



Final Conference

## Intermodal Service in Wagon Load Transport

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### Concept

#### Intermodal vs Co-modal transport

- **MULTIMODAL**– Carriage of goods by two or more modes of transport under a single transport document (legal aspect)
- **INTERMODAL** - Movement of goods in one and the same loading unit using two or more modes without handling goods
- **CO-MODAL** – Intelligent use of two or more modes of transport on their own and in combination to get the biggest benefit from each of them so that the overall journey is the most sustainable (first used by the EU in 2006).  
Therefore, it is optimising use of resources that has economic, environmental and social benefits. (EU 2050)



## Design and Management of Freight Transport and Intermodal Transport

### Design and management of freight transport

- Design and Management of Freight Transport -  
Planning, organization, control and execution of freight transport operations in a supply chain
  
- The Role of Governments -  
Responsible for the regulatory, administrative and institutional framework  
Responsible for adequate infrastructures, such as roads, railway lines and inland waterways
  
- Construction and Operation -  
In many UNECE countries ports, terminals and intermodal freight villages are financed and operated as PPP



## Intermodal service in wagon load transport

### Large market potential

- The usual rail service is not competitive,  
if not supported by Terminal operations and Logistics services
- Market potential for a door-to-door service,  
where the long haulage is in wagon and the final leg by truck
- Rail/road terminal in the supply chain –  
where to unload goods from wagon, store and reload on trucks for distribution to final customers in distance up to 300km
- Logistics –  
the process of designing and managing the supply chain in wider sense

### Importance of SWL traffic

- Modal shift from road to Single Wagon Load traffic - one of the specific political priorities of Marco Polo Work Programme 2012
- European Commission launched in 2013 a Consultation on SWL traffic in Europe challenges, prospects and policy options with objectives:
  - (1) Assess the importance of the SWL for shippers and for rail as a transport mode
  - (2) Identify the main obstacles hampering SWL traffic growth
  - (3) Define measures that would promote a positive development of the SWL market
  - (4) Identify possible supporting policies.

### SWL and RFC

- SWL fits entirely within the corridors development
- Open access for rail operators
- Open access to the terminals on the corridors
- Joint effort of railway infrastructure managers, railway and terminal operators



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