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THE INFLUENCE OF THE SELECTED INTERNATIONAL ORGANIZATIONS ON THE DEVELOPMENT OF TRANSPORT

Summary. An important role in the effective functioning and promotion of transport is played not only by transport and forwarding companies, but also by non-governmental organizations, closely cooperating with the industry and representing them in decision-making bodies. The article presents selected organizations representing the transport sector at the global and community forums. The analysis covers the influence of these organizations on establishing international law, unifying technical, organizational, operational and economic solutions, and the preparation of shipping documents. The activities aimed at standardization and unification of land transport for the purposes of intermodal transport were also discussed.

Keywords: transport, organizations, UIC, IRU, FIATA, CIT

1. INTRODUCTION

The work attempted to present the widest possible spectrum of organizations, focusing on Europe. One of the objectives of the review of lobbying organisations was to answer

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the question OF whether it is possible to transfer cargo transported by road to rail or inland waterway and to create a sustainable transport system. However, this requires the concerted cooperation of the bodies of the European Union, the Governments of the Member States and the organisations described representing road, rail and inland waterway transport operators, owners of communication infrastructure and logistics operators [1]. For this reason, organizations related to sea or air transport were only mentioned, without giving them much attention. When describing, the most attention was paid to the largest such as IRU, UIC, OSŻD, CER, CLECAT, etc. The modest framework of the chapter did not allow to discuss all that exist, so they tried to describe those that make up the lobby on the international arena, especially cooperating with the European Commission. They have declared lobbyists and financial contributions, which was presented at the end of the section devoted to organizations operating in Europe. The article was prepared on the basis of the authors' analyzes and reflections as well as numerous publications on the selected topic. The publications [2]-[8] constituted the basis for confirming the authors in the belief that their way of reasoning in the subject of research undertaken is consistent with world trends in this area.

2. GLOBAL ORGANIZATIONS

2.1. International union of railways – UIC

The international representative of the railway sector and the promoter of rail transport is UIC – International union of railways. The organization was founded in 1922 with its headquarters in Paris. Initially, it had 51 members from 29 countries, including Japan and China, which were soon joined by railways from the USSR, the Middle East and North Africa. Their representatives advocated "the creation of a permanent railway administration focusing on international traffic in order to standardize and improve the conditions for the construction and operation of railways. Currently, the UIC has 204 active members (railway undertakings, infrastructure managers operating or operating on networks over 1000 km), associated (railway undertakings, infrastructure managers operating or operating which do not meet this condition, as well as public or private companies or entities, including institutes and associations whose rail activities concern urban, suburban or regional services, or which carry out related activities with railway activities) and related (companies other than train operators and railway infrastructure undertakings, unless their activities are of particular interest to UIC), representing all continents [9].

UIC represents, with the consultant status, the rail transport sector at the UN forum. The organization plays a similar role towards the governments of individual countries and numerous international organizations [10].

Working groups operating within UIC include a Special Group, i.e., the Combined Transport Group (CTG), established by European rail intermodal transport operators. Its particular mission is to actively promote the common goals and interests of these entities, with a view to developing intermodal transport in Europe. The CTG represents the interests of the interconnected railways by formulating and communicating to market players, political authorities, infrastructure managers as well as other professional associations their needs, concerns and visions. The CTG is therefore a professional platform where competing railway undertakings cooperate at international and Community level on issues of common interest, with a view to developing intermodal transport, in particular developing and promoting intermodal techniques, and making them reliable, competitive and better suited to the market

and environmental requirements. To this end, CTG organizes and coordinates joint activities in the field of intermodal transport, initiating, undertaking and carrying out all necessary research, decisions and activities in the following areas:

- performance improvement,
- communication,
- business facilitation,
- knowledge of the market.

The coordination of cooperation between railway undertakings carried out by the UIC increases the competitiveness of rail transport. In order to intensify the coherence of the different railway systems in different countries and to facilitate the conduct of international rail transport, UIC is dealing with the process of standardising railway parts, data and terminology. For associated organizations, it publishes technical standards in the form of so-called UIC cards having the character of an application order, recommendation or information [11]. However, the cards are widely used, not only by UIC members, and form the basis for the development of standards or technical specifications for interoperability (cooperation with CEN, CENELEC and ERA).

UIC has created a database of projects related to rail transport, incl. referring to the promotion of interoperability, the creation of new global standards for railways (including common standards with other modes of transport) [12].

2.2. The Organization for Cooperation of Railways (OSJD or OSShD)

Another important railway organization is The Organization for Cooperation of Railways (OSJD / OSShD/ OSŻD) (Russian Организация Сотрудничества Железных Дорог or ОСЖД). This organization was established in June 1956 in Sofia during a meeting of ministers of countries applying the SMGS and SMPS conventions (SMGS – convention of 1953 "Agreement on international rail transport and SMPS – on passenger transport). They were ratified and signed by the following countries: Albania, Bulgaria, Czechoslovakia, East German, Poland, Romania, Hungary, and the USSR, which was joined by the PRC, the DPRK, Mongolia and later Vietnam.

The organizational structure of OSJD was created with its creation, but it evolved, especially during the period of economic change. When all railways were state-owned, they were represented by the ministers of individual states at the annual meetings. Ministerial meetings were the main decision-making body of the association. The subsequent separation of railway undertakings, transformed into companies independent of ministers, created the need to create another decision-making body in which these entities would be represented. In order to meet these needs, the Council of Ministers decided to create another body – the Conference of General Directors - the KIGD. It brings together full-fledged representatives of railway carriers and deals with cooperation between associated railways in the fields of operation, technology, finance, billing, tariffs and scientific and research. It also prepares issues that should be dealt with by the Council of Ministers.

Executive functions are performed by the Committee, which is the depositary of the contracts and agreements to which the OSJD is a party. It ensures the continuity of the organization's work in the periods between meetings of Ministers' Meetings and the Conferences of General Directors. The committee is chaired by a chairman with two deputies and a secretary, overseeing the work of experts delegated by the affiliated railway undertakings.

Organizational matters are dealt with by the Committees:

- transport policy and development strategy,
- transport law,
- freight transport,
- passenger transport,
- infrastructure and rolling stock

and Standing Working Groups (SWG) on:

- coding and computer science,
- finance and settlements.

OSJD associates carriers from the following countries: Azerbaijan AZ, Belarus BC, China KZD, Czech CD, Estonia EVR, Georgia GR, Iran RAI, Kazakhstan KZH, Kyrgyzstan KRG, KRL-D ZC, Lithuania LG, Latvia LDZ, Moldova CFM, Mongolia MITZ, Polish PKP, Russia RZD, Romania CFR, Slovakia ZSSK Cargo, Tajikistan TDZ, Turkmenistan TRK, Ukraine UZ, Uzbekistan UTI, Hungary MAV, Vietnam VZD.

The status of associated railways is held by carriers from: Germany DB AG, France SNCF, Finland VR, Serbia ZS, Greece OSE, and also the Hungarian-Austrian railway Gyor – Sopron – Ebernfurth GySEV.

The status as of 01/01/2009 is presented below. Currently, the official OSJD website lists carriers from 29 countries, including the Czech Republic, Korea and Cuba, although its participation is only formal, as in practice it does not actively participate in the work of the committee.

OSJD operates in the area of 46.4 million km2, inhabited by nearly 2 billion people. In this area, the railway network is over 280.6 thousand kilometres long, the carriers listed below employ 4 million people, the rolling stock consists of 32.6 thousand diesel locomotives, 22.9 electric locomotives, 125.3 thousand wagons for passenger transport and over 1/8 million for cargo transportation. In 2009, the OSJD railways transported 4 billion passengers (transport performance 1 trillion lanes / km and 5671 million tons of cargo (4.8 trillion tkm).

In 1994, the Council of Ministers signed a document called "Program for the improvement of railway communication between Europe and Asia". Among other things, OSJD creates its own transport corridors in which it tries to ensure good technical and operational conditions and eliminate “bottlenecks”. The Association also attaches great importance to the development of transport in intermodal technology, both by transporting containers and tractor units with semi-trailers. For over a dozen years, trains have been running in one of the corridors, connecting Istanbul and Almaty using intermodal technology [13].

OSJD is trying to create an alternative to sea transport from China to Europe by opening rail connections. In 1997, the "Agreement on organizational and operational aspects of combined transport in Europe-Asia communication" was signed in Tashkent. On March 30, 2021, an agreement was signed between PKP LHS LLC and The Chinese Railway International Multimodal Transport CRMIT on intermodal transport on the route China – Europe – China [14].

Since the 1950s, OSJD has been trying to reach an agreement with the Central Office for International Carriage by Rail in Bremen (OCTI) on the harmonization of the CIM and SMGS regulations. OSJD takes steps to simplify the transport law and customs formalities. To this end, it negotiates with OTIF and CIT [15].

2.3. International Road Transport Union – IRU

Road transport plays an important role in intermodal transport, being the first and / or last stage of each journey. The global representative of road hauliers is the IRU, which was founded 70 years ago in Geneva with the aim of facilitating trade, international road transport and passenger mobility, and supporting sustainable development worldwide. It is a non-governmental organization that obtains funds from membership fees, fees charged by drivers (e.g., for motorway gates) and in cooperation with transport companies. IRU members are road carriers from over 100 countries on 5 continents [16]. The organization has been cooperating for many years with the United Nations, the European Union and Eurasian institutions.

In 1959, the IRU, together with the UN, established the TIR Convention, which was amended in 1975 [17].

To validate the Convention, three essential conditions had to be met:

- precise definition of uniform customs procedures in all countries where the convention was to apply, from the place of dispatch through the countries of transit to the customs office of the country of destination of the cargo;
- an efficiently functioning international guarantee chain securing customs payments;
- establishing cooperation between the UN bodies and the International Road Transport Union IRU, which has been authorized by the TIR Administrative Committee to be responsible for organizing the international guarantee system [17].

The amendment allowed for intermodal transport of goods, provided that at least one section of the journey is by road. The provisions of the TIR Convention apply only to the road transport of goods in international traffic. The TIR Convention applies to the carriage of goods without transshipment across one or more frontiers, from the Customs office of departure of one contracting party to the customs office of destination of another contracting party, or the same contracting party, in road vehicles, combinations of vehicles or containers, if any part of the journey between the beginning and the end of the TIR transport is carried out by road. Therefore, no fees or import / export taxes are levied at the border customs offices that would have to be paid when entering the goods into the customs territory. Only the TIR carnet is such a security. The European Union and other European countries, countries of North Africa, the Middle East, the United States, Canada, Chile and Uruguay joined the TIR Convention [19].

Currently, the IRU is working on covering as many intermodal transports as possible with digital logistics - using such tools as digital TIR and e-CMR (document issued in electronic form, authenticated by the parties to the transport contract, using a reliable electronic signature ensuring its link with the electronic consignment note). Transport corridors with digitized TIR intermodal operations should help to achieve full interoperability, which is a prerequisite for sustainable development [20].

2.4. International Maritime Organization – IMO

The International Maritime Organization is a specialized UN agency working for the safety and security of shipping, as well as sustainable development and environmental protection. It was established in 1958 and brings together 174 Member States. As an organization, it has contributed to or initiated the signing of 50 treaties or conventions, trying to ensure that the contained regulations keep up with changes in shipping technology. The IMO declares that its purpose is to ensure the safety of navigation. In fact, the organization coordinates or supports a number of activities such as: construction and design of ships, development of navigation

systems, safe transport of cargo, water rescue system, counteracting pollution of seas and oceans.

Every two years, a general meeting is held, which elects the Council from among its members, which runs the organization for two years.

Within the IMO there are five standing Committees for:

- maritime safety,
- protection of the marine environment,
- technical cooperation,
- legal,
- facilities.

Within the IMO, a secretariat and several subcommittees operate on an ongoing basis [21].

2.5. International Air Transport Association – IATA

The International Air Transport Association IATA brings together 290 airlines from around the world. Its aim is to develop aviation, ensure safety and support the broadly understood aviation industry. Nowadays, IATA also deals with financial issues, trying to help airlines. On its website, IATA pledges compensation for 2.2 million tonnes of CO_2.

2.6. International Civil Aviation Organization – ICAO

This organization associates 193 countries. It functions as an agency at the United Nations which aims to develop and implement aviation law. The priority declared by the organization is to ensure the safety of air navigation and the development of aviation. Contrary to IATA - ICAO focuses on legislative activity, apart from safety issues, it deals with such issues as the standardization of procedures necessary in air transport, liberalization of the air transport market, publication of statistical data on air transport, as well as research aimed at the development of aviation, implementation of technical projects for Member States' request, in the form of audits, controlling standards and recommendations for aviation safety, conducting air transport analysis.

The organizational structure of ICAO is similar to the governance of the IMO. The most important body is the Assembly, which elects a Council composed of 36 representatives of the member states for a three-year term. The Council appoints 19 representatives who make up the Air Navigation Committee. In addition, there are several Council Committees responsible for:

- air transport,
- legal issues
- support for air navigation services,
- finance
- prevention of acts of unlawful interference,
- technical cooperation,
- environment

and Secretariat.

2.7. International Federation of Freight Forwarders Associations – FIATA

The International Federation of Freight Forwarders' Associations FIATA was founded in 1926. Its headquarters are in Glattbrugg near Zurich [22]. FIATA members are national organizations associating forwarding and logistics entrepreneurs from 150 countries. In Poland, such an organization is the Polish Chamber of Forwarding and Logistics, based in Gdynia [23].

- unifying the forwarding industry around the world,
- representing, promoting and protecting the interests of the industry by participating as advisers or experts in meetings of international transport bodies,
- improvement of the quality of services provided by forwarders through the development and dissemination of uniform forwarding documents, standard commercial conditions, etc.,
- assistance in the professional training of freight forwarders, problems with liability insurance, e-commerce tools, including electronic data interchange (EDI) and barcodes.

FIATA has created standard documents approved by ICC for forwarders:

- FIATA FCR (forwarding certificate of acceptance of goods for shipment),
- FIATA FCT (forwarding transport certificate),
- FWR (forwarding warehouse receipt),
- FBL (FIATA multimodal transport bill of lading),
- FWB (multimodal FIATA consignment note),
- FIATA SDT (the sender's declaration regarding the transport of dangerous goods),
- FIATA SIC (shipper's certificate regarding the weight of goods in the container),
- FIATA FFI (forwarding order template).

FIATA documents increase the certainty of turnover, as well as the security of submitted goods. The correct use of these documents in practice is supervised by both directly FIATA, and by members of the federation in individual countries.

2.8. International Rail Transport Committee – CIT

The International Rail Transport Committee is an association of over 200 railway companies and carriers that provide international passenger and / or freight transport services. CIT was established as a separate legal entity in 2004. It is now a Swiss law association based in Bern.

CIT helps railway companies to implement international transport law, standardize contractual relations and create the principle of legal certainty. It has 129 members from Europe, Asia and North Africa. The Polish side is represented by PKP S.A., CTL Logistics Sp. z o.o. and Koleje Dolnośląskie S.A.

The main working bodies of the CIT are the CIV Committee (passenger traffic), the CIM Committee (freight traffic), the CUI Committee (use of infrastructure) and the Multimodality Committee. Working groups prepare recommendations that are submitted to the committees for approval. If necessary, groups of experts are convened.

CIT works closely with many international organizations, incl. with UIC, CER, UE, FIATA, IRU, OSJD, UIRR, EKE ONZ, UNCITRAL or WCO.

The organization helps in the correct implementation of the provisions in force in international freight traffic. For this purpose, it draws up contracts, instructions from

International Air Transport Association = IATA and standard forms, especially transport documents that constitute evidence of the contract of carriage and delivery of the so-called CIM or SMGS consignment note.

The CIT also prepares documents aimed at improving the framework conditions for concluding multimodal transport contracts, in particular for shipping, road and rail companies. Where specific actions need to be taken, decisions are made on the basis of the recommendations of the Working Group on Multimodality, which includes both rail operators and shipping companies. Her work focuses on issues related to multimodality in the transport of goods.

2.9. Universal Freight Organization – UFO

It is an organization founded in 2000 that brings together 110 "selected" companies, guaranteeing high quality of services from over 100 countries around the world. The organization works on all continents. From the United States, Russia, through China, Australia to Greenland [24].

UFO deals with:

- air, sea and road freight,
- customs clearance,
- warehousing,
- handling of dangerous goods,
- cargo insurance.

Electronically, you can connect to more than 300 offices. The network envelops the whole world [25].

3. EUROPEAN ORGANIZATIONS

The European Union's policy aims to balance the various modes of transport and increase the role of rail in freight transport by creating a fully functioning intermodal transport network by 2030 [26]. A major obstacle to the implementation of this policy is the lack of a single, centralized structure in the EU countries, which would act as an organizer and manager of intermodal transport operations. The effective development of intermodal transport is seen in coordinated action by Member States to effectively promote environmentally friendly modes and technologies of transport, including in particular rail, intermodal and waterborne transport.

3.1. Community of European Railway and Infrastructure Companies – CER

In 1988, 14 European carriers reported the need to create an organization that would represent their interests before the Community institutions. The result was the Committee of European Railways and Infrastructure Enterprises (CER). CER is an organization that emerged from UIC, functioning since 1996 as an independent organization. The organization defines itself as the voice of European railways, strives to create a competitive and sustainable transport system in cooperation with other modes of transport. The CER includes railways from all EU countries, as well as Great Britain, Norway, Switzerland, Albania, Bosnia Herzegovina, Montenegro, Macedonia and Serbia. CER's partner railways are carriers from Georgia, Israel, Japan, Moldova and Ukraine. The organization's associated shareholders include 71% of the European rail network, which handles 76% of freight and 92% of passengers.

The organizational structure is primarily the General Assembly, a meeting of directors who lead the railways associated in the CER. The assembly takes the most important decisions and outlines the strategic concepts of the organization. The Management Committee performs executive functions. The committee is composed of a chairman, four vice-chairmen and members elected by the Assembly, but the number of members of the committee may not exceed 16. The Assistants Group is the body that acts as the liaison between the CER and its members. Additionally, there are various thematic Working Groups. CER works with many other logistics and transport organizations.

3.2. European Rail Infrastructure Managers – EIM

EIM is an organization that brings together and cares for the interests of railway infrastructure managers from the EU and the EEA. It is composed of representatives of Belgium, Denmark, Finland, France, Spain, the Netherlands, Norway, Poland, Portugal, Sweden, Great Britain, i.e., as EIM declares, 53% of European railways, 40% of freight transported by rail and 58% of passengers.

EIM cooperates with ERA, the European Union Railway Agency, participates in working groups and sits on the administrative board.

The aim of EIM is the expansion and development of railway infrastructure and its more effective use. It also represents its members' interests to the relevant EU bodies, supports business development and provides a forum for collaboration, encourages web message leaders to share innovations to increase efficiency.

EIM aims to create an open and capacity rail network and a safe and sustainable rail system [27].

3.3. Inland Navigation Europe – INE

It is an organization promoting the development of inland waterway transport. It declares to increase the share of transport in this mode of transport and to increase efficiency and strive to "balance" European transport. INE wants to achieve this by establishing contacts, as well as bringing together carriers and organizations dealing with inland waterway transport, it is engaged in the promotion and indication of long-term benefits for the economy and the environment. INE also aims to act as an advocate for the inland waterway transport industry towards the EU institutions.

The objectives of the INE are:

- revitalization of the existing network of rivers and canals that connect the main areas of the continent.
- implementation of intelligent infrastructure and digitalisation and automation.
- removing barriers to the integration of inland waterway transport into intermodal supply chains.
- facilitate the development of a new smart fleet and environmentally friendly fuels.
- incentives to create innovative logistics concepts.

INE achievements are as follows:

- creating the EU plan for the development of inland water transport called "Naiads",
- launching a strategic research program on waterways and ports,
- creating conditions for more effective use of the TEN networks,

- introduction of the principle of EU co-financing at the level of 50% of works for the development of infrastructure, expansion of inland water transport and implementation of the RIS system,
- introduction of fuels with low sulphur content for use by the fleet,
- implementation of the de minimis rule for inland waterway transport.

3.4. European Federation of Inland Ports – EFIP

The European Inland Ports Federation EFIP was established in 1994. It includes nearly 200 ports from 18 EU countries, as well as Serbia, Switzerland and Ukraine. Its role is to promote ports as nodal points of transport infrastructure, logistic supply chains, points connecting inland water transport with road, rail, sea and combined transport.

EFIP wants to be the only representative of inland shipping ports, to represent them in discussions with EU institutions, the United Nations Economic Commission for Europe, and the Central Rhine and Danube Shipping Commissions.

The aim of the organization is to develop a common position on inland shipping issues against other institutions.

EFIP is trying to disseminate knowledge and information about the activities of inland ports and their importance for the economy. The organization sees its role in the exchange of information and opinions between management, institutions and those working in ports.

EFIP and INE declare active support for the "sustainable and smart mobility strategy", seeing it as an opportunity for the development of inland navigation and creating opportunities for the development of a European modality [28]

3.5. International Union for Road-Rail Combined Transport – UIRR

In Europe, the problems of shaping the international infrastructure for intermodal transport, unifying its technical parameters, standardizing the rolling stock, defining the principles of cooperation in the field of intermodal transport, terms of mutual financial settlements are dealt with by the International Union of Combined Road-Rail Transport Companies (UIRR) established in 1970 in Brussels [29]. The leading role in organizing intermodal transport is played by the National Combined Transport Societies - performing the functions of intermodal transport operator and being also members of UIRR. Currently, the organization has 41 members from 17 European countries [30].

UIRR's sole mission is to promote, by all possible means, intermodal transport [31], with particular emphasis on the combination of road and rail transport, and to ensure the competitiveness of companies engaged in intermodal transport.

The initiatives undertaken by this organization include:

- activities aimed at harmonizing or reconciling work procedures, methods and management systems between different member companies, so as to enable the movement of loads by intermodal transport throughout Europe,
- cooperation with the governing bodies of the European Union and other international organizations in the field of issuing opinions on legislative or statutory changes directly or indirectly affecting the development of intermodal transport,
- coordination of research and innovation projects carried out under the European Union support programs (Marco Polo, research and development framework program).

UIRR has created and maintains a database of over 350 major European transhipment terminals in 20 countries used by intermodal transport operators. This database contains an overview of the services offered in a given terminal, as well as a technical description, contact details, a list of the main destinations that can be reached and operators offering services to / from the terminal.

3.6. European Association for Forwarding, Transport, Logistics and Customs Services – CLECAT

The association was founded in 1958 as the European Liaison Committee of Common Market Forwarders, French: Comité de Liaison Européen des Commissionaires et Auxiliaires de Transport du Marché Commun (CLECAT). Its headquarters are in Brussels, and its permanent secretariat and offices are located close to the European institutions.

CLECAT is a representative of 20 national associations of forwarding organizations, logisticians and customs agents from the Member States of the European Union, which brings together a total of over 19,000 companies with a total of over 1 million employees.
Companies associated with CLECAT support:

- 95% of all cargo in Europe,
- 65% of cargo transported by road,
- 95% of cargo transported by air,
- 65% transported by sea.

CLECAT also handles goods transported by rail, inland waterway and intermodal transport.

The main objective of CLECAT is to create a strong representation and strengthen the position of the logistics, forwarding and customs services sectors. CLECAT works to create a friendly environment for trading, moving and safe business.

The main goal of CLECAT is to protect and represent the professional interests of the TFL community. The Association has an advisory status to the European Commission in the creation and amendment of European law on transport, forwarding and customs issues in the field of TFL industry, and also acts on behalf of the TFL community before the authorities of the European Union. Moreover, CLECAT represents the global organization of FIATA forwarders on the forum of the European Union [32].

3.7. Bureau International des Containers et du Transport Intermodal – BIC

Bureau International des Containers was founded in 1933, headquartered in Paris, under the auspices of the International Chamber of Commerce, as a non-profit organization aimed at educating the development of international and intermodal transport and its practical aspects [33]. Currently, the organization has over 2,300 members serving containers in more than 127 countries. BIC deals with cooperation between businesses, governments and independent organizations related to intermodal transport, the containerization process, and the transport and handling of sea containers.

Initially, the area of activity of the organization was mainly land transport (rail and road), now it focuses on all aspects of intermodal transport.

BIC has played an important role in the organization of sea transport containers since the early 1960s, facilitating trade and helping to define and standardize areas such as technical inspection, strength, coding, container identification and labelling [34].

In 1970, BIC developed an alphanumeric container labelling system known as the "BIC-CODE" system. The International Organization for Standardization (ISO) adopted this system in 1972 and entrusted BIC with the sole management of the BIC code allocation for international container shipping and the publication of an official owner code register. BIC codes, used on containers used in international trade, allow for proper identification and facilitate border crossing without customs formalities. Since 2013, BIC has also operated the global ACEP database under IMO management (ACEP numbers are assigned by national administrations or their designated representatives to container owners and operators who meet specific requirements, including periodic testing).

Since the mid-1980s, BIC has also been involved in the development of intermodal transport (rail-road and inland waterways). With extensive experience in promoting the expansion of containerization, BIC is involved on a regional and international level in the further development of this form of intermodal transport.

BIC also contributed to the development and updating of international conventions, which had a huge impact on the development of containerization: BIC has official observer status as a non-governmental organization in the International Maritime Organization (IMO) and the World Customs Organization (WCO), and regularly participates as an observer in the ECE UN and other organizations.

3.8. European Intermodal Association – EIA

It is an organization founded in 1993, its primary goal is to promote sustainable mobility. The EIA declares its openness to all modes of transport. It brings together over 90 members - "leaders in transport and related fields not only from Western Europe, but also Eastern Europe, China and North America. The EIA cooperates with the European Commission and UN bodies. The assumption of the EIA is to look for new solutions to improve the quality of transport services and to implement innovations. The organization is involved in research, projects and promotional activities on other continents, incl. in Latin America and Asia (China, Thailand). It conducts negotiations and has experts in its ranks who are ready to engage in a dialogue on debatable topics, looking for opportunities to introduce new pro-ecological solutions in line with EU guidelines. Community transport policy is discussed at the EIA forum [35].

Unfortunately, during the data collection, the author was unable to reach the EIA's websites directly, which is why the institutional system was not described, and information about the EIA was taken from the https://www.LobbyFact.eu.

3.9. Alliance for Logistics Innovation through Collaboration in Europe – ALICE

ALICE – Alliance for Logistics Innovation through Collaboration in Europe. It is an organization that declares that it aims to:

- development of research, new solutions and innovations in logistics and the supply chain,
- contribute to the improvement of efficiency in logistics by 30% by 2030.

The above-mentioned measures are assumed to lead to growth in the logistics sector by 10-30%, which in turn will lead to cost reductions of 100-300 billion Euro. Another goal is to create the European Technology Platform of the ETP, where stakeholders develop short- and long-term agendas for research and innovation implementation at both European Union and national levels supported by public institutions and private stakeholders.

Functioning within the ETP is based on five principles:

- openness - the platform will be open to any entity that deals with research on the implementation of innovation in logistics in Europe, the condition is to actively participate in working groups,
- participation – every organisation operating within the ETP must take part in the Working Groups,
- responsibilities – the responsibilities and objectives of each functioning group must be clearly defined,
- effectiveness – business objectives must be precisely defined,
- cohesion – initiatives and actions taken must be in line with the vision and mission of the ETP.

The organisational structure assumes the functioning of the general assembly, the "consultative body", the secretariat and the five working groups operating within the thematic framework:

- sustainable logistics chain,
- corridors, hubs and synchromodality,
- connection systems and technologies in logistics,
- coordination and cooperation of supply networks,
- urban logistics.

ALICE is made up of 136 members and 18 associates. The members of the organization are entities representing various types of activities, such as P&G, Loreal, UPS, Generali, Volvo, Scania, DAC, Logistop, EFFRA, Bmvt, and observers are, for example, Eucar or CLECAT. These are companies, organizations that carry out various activities, many of them are well-known brands, often with large capital, and organizations actively associating to other entities.

The most interesting project declared by ALICE is creating sustainable supply chains and zero emissions. With such potential, ALICE can afford to set this type of goal.

3.10. Associazione Logistica dell'Intermodalità Sostenibile – ALIS

ALIS Logistic Association of Sustainable Intermodality it is an organization established in 2016, which declares its commitment to "sustainable logistics". The association consists of entities whose interests, visions and needs were not expressed in other organizations. All types of operators gathered in ALIS - companies from the TFL industry, logistics, shipowners, sea carriers, port representatives, as well as universities representing the world of science. ALIS emphasizes that it is a unique example of logistics chain integration.

The association consists of over 1,530 companies employing over 185,000 employees, having over 133,000 vehicles, performing 140,500 sea connections a year, 125 connections of sea "motorways", servicing over 200,000 railway connections on over 160 railway lines and in total generating 30 billion of Euro in revenues.

4. CONCLUSIONS

In 2011 European Union declared to reduce road fright to 30% by 2030 and then to 20% by 2050.and develop "green" modes of transport. In the opinion of scientists, this goal seems to

be ambitious and challenging [36]. Although there are organizatioms in EU lobbying for rail, inland water transport the organization promoting road transport seem to be strong as well.

Organizations representing the transport influence on establishing international law, unifying technical, organizational, operational and economic solutions, and the preparation of shipping documents. Organizations representing rail and inland-water transport declare "eco-friendly transport" (sustainable). Their declarations and costs are collected in Table 1 and showed on Figure 1.

Tab. 1

Collection of organizations with selected parameters

Organizations	Lobbysts declared	iLobbying costs (EUR)
ALICE	4,5 Fte 6	-
BIC	0,25 Fte 1	-
CER	-	50,000
CIT	1 Fte 1	9,999
CLECAT	4 Fte 4	400.000-499,999
EFIP	-	30,000
EIA	-	225,000
EIM	2,75 Fte 4	100,000-199,999
ERIIT	1 Fte 1	500
FB	2 Fte 3	.
FIATA	1 Fte 3	100,000-199,999
INE	2 Fte 2	200,000-299,999
IRU	10	50,000-99,999
ITC	3 Fte 3	75,000
PCC	0,5 Fte 2	10,000
SFR (SBB)	1,5 Fte 2	450,000
UIC	1,75 Fte 5	-
UIRR	1,5 Fte 4	100,000-199,999
URIP	3,75 Fte 8	75,000
Total	40,5	2 189,994

Although many organizations were established many years ago they didn't achieve many. For instance, European railway system isn't 100% compatible. Actually, there still exist different consignment notes. So far, road organizations turned out to be more effective.

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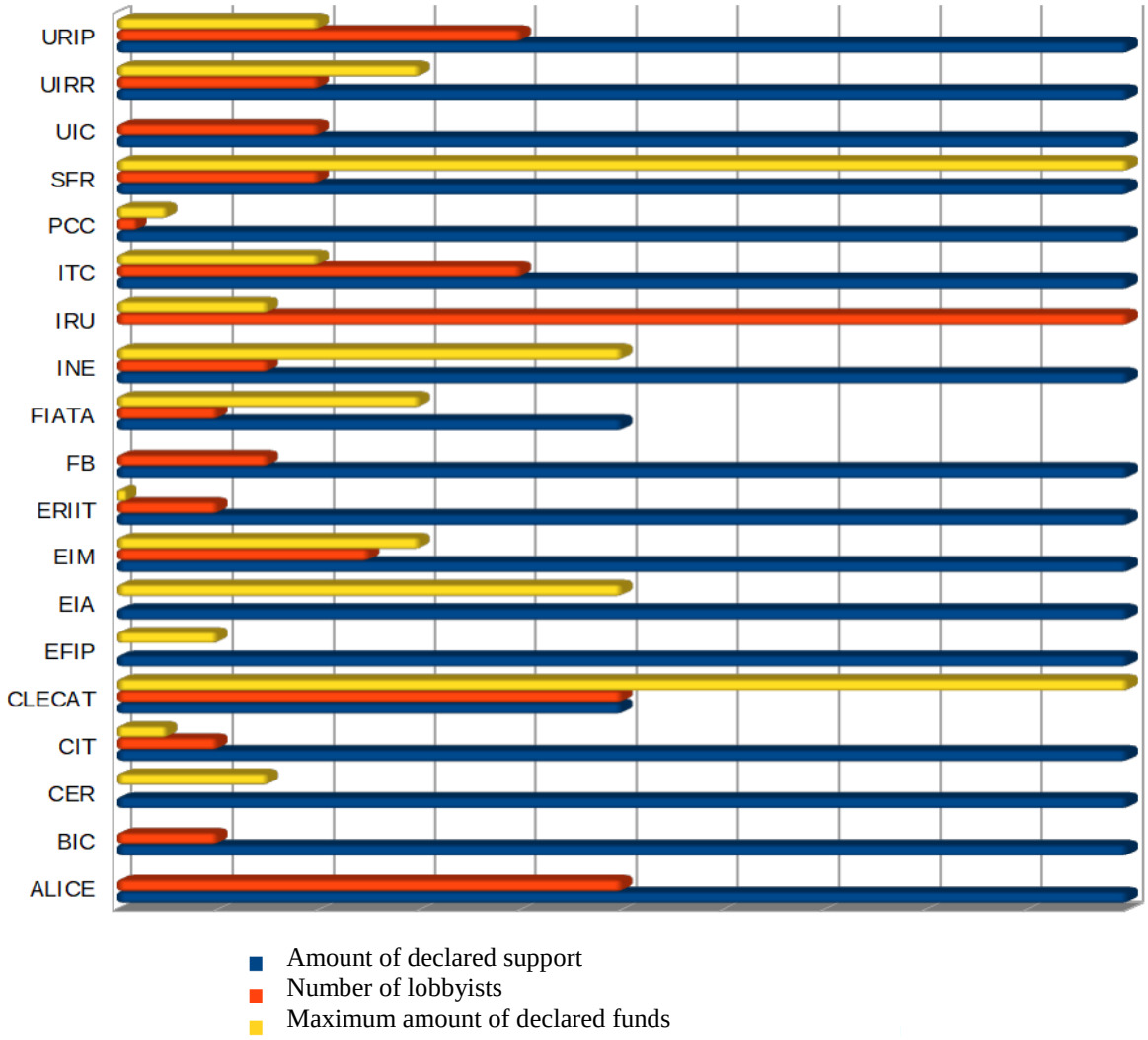

Fig. 1. Ratio of the number of lobbyists and the amount of funds declared by individual organizations to the declared support for the development of intermodal transport
Source: own elaboration based on [37]

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