



Economic Commission for Europe

Sixty-sixth session

Geneva, 18–20 October 2023

Agenda item 2(a)

**Session's workshops: Ways to create demand for intermodal transport
and for analysing potential for modal shift**

Workshop on the promotion of intermodal transport

Note by the secretariat

Background

1. Freight intermodal transport was developed to offer the flexibility of road transport combined with the efficiencies of railway or inland waterway transport. In this way, freight can be shipped door to door normally at lower costs and surely at lower emissions, hence creating lower externalities to environment, climate, and human health from freight transport.
2. There is unfortunately a bias that freight intermodal transport only makes sense at the distances over 500 km, while at shorter distances the efficiencies in costs are not achieved, and so the business case is missing for engaging in intermodal transport.
3. Undoubtedly, the advantages are much more visible with longer distance freight shipment, yet, even shipping freight at shorter distances may already bring cost benefits in addition to emission reduction or improvement to road safety.
4. To know it, simulations should be performed to compare the costs between purely road transport and intermodal transport. These simulations may show that for specific routes which provide the necessary frequency of shipment for the relevant cargo quantities the costs of transport may be to the advantage of intermodal transport. These costs advantages may be further improved when countries or regions offer specific measures in support of intermodal transport such as exemption from driving bans, higher tonnage and/or fiscal incentives.
5. The benefits from using intermodal transport can be even higher if freight in transit can lead to savings in warehousing, that is when the longer transport times, which intermodal transport requires compared to road transport, can be taken advantage of to deliver the freight just-in-time for its further use rather than to make it go into storage at the place of freight destination.
6. At the same time, it goes without saying, that to achieve these benefits for just-in-time delivery, intermodal transport has to be reliable and offer the necessary capacity and throughput.
7. With the above in mind and taking into account the role of the Working Party on Intermodal Transport and Logistics (WP.24) to promote intermodal transport, WP.24 is invited to consider using simulations to promote intermodal transport as 'the transport solution' for shipping freight including on distances lesser than 500km.

8. To do so, WP.24 is invited to engage into discussing simulations during the current workshop using the SGKV-developed SYSLOG, that is the virtual logistics laboratory.

9. The workshop will offer WP.24 the possibility to simulate two freight transport scenarios in SYSLOG and consider the pros and cons for intermodal transport in these scenarios looking at parameters such costs, transport time and GHG emission level.

10. In these simulations, WP.24 would also be invited to consider how the quality of service or lack thereof would impact the decision of the choice of transport solution. In doing so, both delays in road transport due to congestions versus delays in intermodal transport should be considered.

11. WP.24 will be also invited based on the pros and cons to define actions it may be interested to undertake to grow the demand for intermodal transport.

12. In addition, WP.24 may look at the data of trade flows, transport volumes and infrastructure capacities presented in geospatial environment and, on that basis, may conclude on its activities in further support of intermodal transport.

Workshop programme, 18 October 2023, 10.15 to 17.00

<i>Time</i>	<i>Programme</i>
10.15-10.30	Workshop opening and a brief introduction Statements by the WP.24 chair and introduction by the secretariat
10.30-12:30	Promotion of intermodal transport
10.30-11.00	Introduction to SYSLOG by SGKV
11.00-11.20	Coffee break
11.20-11.40	Simulation 1 – introduction
11:40-12:40	Simulation 1 – panel discussion on pros and cons for intermodal transport
12:40-13.00	Simulation 1 – conclusions
13.00-15.00	Lunch break
15:00-15:20	Simulation 2 – introduction
15:20-16:20	Simulation 2 – panel discussion focused on quality of service and resulting pros and cons for intermodal transport
16:20-16:40	Coffee break
16.40-17.00	Simulation 2 – conclusions
17.00-17.30	Geospatial analysis in intermodal transport by Transport Statistics secretariat
17:30-17:50	Discussion on outcomes from geospatial analysis
17:50-18.00	Overall conclusions and closure
