



The transport of chemical products is becoming less and less intermodal

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The European Federation for the Transport of Chemical Products ECTA has recently published its 2025 annual report. It shows, among other things, that the share of road transport has been continuously increasing since 2020.

In 2020, intermodal transport accounted for just over 50% of all volumes carried by ECTA members. Since then, this share has systematically decreased and in 2024 the market share of intermodal transport was only 42.1%. "The downward trend in intermodal transport continued in 2024 and became even stronger. Given the lack of harmonisation between the different national railway infrastructures and the unreliability of intermodal delivery options in general, it is difficult to imagine that this trend will reverse," ECTA said.

However, the federation is trying to create more favourable conditions for the modal shift, in particular by developing digitalisation projects with two European railway federations: the UIRR (intermodal transport) and the ERFA (rail freight). In 2025, a joint working group was set up to lay the foundations for efficient digital cooperation throughout the intermodal logistics chain, with the aim of further improving the competitiveness of intermodal transport and reducing the administrative costs of this mode of transport. In practice, this would involve harmonising the exchange of data related to the intermodal reservation process, the 'door-to-door GATE-IN and GATE-OUT' processes and the operational interactions between logistics service providers, intermodal operators, terminals and railway undertakings.

