



How EU plans to take intermodal and multimodal transport to the future

REIF Transfer Conference

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Multi- and intermodality – why we want it?

- **More sustainable than unimodal road transport**
- **More accessible unimodal non-road transport**
- **Efficient use of resources**

Multi- and intermodality – why only limited uptake?

- **Availability of terminals, network and suitable connections**
- **Higher complexity: setting up, contractual, legal, running it**
- **Longer transit time**
- **Reliability**
- **Higher cost - but not always**
- **„Interoperability“ problems**

Multimodality – EU strategy



Modal shift to more sustainable modes

- Investments to terminals
- Efficiency of transshipment technologies
- Support to intermodal transport
- Better performance of non-road modes



Putting in place the right incentives to drive the transition.

- Implementation of polluter/user pays principles
- Harmonised measurement of GHG emissions in logistics chains



Taking advantage of digitalization & automation

- Efficient capacity and traffic management
- Advanced digital infrastructure
- Data availability, access and exchange, transparent supply chains



A more resilient single European transport area

- Reinforcing Single Market with a multimodal perspective
- Investments, public and private, in infrastructure and fleet

Multimodality – how?

- **Ensuring efficient and enough infrastructure, including cross-border cooperation**
- **Removing sectoral barriers**
- **Reducing complexity of setting up and running operations**
- **Increasing efficiency on and between the modes as well as reliability**
- **Getting the price right**
- **Measures to bring along informed decisions**

Thank you