UIRR
INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

Ports, Terminals and Intermodal Transport Conference

UIRR'S EFFORTS TO ENHANCE EUROPEAN COMBINED TRANSPORT

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Director General

AMSTERDAM, 7 February 2013

UIRR in a nutshell

- **Members: CT-Operators and Terminal-Operators**
  (CT-train and terminal Operators are the link between road and rail)

- **Homogeneous interest of all members: shifting longer distance transports from pure-road to include electric rail**

- **Role of logistics companies and road hauliers in UIRR: customers and shareholders of UIRR members**

- **UIRR-members handled in 2012 about 50% of European road-rail Combined Transport**

- **UIRR was founded in 1970;**
  Liaison Office in Brussels since 1988

Network of CT-direct trains in Europe

UIRR

IFB member of

kombi verkehr

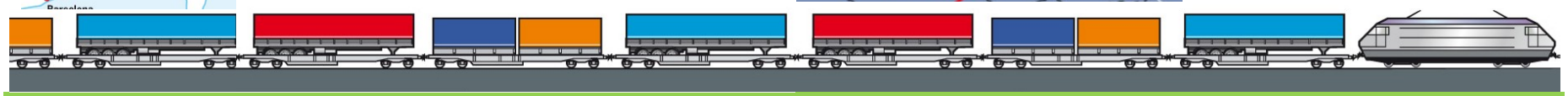
CEMAT

CT in Europe today

- 2.000 trains/day
- 400 terminals
- 2.000 cranes
- 60.000 CT-wagons
- 100.000 codified loading units
- 20 mln ISO-containers (worldwide)

HUPAC

BOHEMIAKOMBI
Kombinovaná doprava silnice - železnice



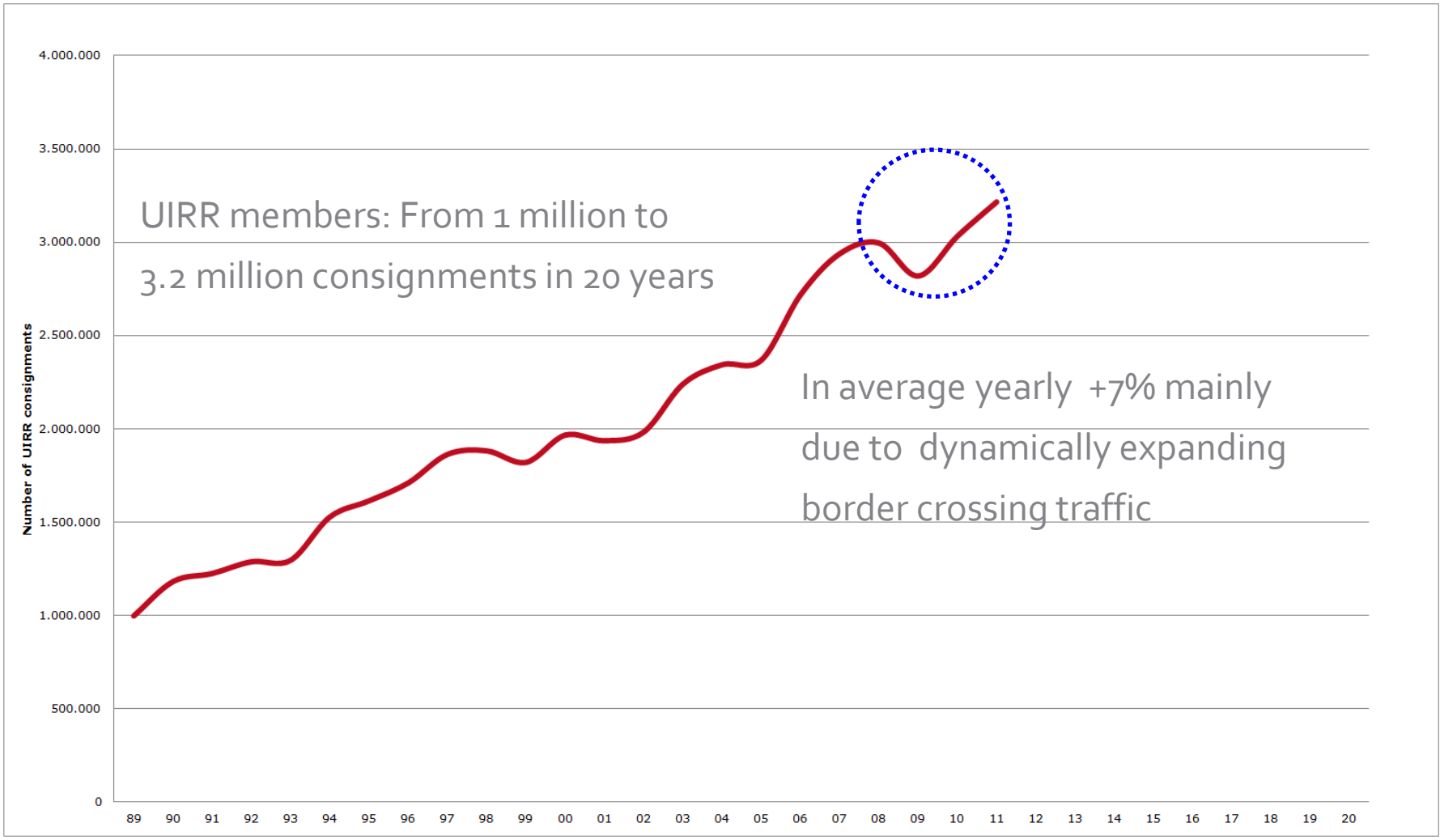
Mixed transport of all loading units to reach complete train volumes

Mission of UIRR as association

1. **Promotion of road-rail Combined Transport**
   - Provision of information and statistics to decision-makers
   - Publishing of position papers and studies
   - Organisation of events, delivery of speeches and presentations
2. **Supporting the daily operation of European Combined Transport**
   - IT tools (UIRR data message as industry standard)
   - Tracking & tracing (CESAR)
   - Administrator of the ILU-Code
3. **Development of CT**
   - Best practice exchange (Technical and Operations Commission)
   - European Railway Agency (TSIs)
   - Standardisation CEN and UIC Leaflet working groups
   - FP7 and Marco Polo financed R&D projects

Development of European CT 1989-2012

One UIRR - consignment is equal to one truck capacity on the road (2.0 TEU).



Properties of combined transport

Combined Transport over a long-distance - versus pure road transport-chain

1.	Energy efficiency	35% less per tkm
2.	GHG/CO_2 emission	75% less per tkm
3.	Number of accidents	1 : 40 per tkm

Shifting traffic from road to rail is the most efficient way of achieving the Commissions' objectives for environment and safety

EU Policy: 2011 Transport White Paper

The main objectives for long distance goods transport and CT

- 30% of the long distance road freight transport over 300km should be transhipped to rail, inland navigation or short distance maritime transport by 2030 and 50% by 2050

The modal shift objectives mentioned in the White Paper are reachable. They require a 5% yearly CT-growth. The UIRR has elaborated a „Combined Transport Road Map 2050" on how to reach these objectives.

Main tasks for Member States and EU-Commission:

- Long-term stable framework conditions, i.e. Regarding weights and dimensions as numerous stakeholders must invest in CT
- Fair competition conditions between the transport modes for prices reflecting all the costs
- Liberalisation and interoperability of rail transport
- Investments in an efficient rail network for freight
- Special measures to promote Combined Transport

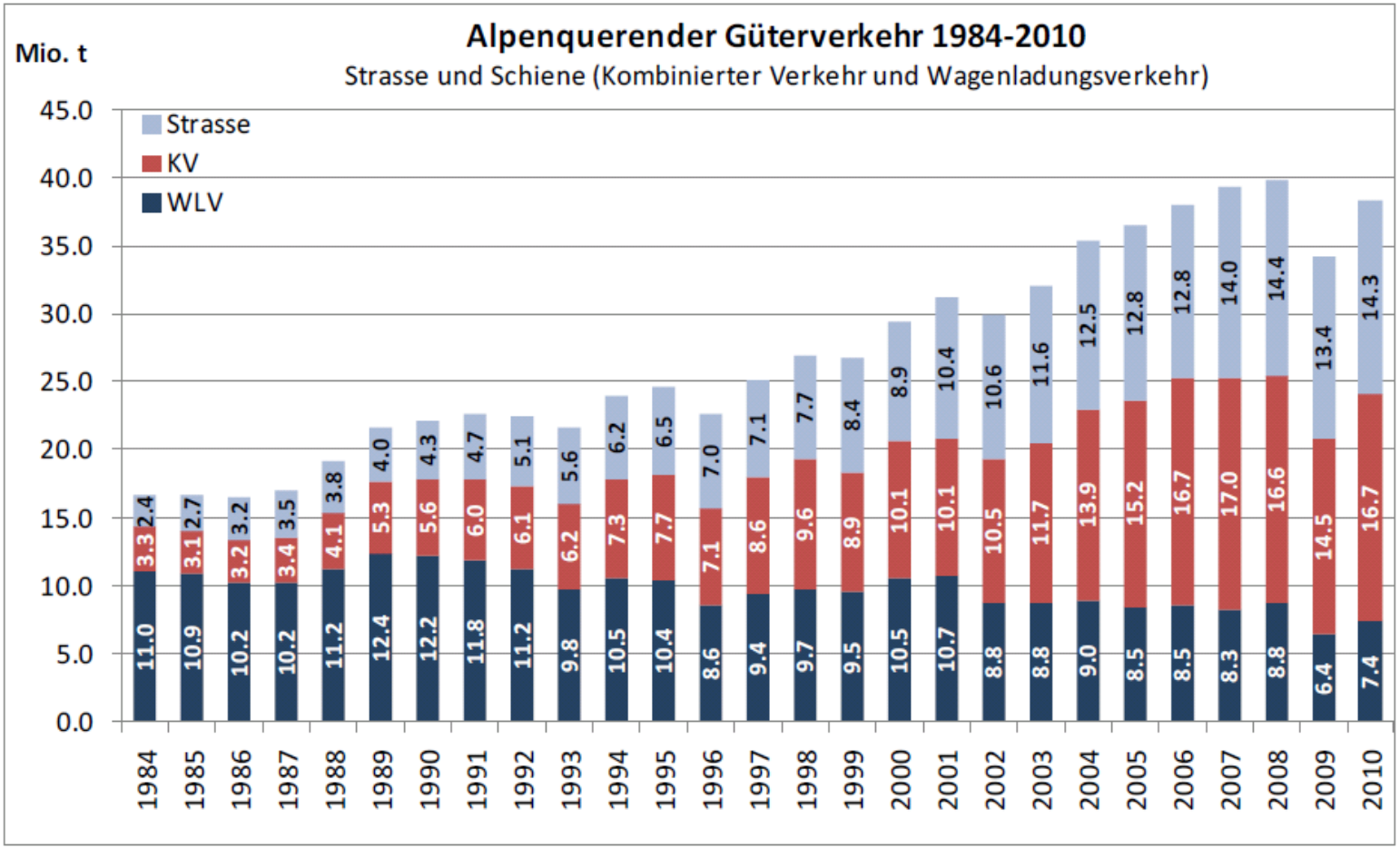

POSITION PAPER

January 2013

UIRR's Combined Transport Roadmap 2050

inspired by the 2011 EC Transport White Paper

Regulatory best-practice: Switzerland



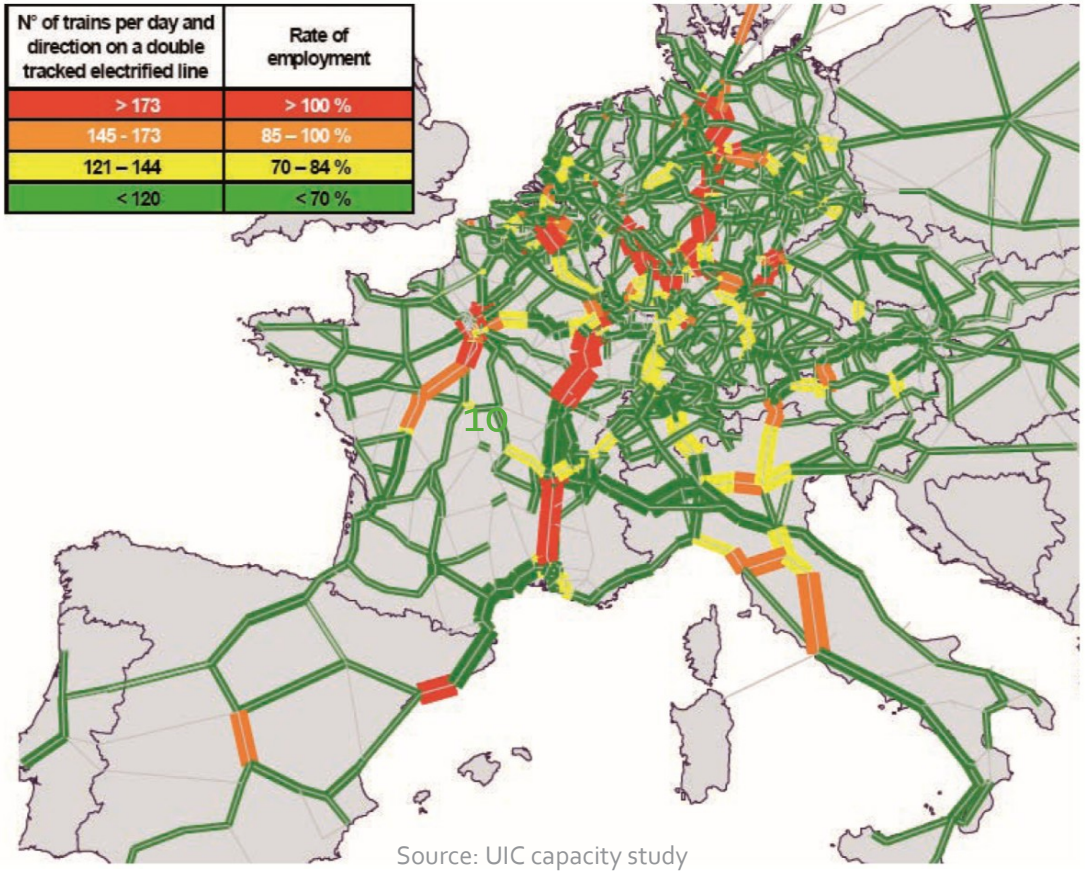
The objective of more than 50% of traffic over 300km on rail is realist. This is proven by the Swiss example already today: 63% of Trans-Alpine traffic in Switzerland is on rail thanks to appropriate framework conditions and good rail infrastructure

European Railway Market

- Combined Transport is a competitor to long distance road haulage.
- An efficient and technically harmonised European rail system is the most important prerequisite for modal-shift to rail.
- Hundreds of logistics companies are shareholders of UIRR companies, thousands are already CT-customers.
- Logistics companies will shift more traffic to rail if its efficiency and service quality rises.

Infrastructure : Elimination of capacity shortages

Important corridors of combined transport requiring for additional enlargement investments beyond ongoing and planned projects: 2015

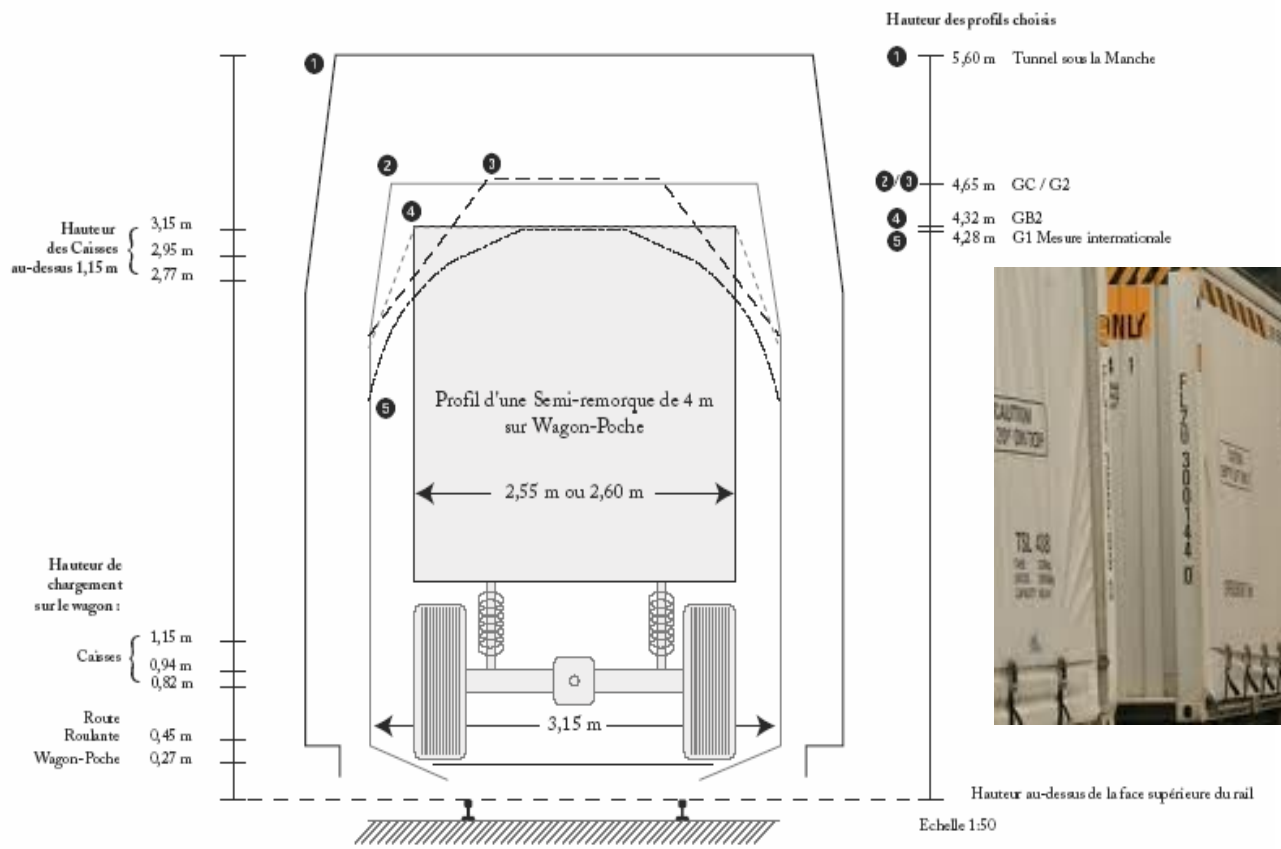


Source: UIC capacity study

Several sections of the rail and terminal network were identified that need capacity extension.

Infrastructure: loading gauge of railway lines

Problem: in particular for semi-trailers



Adapting the infrastructure is expensive. The alternative: wagons with lower platforms and small wheels require higher investments and operational costs.

Transport modes maximise their productivity

Performance measures	Max	Top	Standard
Max train length (m)	3,050 (10,000')	1,830 - 2,440 (6-8,000')	1,340 (4,400')
Max speed (km/h)	113	96	-
Max axle weight (tonnes)	31.8		

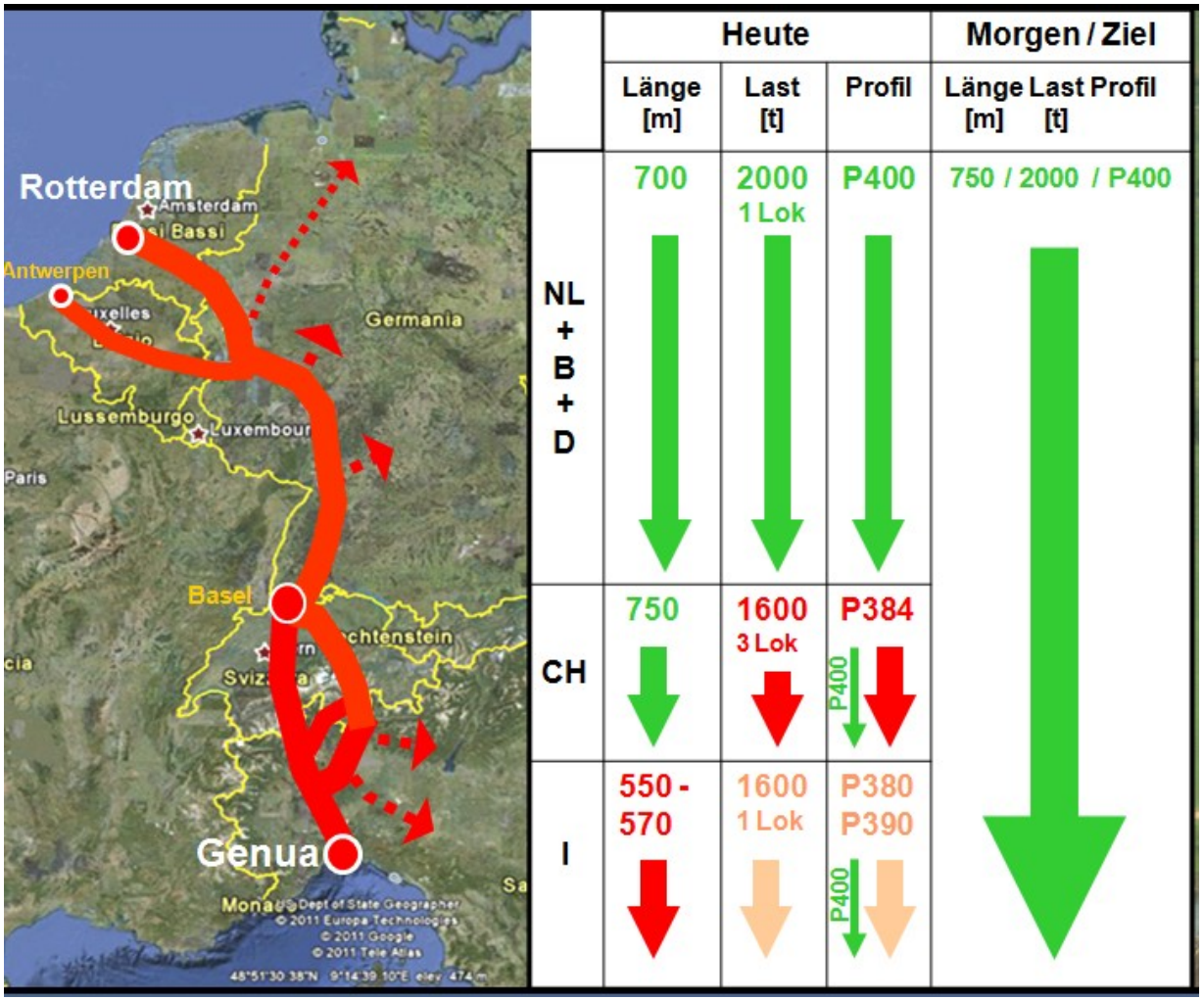
DIOMIS

Also in Europe we need: longer and heavier trains and higher axle load

⇦ Trains in the USA

⇩

Harmonisation of infrastructure parameters



	Heute			Morgen / Ziel		
	Länge [m]	Last [t]	Profil	Länge [m]	Last [t]	Profil
NL + B + D	700	2000 1 Lok	P400	750 / 2000 / P400		
CH	750	1600 3 Lok	P384 P400			
I	550 - 570	1600 1 Lok	P380 P390 P400			

Non harmonised train parameters and loading gauges limit productivity today

Needed:

-750m train length

-2000t train weight

-P400 or UIC GC

BAV, freight transport through Swiss Alps, 2011

Stable framework conditions lead to investment

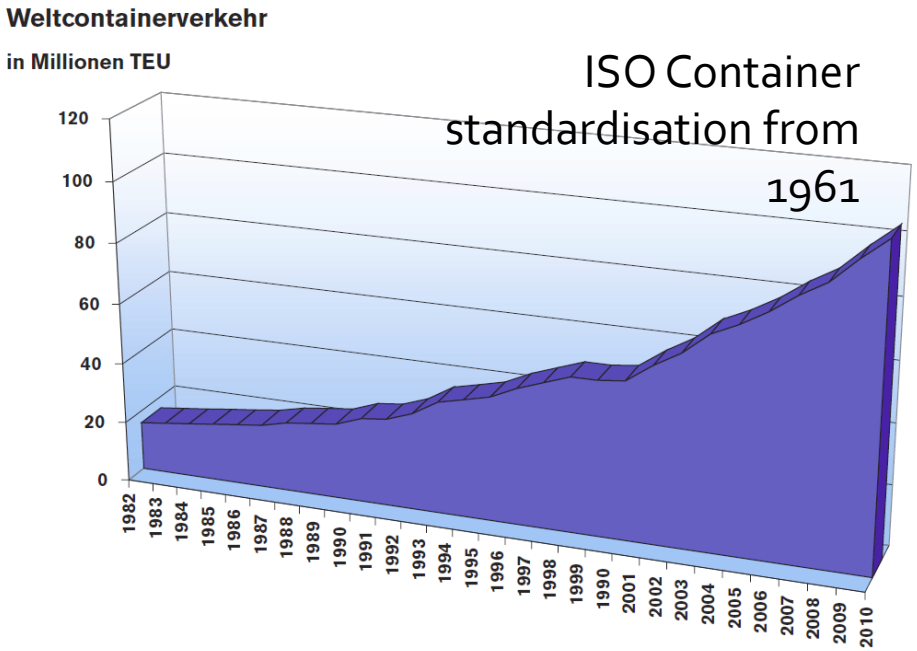
Stable weights and dimensions are important – changes risk to devaluate investment

Pocket wagon for Mega-Trailers:
Very low pocket platform:
270 mm above top of rail

Small wheels for transport of high volume mega-trailers

in order to be able to transport 4 m high semi-trailers

Standardisation: success of container transport



ISO Container standardisation from 1961

Standardisation is also the basis of continental CT's success

Supporting daily operations

Standardisation

- great way to enhance the efficiency by a commonly agreed, homogeneous best practice.
- particularly true in intermodal transport which involves numerous actors.

Standards can only deliver their beneficial effects if they are applied and eventually become a part of daily best practice.

The Marco Polo project DESTINY proposes to facilitate the deployment of existing standards related to:

- EN13044 identification of intermodal loading units
- Other subjects: Codification, Safety (Cargo Securing) Dangerous Goods

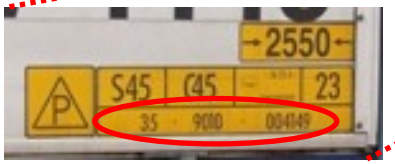
DESTINY begins with an information campaign on the ILU-Code

The problem solved by EN13044

Different owner identification systems

BIC-Code for containers worldwide recognised with check-digit

Codification plate for swap-bodies lower part: owner-id not very visible



Number plate for semi-trailers

DESTINY

The solution ILU-Code defined in EN13044-1

Owner-Key	Registration number	Check digit
ABCA	001234	2

Reserve an ILU-Code

Free choice by the owner

Calculate the check digit

www.ilu-code.eu

The ILU-Code is technically compatible with the BIC-Code for maritime containers.
Craneable semi-trailers and swap-bodies must from now on be identified with an ILU-Code to be eligible for intermodal transport. The transition period, allowing all loading units to be equipped with an ILU-Code, is set until 1 July 2014.

ILU-Code
the identification of Intermodal Loading Units in Europe

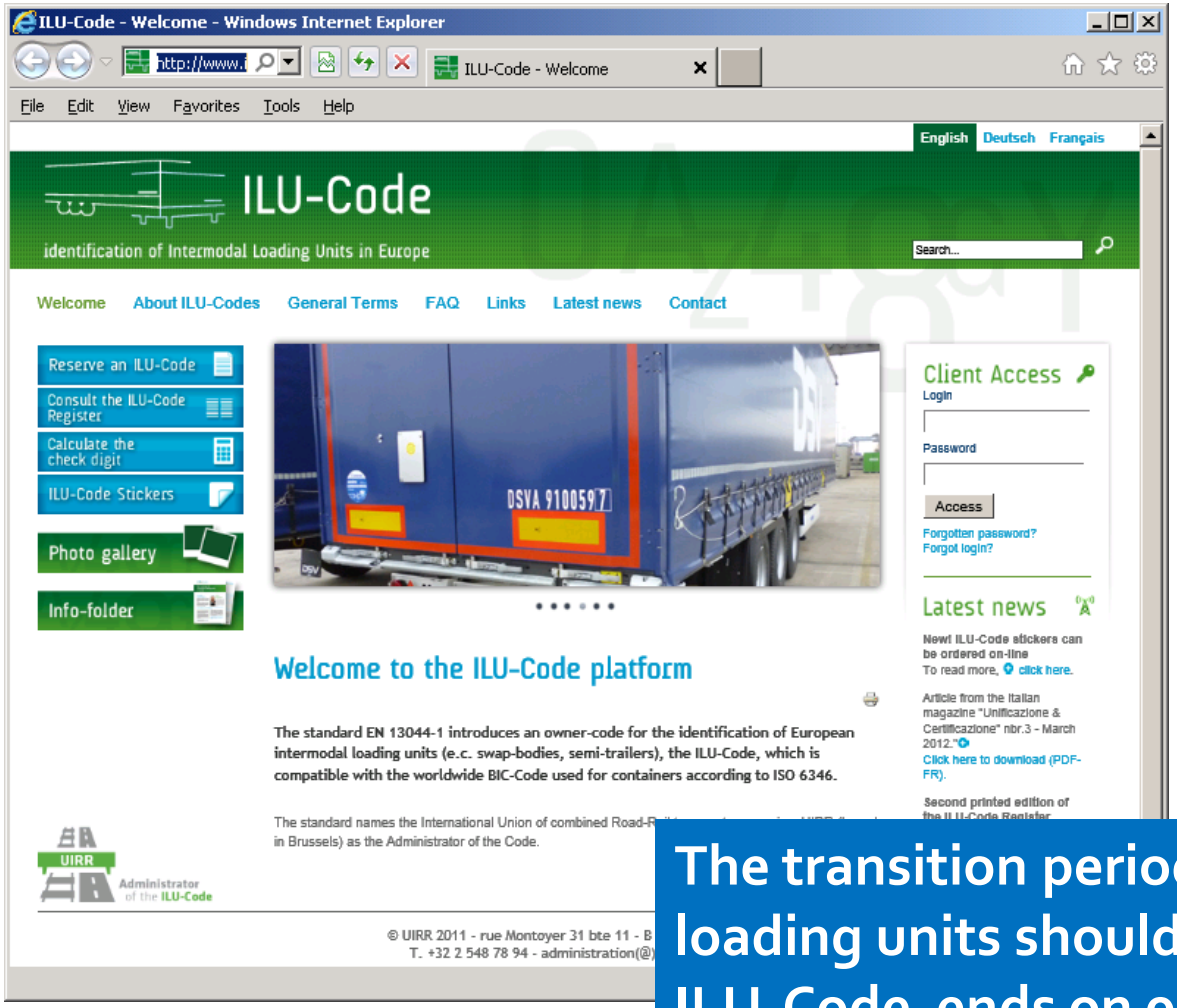
Advantages of the ILU-Code

Advantages of harmonised owner identification	for			
	Haulier	CT-OP	RU	Customs
Uniform owner ID: BIC-Code for ISO-containers, ILU-Code for swap-bodies and semi-trailers	☑	☑	☑	☑
Simplified access to CT, ILUs codified by manufacturer	☑			
All ILUs suitable for Combined Transport		☑	☑	
Logistic companies number ILUs according to their own criteria (the six digits of the BIC- or ILU-Code)	☑			
When selling/purchasing ILUs, no new codification	☑			
Savings: Check digit detects 95% of type errors	☑	☑	☑	☑
Suitable for OCR (Optical Character Recognition)	☑	☑	☑	☑
Higher standard in the field of safety and security	☑	☑	☑	☑
Compatibility to TAF-TSI - data exchange in rail sector		☑	☑	☑

ILU-Code

the identification of Intermodal Loading Units in Europe

UIRR is administrator of the ILU-Code



The transition period until all European loading units should be marked with a ILU-Code ends on 01/07/2014!

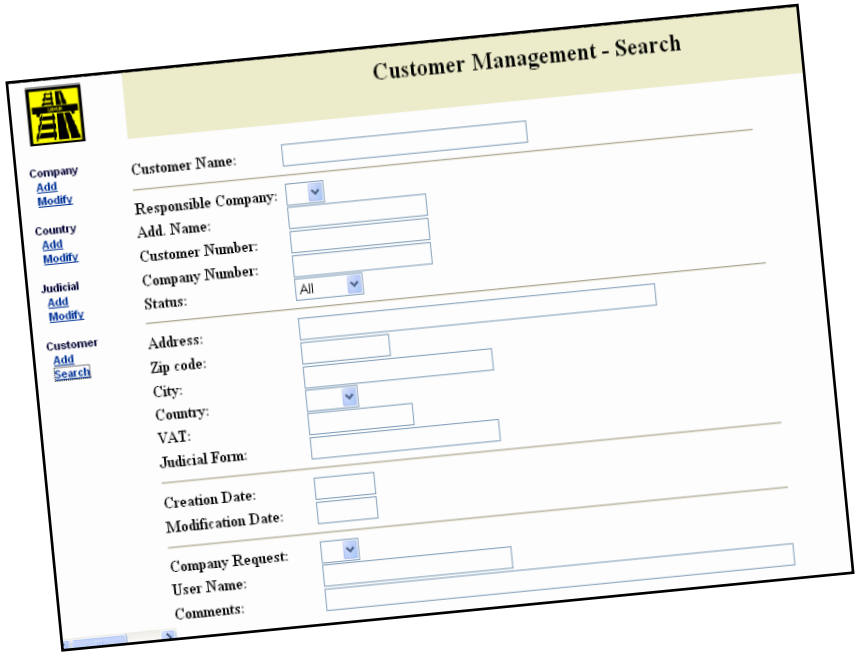
ILU-Code
the identification of Intermodal Loading Units in Europe

Unique Dissemination Network

Project Partners

15 Associations officially support DESTINY
(more will join the network during project duration)

Supporting daily operations: standards



Industry standard for telecommunication between cooperating UIRR members

Common UIRR data message and codes

Record type D

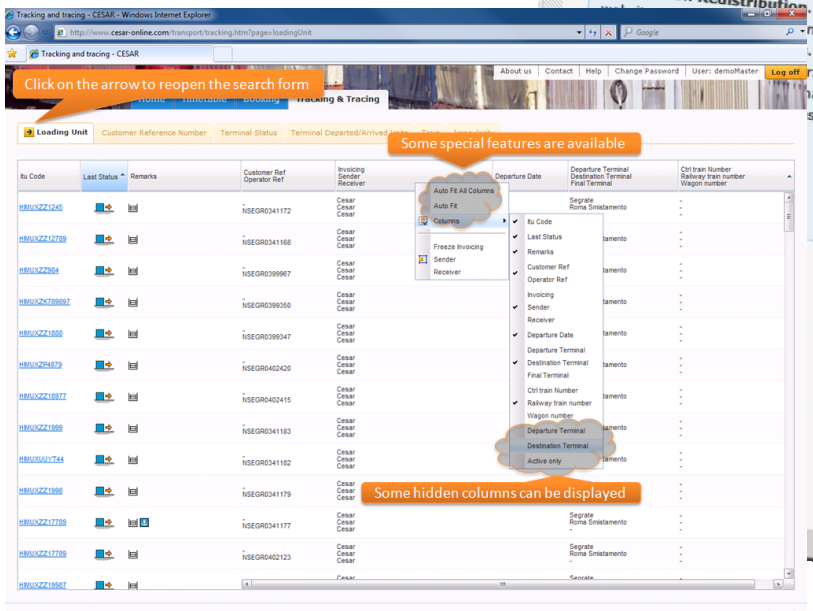
UTI

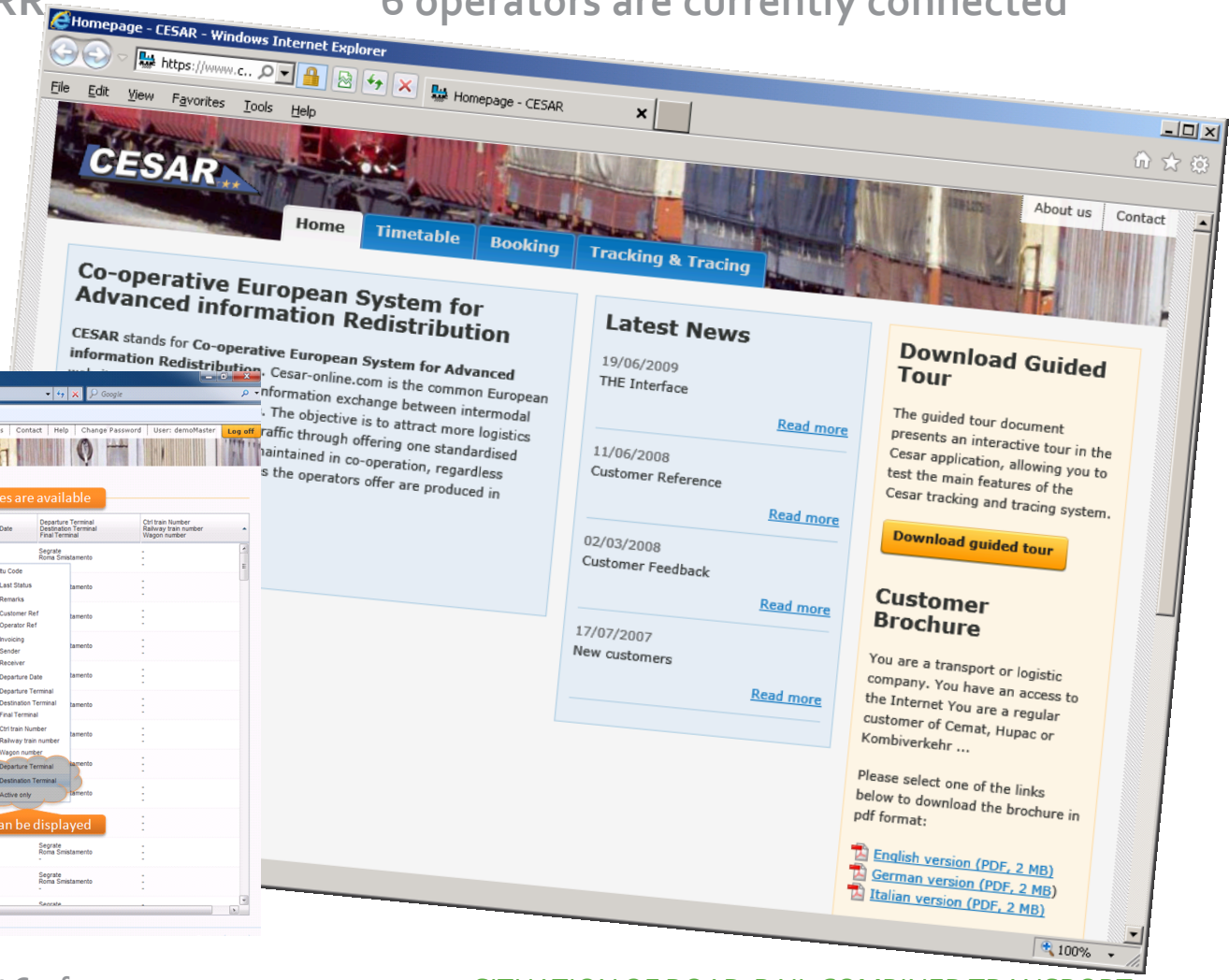
N°	Description	Picture	Length	Position	Value
1	Record type	X (2)	2	1 – 2	D
2	Departure terminal	9 (3)	3	3 - 5	Departure terminal of relation (UIRR number)
3	Destination terminal	9 (3)	3	6 – 8	Destination terminal of relation (UIRR number)
4	Routing	X (7)	7	9 – 11	UIRR number
5	Railway fares	X (9)	9	12 – 18	
6	UIC station number of field 2	X (7)	7	19 – 27	UIC station number
7	Waybill number	X (10)	10	28 – 34	
8	Internal shipment number (UIRR)	X (10)	10	35 – 44	
9	Internal shipment number (Consignor-Co.)	X (2)	2	45 – 54	
10	Company invoicing the transport	9 (7)	7	55 – 56	Company table (T1)
11	Debtor of the transport	9 (7)	7	57 – 63	UIRR number
12	Consignor of the transport	9 (7)	7	64 – 70	UIRR number
13	Consignee of the transport	9 (7)	7	71 – 77	UIRR number
14	Date of taxation (transport depart. date)	9 (6)	6	78 – 83	YY/MM/DD
15	Transport duration in days	9 (2)	2	84 – 85	Days foreseen
16	Empty wagon	X (1)	1	86 – 86	1 = yes / 9 = no
17	Identification number of the vehicle	X (20)	20	87 – 106	
18	NHM code	X (8)	8	107 – 114	
19	INTERUNIT code	X (2)	2	115 – 116	See description
20	Type and specialisation of the vehicle	X (2)	2	117 – 118	Interunit table (T2)
21	Length of the vehicle in cm	9 (5)	5	119 – 123	Specialisation table (T3)
22	Profile of the vehicle	X (4)	4	124 – 127	Total length in cm
23	Full/empty code	X (1)	1	128 – 128	See description
24	Road coupling code	X (1)	1	129 – 129	See description
25	Veterinarian/phytographic inspection	X (1)	1	130 – 130	See description
26	Railway or customs inspection (RDF)	X (1)	1	131 – 131	See description
27	Tare of the vehicle in Kg	9 (5)	5	132 – 136	See description
28	Weight of the goods in Kg	9 (5)	5	137 – 141	See description
29	Type of re-expedition	X (1)	1	142 – 142	See description
30	In arrival for re-expedition	X (1)	1	143 – 143	See description
31	Reserve	X (20)	20	144 – 163	See description
32	Reserve	X (20)	20	164 – 183	See description
33	Final terminal	9 (3)	3	184 – 186	See description
34	Terminal of origin	9 (3)	3	187 – 189	Arrival terminal of Gateway chain (see description)
35	Operator Transport ID: UIRR code	9 (4)	4	190 – 193	Terminal of origin re-expedition/Gateway (see description)
36	UIRR Gateway code	9 (7)	7	194 – 200	See description
37	Gateway sequence number	9 (2)	2	201 – 202	See description
38	Gateway trip number: UIRR operator code	9 (4)	4	203 – 206	See description
39	Gateway trip number: transport number	9 (10)	10	207 – 216	See description

Supporting daily operations : CESAR

Tracking and Tracing system for CT users – developed in a European project with project management of UIRR

6 operators are currently connected





SUMMARY

1. **Combined Transport offers the most efficient way to insert electric rail into long-distance transport-chains:** it is energy efficient, low emission and safe

2. **Several measures are needed to be taken to enhance the present performance of European railways:** regulatory changes and investments are simultaneously required

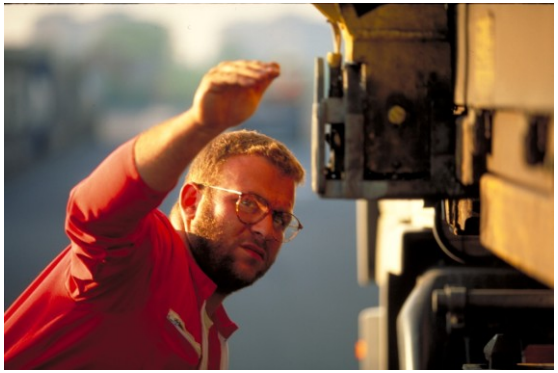
3. **A fair regulatory playing-field is needed:** as a prerequisite of competition based on the inherent technical parameters and performance of each mode of transport – as proven by the Swiss example

4. **Standardisation** is a great way to enhance the efficiency road-rail Combined Transport

If all is done right…

The modal shift aim – contained in the 2011 EU Transport White paper – of shifting 30% of long-distance road tonne-kilometres to alternative modes by 2030 and 50% by 2050 can be done.

It can only be done with the material contribution of road-rail Combined Transport!



UIRR

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THANK YOU
for listening