

The background of the slide is a dark red color with a semi-transparent overlay. On the left side, there is a circuit board pattern. In the center, there is a clock face showing approximately 10:10. On the right side, there are several US dollar bills, including a prominent 100-dollar bill featuring Benjamin Franklin.

Task 9 Actions to Promote Intermodal Transport

Workplan: June – December 2001

***Author: Cranfield University 1 April,
2001***

TASK	Dependent on	Partner & Months	Activities	Finish end
<p>Task 9.1 Generalisation of real cost calculation ... demonstrates the relationship between the corridors that have been studied in the earlier workpackages and intermodal movements in Europe as a whole (movements within the EU as well as those between the EU and accession/CEEC countries). Based on the findings of the methodological WPs (WP1 and WP2), it will examine the influence of factors such as the scale of traffic movements in the corridors and their representativeness in terms of modal split, real costs, environmental impacts and user charges.</p>	WP 1,2,4,6.1 (April)	CU 1 IER 1 ZEW 1	<p>Collation of demand data on corridors (WP4,6)</p> <p>Collection of data on zone-to-zone flows, intermodal road (Europe and corridor) (source NEA etc)</p> <p>Using cost drivers defined (WP1/2) and using WP 3,4,5,6 findings, quantify variation throughout Europe (within corridor, between corridor, time profile, overall scale) in terms of</p> <ul style="list-style-type: none"> • external costs • internal costs/taxes <p>Road & Intermodal</p>	<p>June</p> <p>July</p>

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<p>Task 9.3 Policy recommendations to reduce intermodal transport costs A major policy objective is to correct any disparities between real costs and charges in the chosen corridors for the different modes. Relevant policy instruments will be defined (including various taxation initiatives, subsidy, licensing and legislation), and analysis undertaken to identify the optimum set of policy instruments and the associated scale (of charges, taxation etc.) consistent with the Common Transport Policy, the principles described in Towards Fair and Efficient Pricing and the aspirations described in Intermodality and Intermodal Transport in the EU COM(97)243. Full account will be taken of any local circumstances. The issues of both efficiency and equity will be taken into account. The basis of the analysis is the output of workpackage 6.</p> <p>A policy evaluation methodology (taking account of the thematic network on the subject and projects such as TENASSESS, Transport Network Accounts FP5 2.1.1/2) will be used.</p>	<p>WP 6, 7, 8 (June)</p>	<p>CU 1</p>	<p>List charging scenarios and projected cost implication from wp8</p>	<p>June</p>
	<p>CU 1</p>	<p>Translate cost implications into suitable form for input to DSS</p>	<p>July</p>	
	<p>CU3 IER 1</p>	<p>Identify elasticities – demand functions appropriate to intermodal transport in corridors/Europe Forecast demand impact Forecast change in social costs</p>	<p>July August Sept</p>	
		<p>Write-up and bundling of Tasks</p>	<p>Nov</p>	

Task 9.4 Analysis of barriers to the development of intermodal transport The purpose is to translate opportunities for cost reduction and service enhancement (defined earlier in WP8) into real actions. Therefore, barriers (economic, environmental, financing, government competencies, international national conflict, technical and pricing) that inhibit or prevent the achievement of these opportunities will be identified and assessed against the cost reduction scenarios previously analysed. Means to overcome the barriers will be explored and evaluated before final recommendations are made. The activities involved in this workpackage concerned with barriers will partly be based on previous research in the subject area (including LOGIQ, PROMOTIQ) and concurrent research in FP5 but crucially via contact with the relevant actors in the intermodal market (workshops).

WP 8 (June)

CLAS 1

CU 1

Use TENASSESS framework to define barriers (economic, environmental, financing, government competencies, international national conflict, technical and pricing)

Survey existing work

Synthesise barriers and assess their importance and means to overcome

Feedback from Users' Group

July

August

<p>Task 9.5 Identification of significant knowledge gaps and application needs</p> <p>This Task will produce a statement of the capability of the RECORDIT methodology, and the associated DSS Module, coupled with demonstrations of its uses, with the purpose of ensuring its further useful exploitation. It will demonstrate how the output of RECORDIT can be used to explore issues of interest to transport planners, operators and freight forwarders. It will identify and qualify gaps in the current state of knowledge (both in terms of understanding the mechanisms and for what concerns data and information availability), which may still hinder the implementation of intermodal. door-to-door transport development. Policy options (such as the use of urban transshipment centres), innovative changes in intermodal freight operations (such as those proposed in the FP4 X-MODALL programme) and cost/revenue impact of proposed new services will be explored. The Users' Group will provide the initial target audience</p>	<p>WP 7, 8</p>	<p>ISIS 1 NTUA 2 CU 1</p>	<p>Identify possible uses/demonstrations for DSS. Assess its usefulness in these contexts and potential role</p> <p>Identify and qualify gaps in the DSS tool - mechanisms and information availability.</p>	<p>Oct</p> <p>Oct</p>
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