

**TRAINING SEMINAR ON
INTERNATIONAL ROAD HAULAGE
IN THE EURO-MEDITERRANEAN REGION**

**STAGE 4: SPECIAL REQUIREMENTS FOR IMPLEMENTING THE INTERNATIONAL
FRAMEWORK ON ROAD FREIGHT TRANSPORT**

**DEVELOPING MULTIMODAL AND INTERMODAL FREIGHT
TRANSPORT**

Presentation Summary

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DEVELOPING MULTIMODAL AND INTERMODAL FREIGHT TRANSPORT

The economic basis for intermodality¹ is that transport modes, can be integrated into a door-to-door transport chain in order to improve the overall efficiency of the transport system. In many cases, the tariffs of rail, inland waterways or short-sea shipping modes are lower than road (even when the additional cost of pre- post haulage cost is taken into account). Nevertheless, there are certain *qualities of service* factors that prevent operators from selecting the above environmental friendly modes, therefore leading to uneven distribution of traffic, in favour of the road haulage.

The increasing success of road transport (both for passenger and freight transport) is resulting in ever worsening conditions also due to dominance of truck in freight transport. Transport by truck is unavoidable over very short distances but in middle and long (international) transport distances other modes may be used. The swift from road, to environmental friendly modes, may be achieved by rising structural costs and charges of the road freight sector as well as by the enhancement of intermodal / multimodal transport.

The implementation of the Multimodal / Intermodal transport requires the synthesis of many elements:

- Ideal practices for the transport modes involved (low transport cost, high frequency, high connectivity, quality of service). No regulation prohibits to incoming by sea containers to continue their journey by train, but if the customs require that all containers should fully deconsolidate, to allow for a thorough cargo check, the concept of intermodality is violated.
- Adequate terminal infrastructure (sufficient capacity, fast handling, limited dwell time)
- Efficient interfaces (existence of interoperable sea/rail/road networks, prompt information flow, effective documentation processing and customs clearance)
- Implementation of actions and measures for the promotion of inter-modal transport. Among them, vehicles used exclusively for road haulage in feeder or final delivery carriage by combined transport may be exempted (completely or partially) from some national taxes, exempted potentially from traffic constrains (weekend bans), allowed for increased laden weights etc.
- Integrated infrastructure and transport means (intensify intermodal design of the trans-European transport networks, enhance design and functions of intermodal transfer points, harmonise standards for transport means)
- Interoperable and interconnected operations (integration of freight freeways in an intermodal context, development of common charging and pricing principles, harmonise competition rules and state-aided regimes on an intermodal basis)
- Mode-independent services and regulations (harmonisation and standardisation of procedures and EDI). Information systems used for the management of freight transport are currently closed, modal systems often provided by the carriers themselves as a value added

¹ **Multi-modal Transport:** conveying one commodity with **at least two** different transport modes in an integrated manner.

Inter-modal Transport: conveying one commodity with at least two different transport modes but within the **same packaging**, without any break. Packaging can be a truck, a trailer or an inter-modal transport unit (container).

Combined Transport: inter-modal transport of which the European legs are essentially carried out by rail, (eventually inland waterways or sea), and initial or terminal legs, **as short as possible**, by road.

service to their customers. The increasing use of new technologies allow accurate real time information to be shared between actors (e.g. through EDIFACT messages) and has the potential to integrate information from other systems (traffic management, supply chain management, emergency response etc).

- ❑ Establishing an appropriate intermodal liability regime. EC is working towards the promotion of a voluntary intermodal liability regime as part of a door-to-door intermodal service. In parallel, the discussion for the wide implementation of the United Nations Convention on International Multi-modal transport of goods is reopened.
- ❑ Increasing the awareness and understanding. Shippers are often unaware of the potential of intermodal transport, the information and skills to take advantage of intermodal transport alternatives. A new actor, the Freight integrators will attempt to arrange door-to-door transportation by selecting and combining without prejudice the most sustainable and efficient mode of transport
- ❑ Ensure that grants are not simply allocated to the transport mode organisations (e.g. railways) but are transferred to users or operators

The Motorways of the sea concept for the establishment of a shipping network consisting of national ports which have good connections to the inland network, particularly along the Atlantic and Mediterranean coasts, and which could form part of an effective logistics chain provides a promising framework for the promotion of intermodality in the Mediterranean basin.

The technical framework of Intermodal transport includes various loading unit types (ISO Container, Inland Container, swap body, Grapple-arm semi-trailer), dedicated transport modes, appropriate handling equipment for the maritime (Ship-to-shore gantry cranes, Straddle carriers, Gantry cranes) and rail terminals (Reach Stackers, Gantry cranes) as well as certain new pilot systems. Nevertheless, Intermodal transport services require a great initial investment, careful planning, long lead-in times and long pay-off period while on the other hand, the customers have no guarantee on their transported volumes. Another critical issue concerns the competition between terminals. The equilibrium in the conflicting customer-terminal views concerning the level of service offered by the terminal is mainly defined by the market response. This completion can lead to over-investment for competing terminals with overlapping catchments/market areas.

In addition, further development of existing port infrastructures are required: The international and EU experiences suggest that there are several approaches through which port reform can be undertaken namely the decentralisation of port management, the commercialisation of ports and the introduction of private management in ports.

Ports present a good potential customer for the railways especially for intermodal transport. Even a small percentage of seagoing container flows, represents a significant traffic volume for the rail. This traffic usually provides the critical mass that can justify the operation of a port-based railway network that connects port to various hinterland destinations. All railways related operations, inside the port, should be performed in a dedicated rail sub-terminal.

Furthermore, the development of freight villages (hubs of a specific area where all the activities relating to transport, logistics and goods distribution, both for national and international transit, are carried out, by various operators) may evolve alliances for rail and maritime transport actors.