

*Multimodal Transport for people
and Goods: Lesson learned from
Piarç WG*



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Piarc report on freight efficiency



Available in English
and French on
www.piarc.org in
december.

Meeting the challenges



Optimize all parts in the freight chain

- The concept of **co-modality** is central
- It is defined as the use of each transportation mode in its best configuration to optimize the whole transportation chain

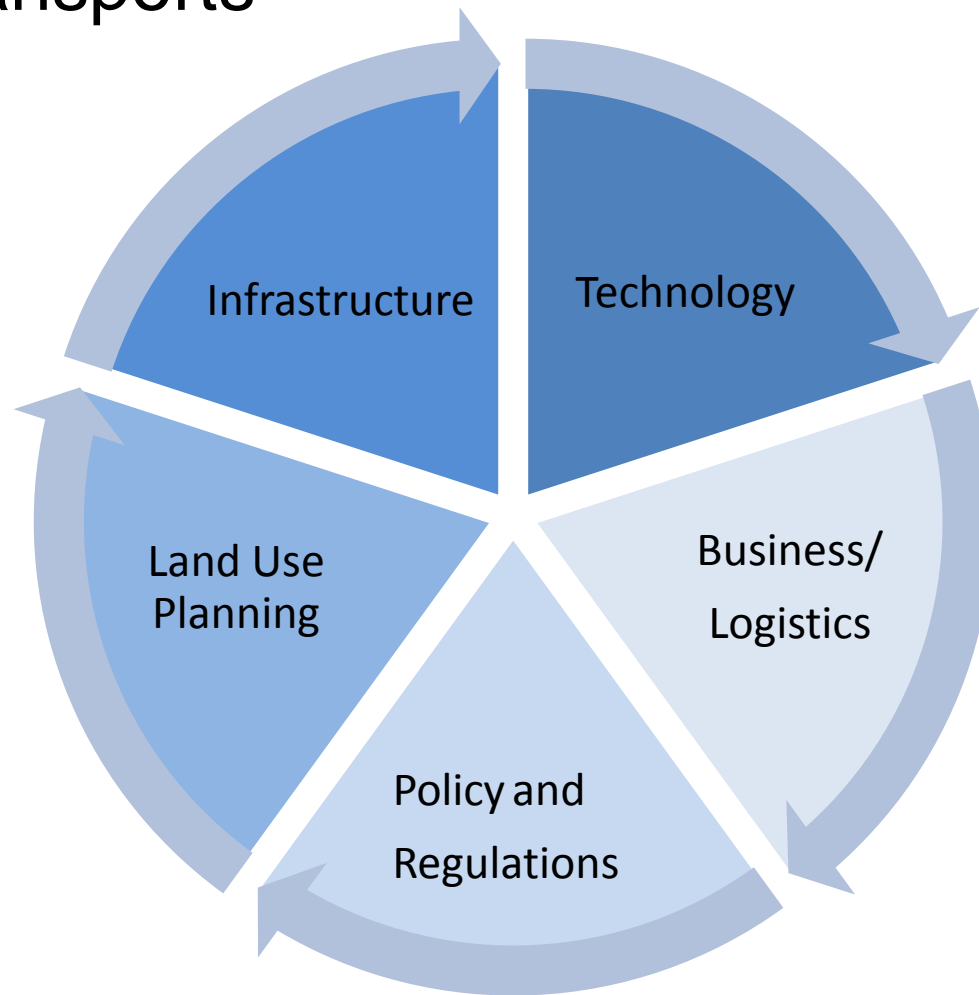
Multimodal
approach



Cases collected

- The best practices focused on solutions and approaches where the **government plays a leading role in implementation**
- Themes:
 - infrastructure provision,
 - infrastructure financing,
 - demand/capacity management,
 - **ITS**,
 - interoperability/standardization,
 - optimization of vehicles,
 - optimization of nodes,
 - cross-border transport,
 - land use planning,
 - regulation/legal framework,
 - and cooperation.

Methodology: Areas of Importance for Improving Freight Transports



18 Case studies – all about efficiency, some relate to ITS

Case Number and Title	Mode(s)	STRATEGY CLASSIFICATION					OUTCOME		
		Policy	Technology	Infrastructure	Information & Education	Partnership	Informed Decision-Making	Improved Logistics	Modal Shift
Road Train Permits	Road	X						X	
Green Logistics	Road, Rail, Water	X						X	X
EcoEffect	Road	X			X		X		
IQ Fleet	Road		X					X	
railCare	Road, Rail		X					X	X
eHighway	Road		X	X				X	
Duluth Intermodal Project	Road, Rail, Water			X				X	X
Liege Triligiport	Road, Rail, Water			X				X	X
Adriatic Gateway	Road, Rail, Water			X				X	X
EURO-CAREX	Road, Rail, Air			X				X	X
Fluidity Indicator	All				X			X	
Lean and Green	Road, Rail, Water				X		X	X	X
Multimodaal Vlaams Brabant	Road, Rail, Water				X		X	X	X
Fukuoka Logistics Platform	Road, Water					X		X	
Rail Freight Solution for Northern France	Road, Rail					X		X	
Multimodal Transshipment Center	Road, Rail			X				X	X
Auto-Con	Rail, Pipeline		X	X				X	
Ecodriving-Quebec	Road	X				X	X		

Findings

- **The potential** of ICT/ITS as a means for handling the challenges related to efficiency in transportation is huge.
- **Technology** (vehicle and infra.) must often be accompanied by regulatory and behavioral changes in order to be successful.
 - Platooning vehicles
 - Autonomous vehicles
 - ERTMS
 - Terminal/port handling and communication
 - Driver behavior....
- There are **large differences** regarding the ITS uptake in different contexts
- ITS can be a trigger for **modal shift**

Policy conclusion

- The freight transport markets are **imperfect**.
- **Imperfect** markets do not automatically come to a pareto efficient **equilibrium**.
- Policy is needed to lead the markets to the **equilibrium**, one such policy might be to stimulate technological development.



Thank you for listening!

*Feel free to contact me for further information
about the forthcoming report!*

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