

Rudy Colle  
Director General UIRR

### Details



Panellist for "*The combined impact on logistics of the lack of infrastructure and pricing policy*"

- Born on February 22, 1940 in Ghent, Belgium
  - Graduate Economic Sciences University of Ghent
  - Former Deputy Director General of SABENA World Airlines
  - Director General of UIRR since 1991, responsible for the strategy and the external relations of the Union. Amongst his priorities: external cooperation and promotion of the CT concept at political and industry levels.
- Honorary Consul for Ivory Coast in Belgium and advisor to the Minister of Foreign Trade

### At the Conference

Mr Colle said that although on the one hand there is the need to stymie the nuances in transport we do not want to hinder our freedom of circulation. Only better transport can achieve this, certainly not less transport which is what the commission has tried to do by decoupling growth from economic growth. Better overall transport can be obtained by a different modal split, and this goal is what we want in the road to rail combination.

Pricing is essential to this, when a given transport service is exempted from having to bear all costs it generates, such as external costs or at least less than of those borne by competing modes, a wrong signal is given to the market, modal competition is biased and modal split is put out of optimum balance, fair pricing is a must. It is, however, complex and difficult to evaluate external costs, but Mr Colle said he was perturbed by the length of time that it has taken for the Commission to get to this.

Mr Colle also thought that internalisation of external costs needs to apply to all modes and should not be a measure on its own as there needs to be sufficient capacities, particularly rail infrastructure. As to where the money should go it should go to the transport sector in general and to those who are more sustainable in particular.

## *Pre-Conference statement*

Our belief in Combined Transport as a major tool to reach a better and greener mobility started to take firm shape in the late 60's. Since the very beginning, the UIRR group of companies has without respite worked on all possible improvements in that field and has in particular striven successfully for business interests and political concerns moving hand in hand, as they ought to do, in targeting the above mentioned objective.

So does the UIRR welcome the move towards the 'polluter pays principle', which it sees as a matter of basic fairness, even if at this stage the precise impact of the legislative developments on the internalisation of external costs on the European transport sector is difficult to evaluate.

We at UIRR are confident though that the new Eurovignette directive will be an efficient and useful piece of legislation, provided it proves to have paved the way both for better overall competitiveness and more responsible behaviour within the sector.

The confrontation of ideas expected in the framework of the FFC 2008 conference will no doubt contribute to a better -and hopefully common- understanding on this issue between the stakeholders concerned.