INTERMODA

Integrated Solutions for Intermodal Transport between the EU and the CEECs

Funding: European (5th RTD Framework Programme)
Duration: Dec 2001 - Aug 2003
Status: Complete with results

Background & policy context:
Sustainable transport is a central issue for the European Union (EU). The expansion of the EU to include many Central and Eastern European Countries (CEECs) will add to the problem of ensuring a smoothly functioning, efficient transport system, now and in the future. One of the objectives of the European Commission (EC) is the strengthening of intermodal transport. The INTERMODA project is funded by the EC within its Fifth Framework Programme under the ‘Competitive and Sustainable Growth’ Programme. A consortium of 17 Western and Eastern European organizations identified and prioritised policies for improving the intermodal freight transport system linking Western Europe and the CEECs. Improving intermodal transport between the EU and the CEECs is expected to make an important contribution to the development of a sustainable transport system in Europe. This project was designed to help create such an integrated system across Europe and in particular between the fifteen current members of the European Union (EU) and the 16 CEECs (Albania, Bosnia and Herzegovina, Bulgaria, Croatia, the Czech Republic, Estonia, Hungary, Latvia, Lithuania, Macedonia, Poland, Romania, Slovakia, Slovenia, Turkey, and Yugoslavia). However, there are many obstacles to the increased use of intermodal transport. As part of the INTERMODA project, the existing intermodal transport system linking the present EU countries and the CEECs was examined, the major intermodal bottlenecks in the system were identified, and policies that the EC might implement for reducing the negative effects of the bottlenecks were identified and prioritised.

Objectives:
The objective of the project is the definition of an intermodal transport network for goods transport between EU and CEECs (rail, road, inland waterways, short sea shipping). In order to achieve this aim the identification of a Pan-European intermodal transport network, the specification of technical performance indicators, market determinants and parameters for regulatory framework conditions, analysis and assessment of status quo and forecast on future demand (horizon 2015) are needed.

The project will be an important step for the needs for development of transport infrastructure by identifying measures for improving the intermodal network between the EU and the CEECs to facilitate the enlargement. The improvement of intermodality will be an important contribution to the development of sustainable means of transport. The inclusion of common standard, in particular technical standards, will improve interoperability between the EU and the applicant countries.

Methodology:
The main objectives of the first work-step of INTERMODA was the definition of a primary Pan-European intermodal network, based on the selection of relevant criteria. The infrastructure network has been based on existing transport networks, such as TEN, TINA, AGTC. The intermodal service network has been identified by surveying several market operators, such as forwarders, terminal operators, short-sea and rail operators.

The performance indicators as analysed during the surveys will be used in future phases of INTERMODA to measure the efficiency of the intermodal transport system. The indicators incorporate different
viewpoints expressed by the various actors (policy makers, operators, users), in order to reflect the existing needs. The process has resulted in certain indicators, which sufficiently cover the different aspects of quality of infrastructure and services chain (links, nodes, transfer points). The global assessment of demand versus offer has resulted in the identification of main bottlenecks in the system. Additional parameters such as costs (tariffs) and environmental impacts have been taken into consideration, as INTERMODA has a broader scope than other similar projects.

The main objective of the second workstep was the set up of database, which serves the Geographical Information System (GIS) and the analyses that are conducted in the course of the project. In order to obtain the necessary data a series of personal interviews have been conducted with forwarders, terminal operators and link operators.

**Parent Programmes:**
**FP5-GROWTH KA2 - Sustainable Mobility and Intermodality**

**Institute type:** Public institution

**Institute name:** European Commission, Directorate-General for Energy and Transport (DG TREN)

**Funding type:** Public (EU)

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- NEA - Transport Research and Training, The Netherlands
- Stichting RAND Europe, The Netherlands
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**Key Results:**

**Policy implications**
Intermodal transport is one of the key topics in current European transport policy. One of the principal measures identified by the European Commission is to turn intermodality into reality and make it really competitive with road transport.

This goes together with the aim to revitalise the railways and promote the use of short-sea shipping (‘sea motorways’) and inland waterway transport.

This should contribute to an optimal integration of different modes so as to enable a more efficient and sustainable use of the transport system.

INTERMODA contributes to this objective as it comprises an important step in the development of an effective transport system, enabled through the identification of measures which collectively will improve the intermodal network between the EU and the CEECs and thereby facilitate economic growth.
Intermodal


Economic aspects

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Documents:

STRIA Roadmaps: Other specified
Transport mode: Multimodal transport
Transport sectors: Freight transport
Transport policies: Societal/Economic issues
Geo-spatial type: Network corridors