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**Task Force Transport Intermodality**

Task Force Transport Intermodality
<b>ACTIVITY REPORT</b>

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Information regarding the Task Force Transport Intermodality can be consulted via the Internet on the Home Page: <http://www.cordis.lu/transport/src/task.htm>

A great deal of additional information on the European Union is available on the Internet. It can be accessed through the Europa server (<http://europa.eu.int>).

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## Introduction

The European Commission has taken several steps in recent years towards improved knowledge of the obstacles and promotion of solutions for increased use of intermodal freight and passengers transport.

The general objective of the Commission's research and development effort in the field of intermodal transport is to support the development of a framework for an optimal integration of the different modes in the transport chain. A more efficient and cost-effective use of the transport system is enhanced through this integration, as door-to-door services are strengthened, as competition between transport operators (instead of competition between modes) increases and as technology advances.

The Commissioners Kinnock, Bangemann and Cresson launched in 1995 the Task Force Transport Intermodality in response to the need to stimulate and improve the co-ordination of European research and to increase industry participation with the aim of bridging the gap between the scientific and the operational world.

The Task Force Transport Intermodality was created with a view to developing a consistent intermodal RTD effort at a European level. Its core mandate is to add value through the improved co-ordination of existing and planned research activities. In addition, it is to highlight priorities for future research needs on intermodal freight and passenger transport and to promote high-profile demonstration projects. In a broader sense, the Task Force is to reflect on how to move from a modal approach to an integrated door-to-door operational approach. While doing so, the Task Force provides a focal point for the wide range of stakeholders who have an interest in intermodal transport.

Furthermore, the Task Force has launched clustering activities, with the participation of project managers representing projects from the Transport, Telematics Application and Industrial Technologies Programmes. These projects are dealing with the concept of intermodality from an operational, technical, scientific, organisational and/or administrative point of view. The group of highly experienced researchers and industry representatives gave their feedback, based on experience with European funded research projects and findings in the field of European intermodal transport.

In May 1997, the Commission issued its Communication<sup>23</sup> on intermodality and intermodal freight transport, where the principles of intermodality are set out aiming at introducing a systems approach to transport policy. It includes a description of the current friction in the transfer between modes, which is based upon the analysis made in the framework of the Task Force Transport Intermodality. An action plan is proposed which calls for actions at policy and market level to enhance intermodality.

Concerning intermodal passenger transport the Commission published in July 1998 the follow up on the Green Paper from 1995 on the Citizens' Network ("Developing the Citizens'

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<sup>23</sup> "Intermodality and Intermodal Freight Transport in the European Union", COM(97) 243 final, Brussels, 29.05.1997

Network", COM(98) 431 final), where the Commission work programme on supporting the development of local and regional transport is described.

As a result of the clustering exercise and the Task Force priorities, future research requirements have been defined. The industry feedback showed a need to launch demonstration projects, in order to accelerate the take up of research results. Another clearly defined demand from the intermodal experts was the increased requirement to exploit the research through broadened dissemination and exploitation activities.

The Parliament and the Council recognise the importance of improving intermodality in Europe and the Commission effort in this respect. A co-decision taken by the Parliament and the Council 1 December 1997 led to the allocation of 12 MECU (7 MECU to the Transport RTD Programme and 5 MECU to the Telematics Application Programme) taken from the 100 MECU top-up budget. This additional budget was dedicated to the Joint Call on Intermodality as a co-operation between DG VII and DG XIII and the Commission launched 13 projects resulting from this call in the autumn 1998. The strengthening of clustering activities between DG VII and DG XIII projects and the establishment of large intermodal demonstration projects involving some of the main stakeholders in the intermodal transport sector are just some of the more visible outcomes of the Task Force activities.

The purpose of this Activity Report is to summarise the last three years of work related to the Task Force Transport Intermodality. The support received from all levels including the Council and the Parliament has been extremely valuable in the process which has led to the establishment of close co-operation activities with the transport industry and its users and with policy makers and researchers all over Europe. The clear results occurring from this common effort is a future RTD Framework Programme taking into account the needs and the role of the transport users, operators, researchers and local authorities and at the same time the range of launched related activities promoting a more efficient, reliable and sustainable transport system integrating all modes of transport.

## **Task Force activities since 1995**

<b>September 1995</b>	Creation of the Task Force Intermodality
<b>September 1995</b>	High Level Panel meeting
<b>February 1996</b>	Inventory Report
<b>March 1996</b>	Diagnosis Report
<b>May 1996</b>	High Level Panel meeting
<b>September 1996</b>	Final Report
<b>March 1997</b>	Clustering meeting
<b>March 1997</b>	High Level Panel meeting
<b>June 1997</b>	Steering Committee meeting
<b>May 1997</b>	Communication on Intermodal Freight Transport
<b>December 1997</b>	Co-decision by the Parliament and the Council on the top-up budget for the Joint Call
<b>December 1997 - March 1998</b>	Joint Call for proposals
<b>February 1998</b>	Steering Committee meeting
<b>March 1998</b>	Clustering meeting
<b>July 1998</b>	Communication on Developing the Citizens' Network
<b>November 1998</b>	Steering Committee meeting

## Priorities

The Task Force Intermodality has performed its activities principally through the mechanisms of the Community's research programmes. In addition to the Fourth Framework Programme (1994-1998) (FP 4), there are other Community programmes (e.g. PACT) and multilateral co-operation actions in Europe (e.g. COST) which aim at achieving a high-quality, economic and sustainable transport system through intermodal solutions. The efforts of the Task Force have mainly been devoted to adding value to these existing programmes, and to bridging the gap between research and the market implementation of research results, including the development of high-profile demonstration activities.

The Task Force provide a focal point for the very wide range of interest groups concerned, such as transport users, operators, infrastructure and service providers, trade unions and the supply industry. The following preparatory and supportive activities have been defined:

### *Transport policy-related questions*

- Legal and institutional barriers;
- The respective roles of, and collaboration between, the public and private sectors;
- Assessment of current policies (international, European and national).

### *RTD Support activities*

- Identification of logistical, industrial and technological opportunities in the light of user requirements, assessing the needs of users, updating priorities and identifying bottlenecks, and strengthening the synergies between research programmes to respond to the technological needs of users, operators, service providers and industry;
- Improvement of synergies between EU, national and other relevant research efforts improving the exploitation of results, including the development of possible demonstration activities;
- Recommendations for the definition of research priorities in the future research programmes;
- Industrial policy-related activities - assessing the needs of industry, updating priorities and identifying bottlenecks, greater involvement of industry in the definition of transport research priorities.

The Task Force has fostered a common understanding of the problems and challenges involved in developing intermodal transport in Europe. The Diagnosis Report, from March 1996, highlights the modal imbalance of the EU transport system and identifies the obstacles that prevent the development of user-oriented door-to-door intermodal transport services.

The report confirmed the need to focus future RTD activities on six priority themes, which are of major interest for the improvement of intermodal transport in the Union:

- Transfer point efficiency;

- Intermodal network efficiency;
- Information and communication technologies;
- Improvement of transport means and transport equipment;
- Market conditions;
- Training and market-oriented strategies.

The work of the Task Force is accompanied by extensive consultations involving approximately two hundred relevant actors in the field, including industry, operators, users, local authorities, international organisations and other interested parties. The two major fora in which the interests concerned have expressed themselves are the High Level Panel and the Steering Committee.

The High Level Panel, chaired by Commissioner Kinnock, group key representatives of the European transport sector (industry, operators, transport users and other interested parties). The participants in the High Level Panel meeting of 29 September 1995 supported the Commission's initiative for creating the Task Force Intermodality and endorsed the proposed action plan. At the second meeting of 20 May 1996, the "captains of industry" reviewed the progress of the Task Force's work and presented their views on the promotion of intermodal transport. The Task Force consulted an ad-hoc configuration of the High Level Panel on 24 March 1997 on questions related to intermodal transport policies.

The Steering Committee, chaired by Director Wim A.G. Blonk, represent more than 30 international organisations interested in the development of intermodal transport. The Steering Committee has been informed about the Task Force's progress during meetings at more or less regular intervals. It has acted as a sounding board for the Task Force and has given valuable directions for its further work.

## **Task Force Report**

The Task Force Intermodality has produced a number of reports and documents which can be obtained from the Commission or from the Task Force Internet Home Page<sup>24</sup>.

### ***Diagnosis Report***

The Diagnosis Report, dated 1 March 1996, provides a diagnosis of the European intermodal transport market. It identifies some of the main obstacles that prevent the development of intermodal freight and passenger transport services in Europe.

### ***Inventory Report***

The Task Force has made an inventory of all past and on-going intermodal-related RTD projects at the EU level as well as some projects at Member State level. The Inventory Report, dated 28 February 1996, also gives an overview of the allocated resources. One of the conclusions from the Inventory Report was that the existing gap between research and the implementation of its results should be narrowed. At the same time innovations are only finding their way into the market at a slow pace.

The Inventory Report constitutes the starting point for a further co-ordination of the different intermodal transport-related activities in order to increase the effect of the employed financial resources and to guarantee a more consistent impact on the market of the results obtained.

### ***Final Report***

After consultation of some 200 technical experts in six working panels, the Task Force has drafted a Final Report, dated 27 September 1996. The Final Report defines the required RTD actions in view of achieving balanced solutions for the development and improvement of intermodal freight and passenger transport. The aim is to define a coherent intermodal RTD strategy which comprises the identification of new intermodal research projects and to propose demonstration projects able to present the technical and commercial advantages of intermodal transport for operators, users and authorities.

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<sup>24</sup> <http://www.cordis.lu/transport/src/task.htm>

The Final Report defines six areas of priority for RTD actions:

- Intermodal Freight Terminal 2000+;
- Intermodal Freight Network 2000+;
- Transport Town 2000+;
- Intermodal Traveller 2000+;
- Passenger Interchange 2000+;
- Research studies and support activities.

### ***Reports of Task Force Working Panels***

The reports of the Working Panels reflect the results of consultations with external experts and representatives from all interested parties (users, industry, authorities, trade unions, etc.) who were asked to identify and prioritise objectives for research and demonstration activities on intermodal transport.

#### ***Report of the Task Force clustering meeting of 17 March 1997***

The report summarises the conclusions of the Task Force clustering meeting of 17 March 1997, to which some 52 RTD projects were invited with the aim of exchanging information and exploring possibilities for closer co-operation.

#### ***Report of the 24 March 1997 meeting of the Ad-Hoc Configuration of the High Level Panel***

On 24 March 1997 an ad-hoc configuration of the Task Force High Level Panel was invited to give input on six specific questions on intermodal freight transport. The report summarises the meeting's answers to the questions, which the Commission posed in view of finalising its communication on intermodal freight transport.

## **Communication on Intermodal Freight Transport**

Based upon the input from the Task Force Transport Intermodality the Commission drafted the Communication on intermodality and intermodal freight transport, which was adopted on 28 May 1997. The Communication advocates a systems approach to freight transport, which should encourage co-operation between transport modes and favour competition between transport operators. It puts forward an action programme aiming at reducing current friction costs and integrating the different modes so as to enable an efficient and cost effective use of the overall transport system.

The Communication includes a comprehensive action plan with 22 proposed actions to boost intermodal freight transport including links with the transport policy and regulatory framework, harmonisation, new technologies, research, organisation and procedures in transport and liability.

### ***Examples of proposed new actions***

- Harmonisation of message and document standards;
- Establishment of an intermodal freight transport research network;
- Development of methodologies for benchmarking in transport policy and intermodality;
- Establishment of a European Intermodal Reference Centre for freight transport;
- Promotion of voluntary intermodal liability regime;
- Organisation of Round Tables by Member States;

### ***Examples of ongoing and proposed future actions***

- Revision of the Trans-European networks;
- Guidelines for state aids in combined transport;
- Prolongation of PACT;
- Infrastructure charging and transport pricing;

Many of the activities proposed in the Communication have been launched through the transport research programme or the Joint Call for Proposals. Thus the implementation of the actions will be supported through related studies, research and demonstration projects. Also the key action on sustainable mobility and intermodality in the 5<sup>th</sup> Framework Programme was prepared in the light of the need for a horizontal approach to integrate the different modes to better comply with changing market expectations and policy objectives. An overview on the progress will be provided in a separate report<sup>25</sup>.

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<sup>25</sup> Under preparation: Working Paper of the Commission Services: "Report on the implementation of the intermodal strategy and action programme"

## **Communication on Developing the Citizens' Network**

This Communication from 10 July 1998 is a follow-up on the Commission Green Paper on the Citizens' Network and its work to assess the potential of integrated local and regional passenger transport, with intermodality identified as one of the key tools to achieve integration. The key points are:

- Good local and regional passenger transport is an essential part of Europe's transport system;
- Local and regional transport is primarily a matter for local, regional and national authorities, working with transport operators and users;
- The Commission's role is to provide useful tools for authorities, operators and user groups, and to establish the right policy framework for sustainable mobility.

The Communication describes the Commission's three year work programme designed to support the role of local and regional passenger transport in contributing to economic development and employment, reducing congestion, using less energy, producing fewer pollutants, making less noise, reducing social exclusion and improving quality of life. Achieving these objectives means making more use of environmental friendly forms of transport like clean and efficient public and private transport, cycling and walking. It requires an integrated approach. The work programme covers information exchange, benchmarking, establishing the right policy framework, and the use of Community financial instruments. In line with the principle of subsidiarity, the Commission will act mainly as supporter or catalyst.

To stimulate information exchange, the Commission is setting up a European Local Transport Information Service for practitioners and policy-makers to find out about transport developments across Europe. The communication is supporting benchmarking in local and regional passenger transport, based on self-assessment. This should help public authorities, transport operators and user groups to compare the performance of their transport system with those elsewhere. It should stimulate change where this is needed.

To establish the right policy framework, the Commission is developing measures to help address the transport aspects of land use planning; encourage mobility management schemes; support fairer and more efficient transport pricing; promote applications of transport telematics; set harmonised standards for vehicle design; and address the transport needs of women and of people with reduced mobility.

To ensure the effective use of the European Union's financial instruments, the Commission will examine how to address local and regional connections in the trans-European transport network guidelines. It will support demonstration projects to test the results of research, and will give a high priority to supporting sustainable local and regional transport through the structural funds.

## Clustering Activities

Various Commission services are financing RTD projects under different programmes which all have a relevance for intermodal transport in Europe. To co-ordinate the ongoing projects and to ensure that further activities are developed in a consistent manner, the Task Force has set up a clustering exercise of intermodal RTD projects.

The objective of the clustering is to create synergies between Commission-financed RTD projects that deal with intermodal transport, to explore application opportunities of research results, and to deduct policy implications from research projects with a view to facilitating the Commission's policy-making role. The intention is not to steer on-going projects but to encourage voluntary co-operation between project consortia within or across RTD programmes on issues where they have a common interest. Thus, the benefits of the clustering exercise should be the following:

- To learn what other consortia are doing;
- To exchange expertise and information, thus avoiding duplication of work or finding answers to problems that were encountered;
- To define common areas for co-operation between consortia;
- To feed research experiences into policy-making;
- To highlight research needs in view of future RTD activities.

For the Commission, the clustering activity produces valuable insights in terms of existing gaps in RTD activities, gaps in support for projects, policy recommendations, etc.

### *1<sup>st</sup> Clustering meeting (March 1997)*

The topics discussed by the 52 project co-ordinators participating in the first clustering meeting were mainly related to user requirements and door-to-door chain control.

One of the main conclusions was that more information exchange is needed in the field of data collection. Too many projects start by defining user requirements already established in other projects.

### *2<sup>nd</sup> Clustering meeting (March 1998)*

In the second clustering meeting only a limited number of projects participated in order to enhance the communication between the participants.

Four working groups were created:

1. Tracking-tracing and positioning technologies
2. Information and communication systems
3. New transfer systems
4. Terminal management

#### *Policy implications*

On the telematics side the discussions mainly focused on the standardisation problems. European or international standards might be the only solution for a European or world-wide implementation of the existing technologies on the market.

SMEs have the biggest problem in accessing information and are competing with larger companies with more sophisticated information networks. For that reason access to Internet based services become more and more important since they offer efficient and cheap communication solutions.

Several concerns were expressed in relation to the transfer points, when discussing the European rail liberalisation and the priority given to intermodality within the Member States. The quality demand from the transport shippers increases but the operational cost should remain constant or even decrease. This dilemma is difficult to tackle and the implementation of improvements in the transport chain resulting in additional costs will risk failing. Policy interventions might have a distorting effect on the market leading to scenarios, contradicting the policy intentions (e.g. the liberalisation of the railways might have a strong negative effect on intermodality leading to closing of terminals and leading to negative changes in the modal split).

#### *Future RTD needs*

The clustering exercise contributes to the preparation of the future RTD as it gives important feedback to the process. A majority of the participants expressed their interest in the preparation of the Fifth Framework Programme (FP5). From the meeting it was proposed:

- That extensive demonstration projects should be launch through future research activities to integrate results from ongoing and terminated research projects aiming to exchange experience, perform comparative studies and to define best practices;
- That projects should focus less on current technologies but also on organisational solutions and should help to improve the efficiency of intermodal transport and the political/regulatory side should be addressed;

#### *Dissemination of RTD*

Dissemination activities from the Commission are clearly requested. The general opinion among the participants was that the clustering exercise should be repeated regularly dealing with focused topics and with a periodicity of ½ – 1 year.

## Joint Call for Proposals

The Council and the European Parliament allocated a supplementary budget of 12 MECU to the theme of transport intermodality in December 1997. The resulting call for proposals and the selected projects are in line with the recommendations of the Task Force Transport Intermodality. The budget has been used for funding innovative intermodal transport projects, which integrate and demonstrate in real-life the results of previous or on-going research, thereby bringing intermodal transport research nearer to the market.

The Task Force defined five task areas that integrate elements of transport organisation, telematics and new technologies:

- Demonstration of attractiveness and competitiveness of intermodal freight transport on short and medium distances;
- Demonstration of new concepts for the distribution of goods in metropolitan areas at pre- and end-phases of an intermodal transport leg;
- Demonstration of new concepts and technologies for improving inter-urban intermodal passenger transport in a door-to-door chain
- Demonstration of new concepts and technologies for improving intermodal passenger transport within urban centres;
- Horizontal and supportive tasks to promote functional integration and service interoperability between transport modes

Approximately 11 MECU of the budget was allocated to the demonstration tasks and 1 MECU to supportive studies.

The Joint Call for proposals was organised jointly by the RTD Programmes for Transport and Telematics Applications. It has strengthened the synergy between two intimately linked sectors, namely transport and telematics, and the joint management of resulting projects will continue to do so.

***Evaluation overview***

Sixty-six proposals were received against the five tasks open in the Joint Call. Ten proposals were not eligible as they only included partners from one Member State, lacked administrative forms or were not in conformity with the scope and objectives of the call. The remaining 56 proposals were evaluated during the week of 30 March to 3 April 1998 by 20 independent evaluators.

From the 56 evaluated projects, 16 proposals were financed with a total amount of approximately 12 MECU, covering the ten tasks. The following proposals were selected for funding: №

<b>Task №</b>	<b>Number of proposals</b>	<b>Short Task Title</b>	<b>Acronym of selected project</b>
1	8	Demo on short and medium distance	IRIS ITESIC
2	8	Demo on urban freight distribution	IDIOMA
3	5	Inter-urban demo	EU SPIRIT SWITCH
4	8	Inner urban demo	INTERCEPT
5.1	7	Intermodal freight	INFREDAT DCM
5.2	2	Standards of loading units	UTI-NORM
5.3	4	Systems architecture	ARTEMIS FACTEUR FLEETMAP
5.4	5	New generation intermodal operator	PROMOTIQ
5.5	3	Integration of air transport	AFTEI
5.6	6	Transport in rural and peripheral areas	VIRGIL RUPERTA

**Description of selected projects**

**Task 1: Integrated demonstration project of innovative intermodal door-to-door freight services on short and medium distances**

<b>Selected Projects</b>	<b>Scope</b>	<b>Users involved</b>	<b>Countries involved</b>	<b>Duration</b>	<b>EU Funding (KECU)</b>
<b>IRIS</b>	Demonstrate the feasibility of bundling concept for container flows and new organisational and informational aspects on short and medium distances. IRIS is building on results from the ongoing RTD project OSIRIS (3 <sup>rd</sup> call, Integrated Transport Chains).	Rail operators, ports, liners, terminals  Demo in: B, D, NL, GB, I	D, NL, I, GB, B	2 years	1.200
<b>ITESIC</b>	Focus on container transport and the demonstration of: <ul style="list-style-type: none"> <li>➤ The validation of the MARTRANS model on two corridors (Valencia - Madrid and Lyon - Marseille);</li> <li>➤ The development and demonstration an Intranet system in the two proposed corridors.</li> </ul>	Ports, terminals  Demo in: F, E	I, E, F, D	2 years	800

**Task 2: Demonstration of new concepts for the distribution of goods in metropolitan areas at pre- and end- phases of an intermodal transport leg**

<b>Selected Projects</b>	<b>Scope</b>	<b>Users involved</b>	<b>Countries involved</b>	<b>Duration</b>	<b>EU Funding (KECU)</b>
<b>IDIOMA</b>	The IDIOMA proposal demonstrates the feasibility of new transport concepts and telematics tools for improving pre- and end-haulage and city logistics.	Ports, road hauliers, terminals, local authorities.  Demo in: D, NL, F, S	D, F, NL, S, GR	2 years	1.700

**Task 3: Demonstration project integrating concepts, technologies and services for improving inter-urban intermodal passenger transport in a door-to-door chain**

<b>Selected Projects</b>	<b>Scope</b>	<b>Users involved</b>	<b>Countries involved</b>	<b>Duration</b>	<b>EU Funding (KECU)</b>
<b>EU SPIRIT</b>	Test an integrated cross border system for passenger information, reservation, ticketing and payment across rail, air and bus services, and integrate this with tourist and other non-transport information.	Rail operators, public transport operators Demo in: DK, S, D, I, A	D, DK, A, I, S	2 years	2.300
<b>SWITCH</b>	SWITCH will test a broad range of intermodal transport services and systems, including information systems, physical design, ticketing and non-conventional transport services based on fast ferries, taxis and narrow-gauge rail.	Public transport operators, local authorities Demo in: GB, D, I, NL	GB, D, I, NL	2 years	1.500

**Task 4: Demonstration project integrating concepts, technologies and services for improving intermodal passenger transport within urban centres in a door-to-door chain**

<b>Selected Project</b>	<b>Scope</b>	<b>Users involved</b>	<b>Countries involved</b>	<b>Duration</b>	<b>EU Funding (KECU)</b>
<b>INTERCEPT</b>	Demonstrate a tool box of innovative applications such as car-sharing, access restraint measures, systems for parking management and intermodal information.	Rail operators, public transport operators, local authorities Demo in: E, D, UK, NL	E, D, GB, GR, NL	2 years	1.500

**Task 5.1: Development of a consistent methodology for collecting intermodal freight transport data**

<b>Selected Project</b>	<b>Scope</b>	<b>Users involved</b>	<b>Countries involved</b>	<b>Duration</b>	<b>EU Funding (KECU)</b>
<b>DCM</b>	Investigation and assessment of technologies, methodologies, data and information sources, data collection methods etc. with the purpose of improving the access to intermodal transport data.	Only research	D, E, I, NL, GR, FIN, GB, F	1 year	500

**Task 5.2: Research on the impact of standards for loading units (together with cargoes and vehicles) in view of facilitating intermodal transport services**

Selected Project	Scope	Users involved	Countries involved	Duration	EU Funding (KECU)
<b>UTI-NORM</b>	UTI-NORM focus on ITUs standardisation problems and give recommendations to the European standardisation process concerning the interoperability of ITUs.	Only research	GB, F, B	9 months	179

**Task 5.3: System architecture, generic integration tools**

Selected Projects	Scope	Users involved	Countries involved	Duration	EU Funding (KECU)
<b>ARTEMIS</b>	The ARTEMIS project complements the ongoing architecture projects for intermodal interoperability (office-based and on-board). Formulate, establish, and test the new architecture in real life pilots and increase user awareness and provide user support in the field.	Road hauliers Demo in: DK, NL, GB, A	GR, GB, DK, NL, A, B	2 years	1.000
<b>FACTEUR</b>	The FACTEUR project develops generic tools for intermodal activities pertaining to its functional objectives relating to international postal networks, and additionally it utilises air transport resources.	Airline/road haulier, mail companies Demo in: FIN, IRL, D	B, FIN, IRL, D	2 years	800
<b>FLEETMAP</b>	The FLEETMAP project is a conceptual project working on the elaboration and certification procedures for a standard called "Fleet Application Protocol"	Only research	D, F	15 months	200

**Task 5.4: Conditions for the promotion of a new generation of intermodal transport services and operators**

Selected Project	Scope	Users involved	Countries involved	Duration	EU Funding (KECU)
<b>PROMOTIQ</b>	Identification of opportunities and barriers for the new generation of intermodal operators. Provides a good strategy for validation of concepts by user groups and it offers continuity with other projects such as IQ and FREIA.	Only research	I, GR, GB, F, NL, D, E	9 months	200

**Task 5.5: *Integration of air freight transport in the intermodal transport chain***

<b>Selected Project</b>	<b>Scope</b>	<b>Users involved</b>	<b>Countries involved</b>	<b>Duration</b>	<b>EU Funding (KECU)</b>
<b>AFTEI</b>	Assess the conditions for an integration of air freight transport as a part of the intermodal chain from an economic, logistic and information system point of view.	Airline companies, rail operators	B,D,F,E,NL	9 months	200

**Task 5.6: *Identification of good practices and further research needs for integrated transport in rural and peripheral areas (freight and passengers)***

<b>Selected Project</b>	<b>Scope</b>	<b>Users involved</b>	<b>Countries involved</b>	<b>Duration</b>	<b>EU Funding (KECU)</b>
<b>VIRGIL</b>	Two proposals have been merged in this task (VIRGIL and RUPERTA). The merged project (VIRGIL) identify and assess existing practices in rural transport. Special emphasis on the use of telematics tools to ease access to transport.	Only Research	E, FIN, GB, I, NL, E, B, IRL, S, GR	15 months	300

## **International Co-operation**

On 30-31 October 1997, a first EU-USA forum on freight intermodality was organised in Washington D.C. The European Commission and the US Department of Transportation have jointly sponsored this event.

Key public and private leaders from the transport industries in Europe and the United States came together to discuss opportunities for improving intermodal freight transport. This first forum was an important step in the creation of an enhanced international co-operation in the field of freight intermodality.

The key recommendations of the forum were that an effort should be made to:

- Identify, in the US and the European Union, legal and regulatory issues that require resolution in order to facilitate intermodality;
- Start an industry initiative to exchange information on good practices in intermodal freight transport;
- Start an information exchange on constraints on the physical transport infrastructure, as well as possible improvements.

The forum has started a valuable series of ongoing discussions between the European Commission and the US.

As a follow-up, a second EU-US forum was organised on 19-20 November 1998 in Munich. Four themes have been discussed during this meeting:

1. Intermodal liability;
2. Standardisation of loading units;
3. Legal and regulatory impediments in intermodal freight transport;
4. Defining "good practices".

The European Commission and the US Department of Transportation will carefully examine the outcome with a view to undertake joint initiatives to further strengthening of the Trans-Atlantic Freight Intermodality.

## Future activities

The Support from the Council and the Parliament leading to the creation of the Joint Call for intermodal transport projects, together with the lessons learned through the Task Force work in terms of intermodal policy development and management of RTD projects has led the Commission to define intermodal topics in several key actions in the Fifth Framework Programme on RTD (e.g. "Sustainable Mobility and Intermodality", "Systems and Services for the Citizen", "City of Tomorrow" and "Land Transport and Marine Technologies").

The successful outcome of the Task Force activities has helped in bridging the gap between the 4<sup>th</sup> and the 5<sup>th</sup> RTD Framework Programme and has linked the European transport industry closer to the research work of the Commission resulting in more solutions geared to cope with the market demands.

A range of the Task Force activities and findings will be tackled and proceeded in these key actions as it consists of a number of focused problem-solving RTD activities with the objective to solve a limited number of clearly defined priority problems in the European transport sector i.e.:

- Efficiency and quality
- Environmental sustainability
- Safety, security and human factors

A number of themes in different key actions comprise the defined tasks:

1. Research for Modal and Intermodal Transport Management Systems;
2. Research for Infrastructure and their Interfaces with Transport Means and Systems;
3. Socio-economic Scenarios for the Mobility of People and Goods;
4. Intelligent infrastructure and mobility management in the key action "Systems and Services for the Citizen" of the 1ST programme.

The approach taken in the Fifth Framework Programme is using an intermodal starting point to define strategies for a modal implementation, architecture and to define modal requirements.

The experience from the last four years of work in the Task Force Intermodality will be applied as foundation for the future RTD effort. The close relation to the industry and the research world, established through the range of Task Force activities, will be fully utilised as it constitutes a significant contribution to the work of the Commission and will continue to do so in the future.