



European Parliament: FERRMED Manifesto Conference

Technical standards needed to make Europe's railways interoperable

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The capabilities of Road-Rail Combined Transport



Less energy and much lower GHG emissions per tonne-kilometre

- **Energy efficient:** 30% less energy need
- **Cleaner:** 75% fewer greenhouse gas emissions than pure road transport chains (based on www.ecotransit.org)

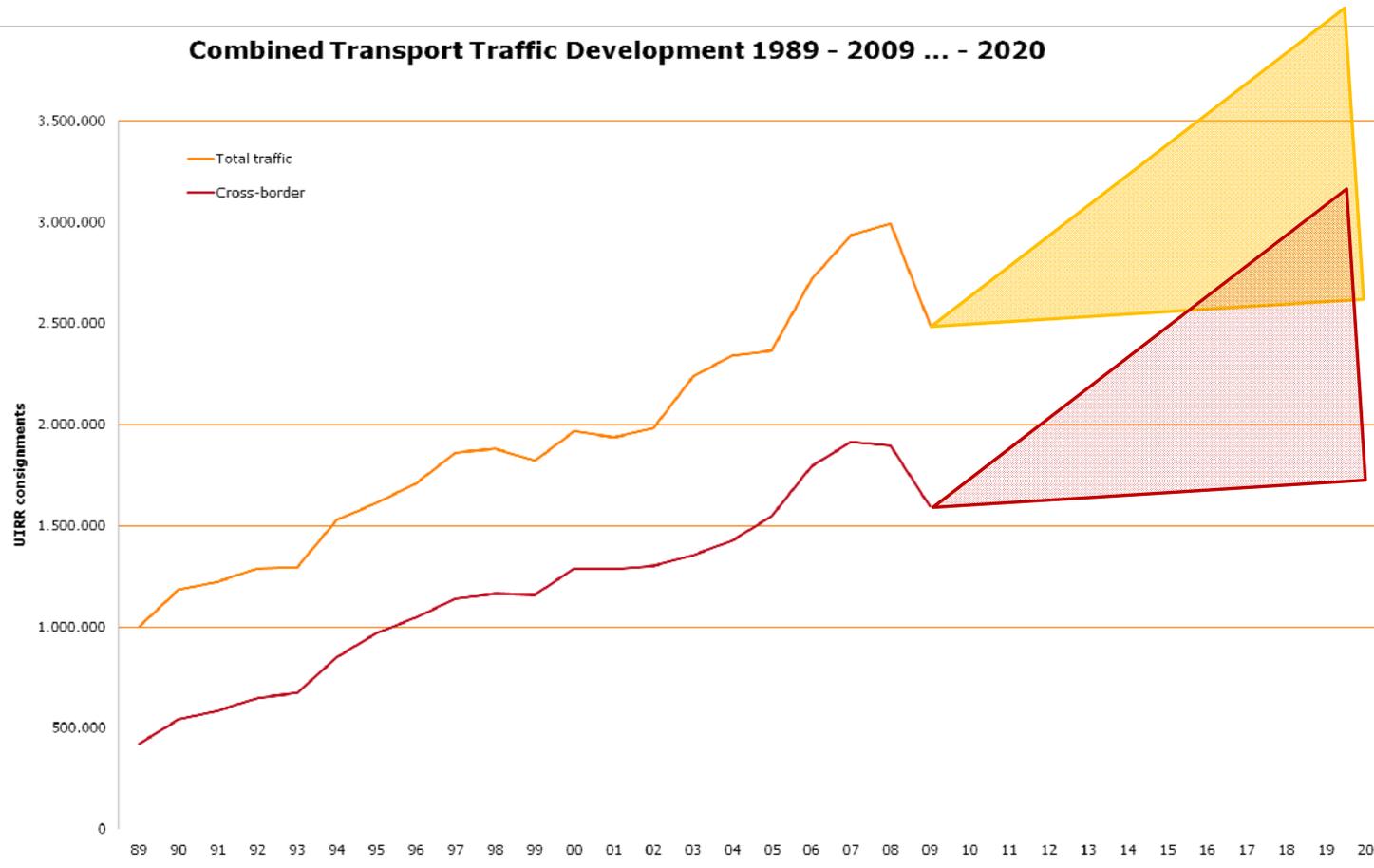
Safer and more secure

- **Safer:** Only one rail accident occurs for every 40 road accident
- **More secure:** "Closed" rail infrastructure offers fewer opportunities for security breaches than the "open" (public) road network

UIRR represents the interests of road-rail Combined Transport since 1970

- **Explains and promotes** this most efficient and sustainable means of conveying freight over longer distances
- **Develops** solutions – including industry standards – and contributes to spreading operational best practice
- **Supports** the daily operations i.e. through administering a tracking and tracing system (CESAR), facilitating relations with railways (INTERUNIT), coordinating Marco Polo projects, and the issuance of various IT codes (terminal and customer codes, the ILU-Code, etc.).

Performance and outlook of Combined Transport



- **Average year-on-year growth rate of road-rail Combined Transport: 7%** (during the decade preceding the economic crisis)
- **80% of road-rail Combined Transport crosses borders** (on a tonne-kilometres basis): either internal EU borders (between Member States) or the external borders of the EU.



Standards

- UIC leaflets
- UNECE agreements
- European standards (CEN) and legislation (TSIs from the European Railway Agency)
- User initiated standards (i.e. FERRMED)

A pre-requisite for Combined Transport

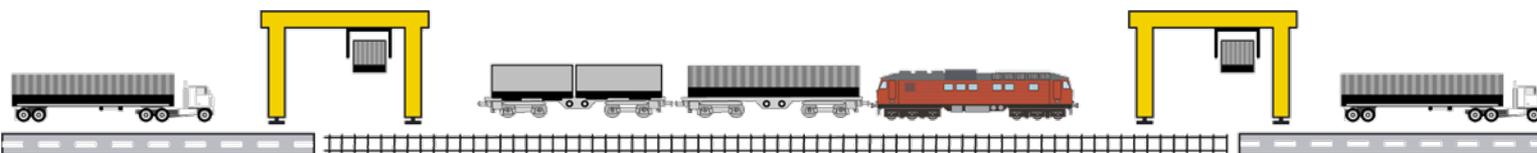
- **Infrastructure interoperability:** 4 out of every 5 Combined Transport trains cross Member State or EU external borders -> track width, gauge, signalling, voltage, train length.
- **Operational interoperability:** cross acceptance of wagons and locomotives, driver's licenses, administrative rules (i.e. for dangerous goods).
- **Loading units and truck dimensions:** compatibility with transshipment equipment (cranes) and existing CT wagons.

UIRR welcomes any and every intention and attempt to create standards and best-practice which lead to improved railway interoperability in Europe.

Road-Rail CT = Effectively inserting electric rail into contemporary transport-chains



THANK YOU FOR YOUR ATTENTION



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