

## Intermodality: the Key to sustainable transport and mobility

### *Three minute pitch of the Netherlands*

The Netherlands is a trade and transport country. We thrive on international trade. Connectivity with the global city regions and our hinterland are key to our transport strategy. And so is sustainability. The Sustainable Development Goals and the Paris Climate Agreement form the basis of our sustainable transport strategy. So is international co-operation.

The Challenge is huge.

But we believe we can do it. Together. And together means with other countries, multilateral organisations, the Inland Transport Committee of the UNECE in particular, and – with the private sector. International freight transport is business. Transforming it into a sustainable business is an international affair. Only then we can guarantee a fair level-playing-field and regulation.

We also need the industry and R&D-institutes to come up with smart ideas for the transition to sustainable transport. We also need them to make it work. In the Netherlands we work together in a *green deal for zero emission urban logistics* and the Lean and Green Programme (see slide). This programme is aimed at Carbon-dioxide reduction using a ready-made Toolbox. I could mention much more examples but I have only three minutes.

Improving logistics efficiency is also at the heart of our sustainable transport strategy. The starting point here is to look at the *transport system* as a whole. That is (i) the hardware, or infrastructure, to provide for the flow of supply chains; (ii) the software to control the supply chains and finally (iii) the people to control the hardware and software!

In the Netherlands a *Multimodal Freight Transport Network* forms the core of our transport system. The national government invests heavily in the multimodal nodal points and we stimulate inland waterway transport and rail transport. The nodal points of our multimodal transport network act as drivers of regional economic clusters: Brain port Eindhoven, Wageningen Food Valley and Westland Greenport. These regional clusters also compete to become the most sustainable cluster!

Innovation in logistics is data-driven. We have implemented a software update of multimodality: synchronomodality!

In the future we have to become even more efficient. We have to meet the Paris goals and to mitigate the increased transport demand. We estimate that by 2030 we have to become three times more efficient and in 2050 even six times more efficiency is needed.

What do we expect from the UNECE Inland Transport Committee?

- Providing a Policy Framework and implementing The Ministerial Resolution on Embracing the new era for sustainable inland transport and mobility;
- Working hard to realize a international level-playing-field and harmonized regulation;

- Promoting and help to realize e-customs, e-TIR and e-whatever to create e-corridors and enable seamless transport;

The Challenge is huge, but fortunately we have a little more than the three minutes I was granted by the esteemed UNECE Inland Transport Committee.

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