIRR as the collective voice of the intermodal sector

PROMOTE: UIRR's representativity in 2017



PARTNERS



MoU PEERS



MANUFACTURER'S PLATFORM UIRR OPERATORS



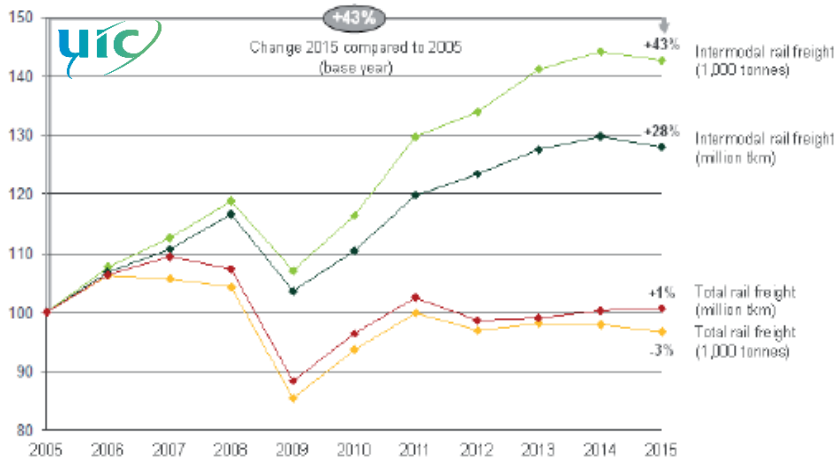
UIRR TERMINALS



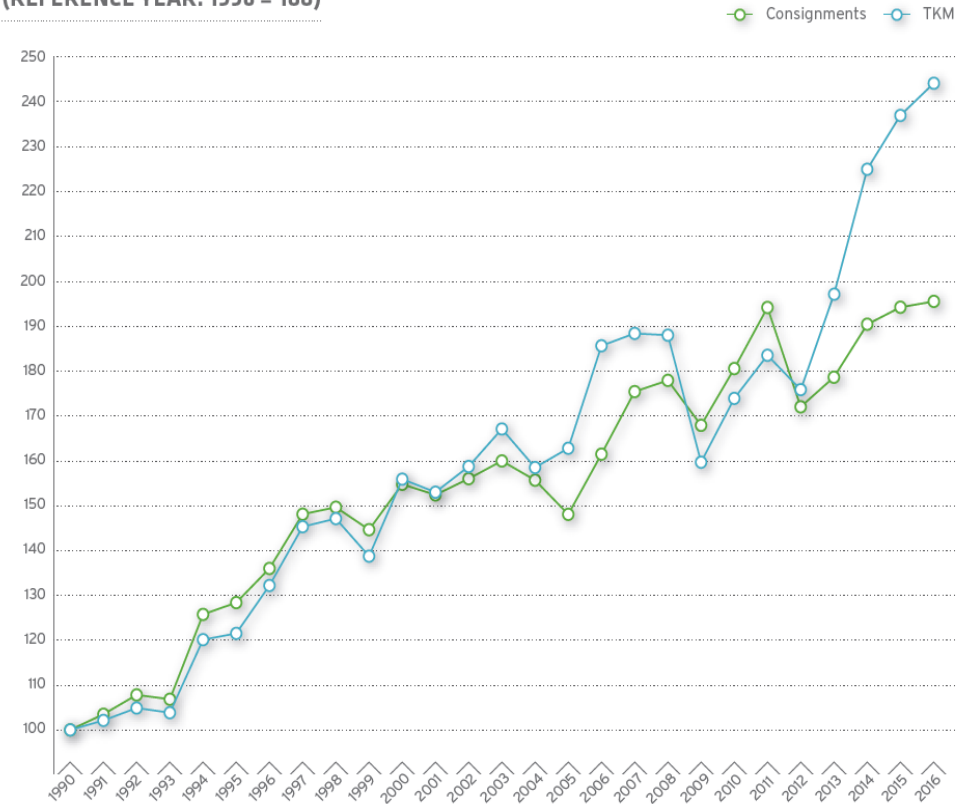
GOVERNMENTAL BODIES



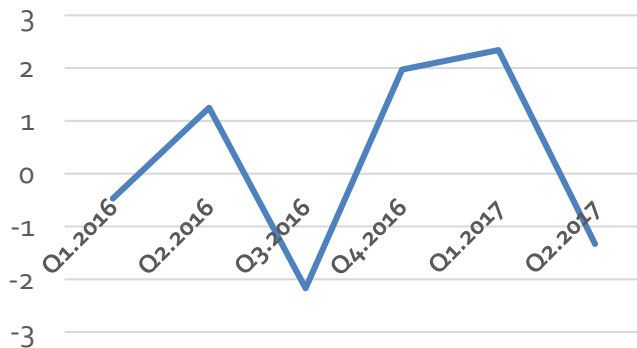
INDUSTRY ASSOCIATION PEERS



(REFERENCE YEAR: 1990 = 100)



UIRR Quarterly CT Performance Index 2016 (in %)





National Intermodal Development Plans

alike German or UK rail freight masterplans

Assessment of Disparities

standard empirical method to analyse relative situation

Fair Competitive Framework

Horizontal Collaboration of Regulators

vis-à-vis vertically structured MoTs

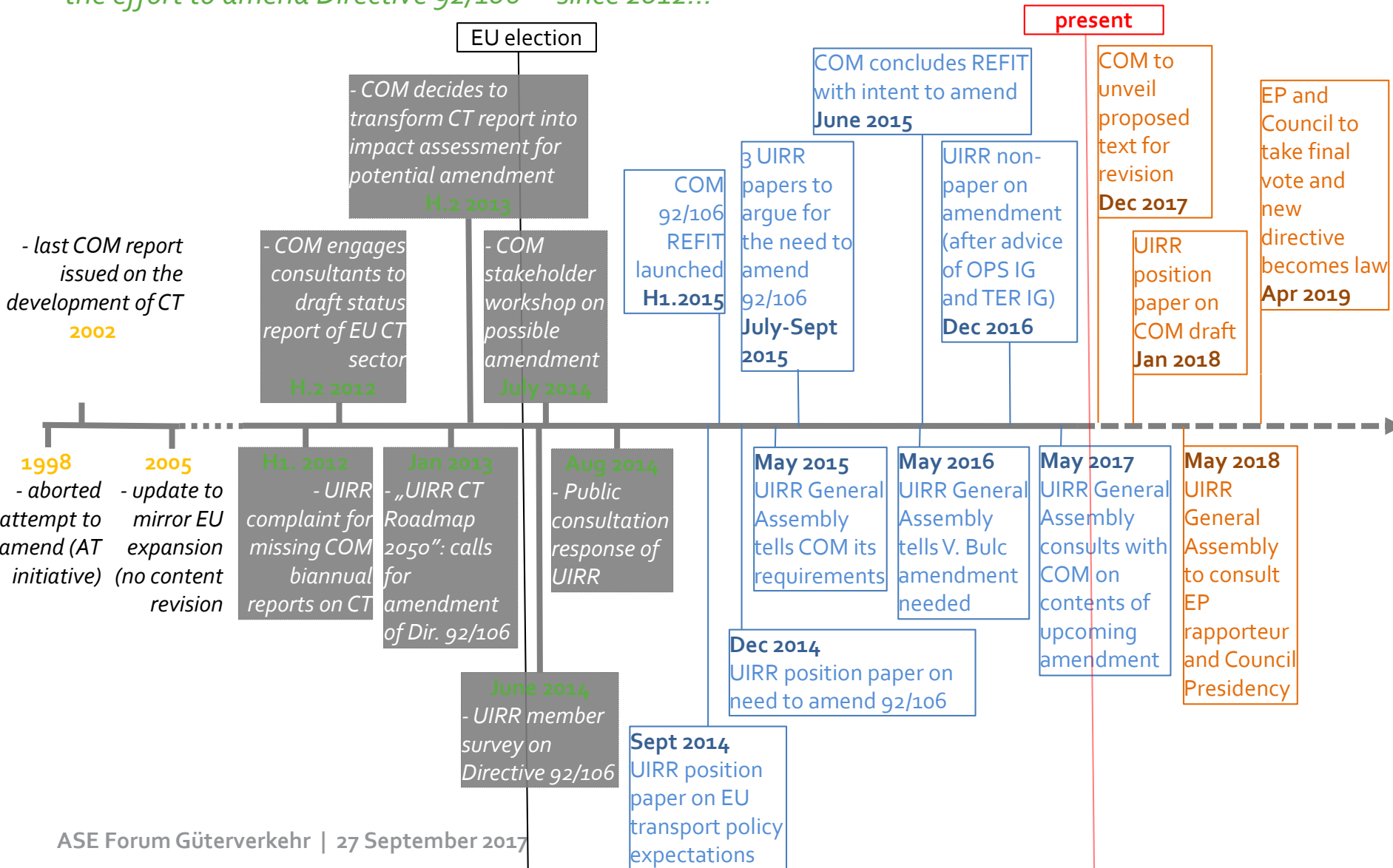
Temporary Compensatory Measures

to act as motivation for real structural reform



- 1) **Scope:** all forms of intermodal transport using intermodal loading units
- 2) **Definitions and fundamental processes:** identification (ILU-Code), codification, IT registers and access to intermodal infrastructure
- 3) **Development of infrastructure** specific to intermodal transport: terminals, loading bays, etc.
- 4) **Intermodality test:** as mandatory part of transport policy impact assessments
- 5) **Monitoring and reporting:** systematic data-collection and reporting to ensure maximum transparency
- 6) **Technical annex:** standardisation mandates, technical rules and digitalisation support

---the effort to amend Directive 92/106 - since 2012...





1. Having a European level intermodal legislation is indispensable

2. The new Directive should be a framework directive

- Offer the empirical basis and methodology for comparison of modes of land transport
- Quantify the (temporary) compensation that is needed to equalize the conditions, which encourages the elimination of discrepancies
- Promotion only through German-style market-conform subsidy programme to support terminal construction
- Ensure that actual data-based targets are set
- Standardisation for operational aspects, codification and identification to be included
- Reporting of intermodal statistics through German-style data collection (EUROSTAT)

3. Crucial success factors

- Awareness raising at Member State Ministries of Transport + legislators + general public
- Separation of directive from the road package ("Europe on the Move"), which is highly politicised and difficult – likely to be dragged out
- Unified voice of multitude of players, of the diverse stakeholder groups



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

THANK YOU

For your attention

