

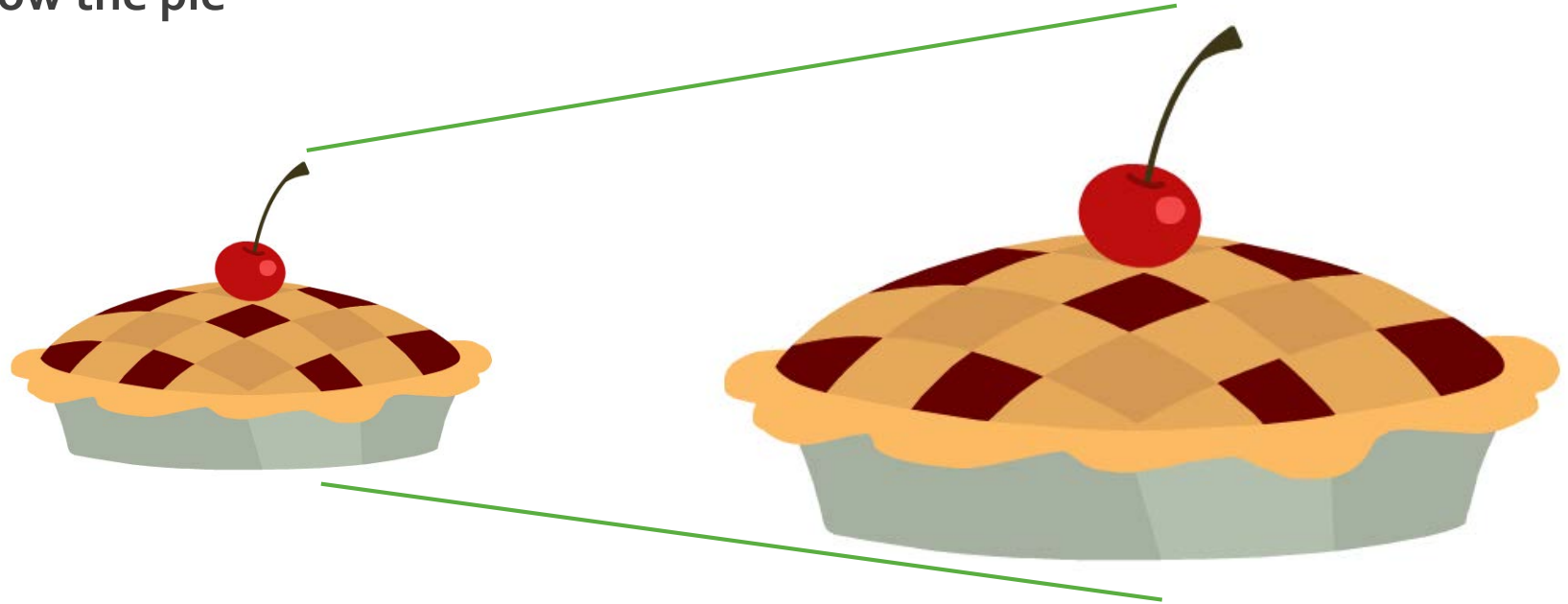
Allianz Pro Schiene

ARBEITSGRUPPE KOMBINIERTER VERKEHR



Ralf-Charley SCHULTZE
President

To grow the pie

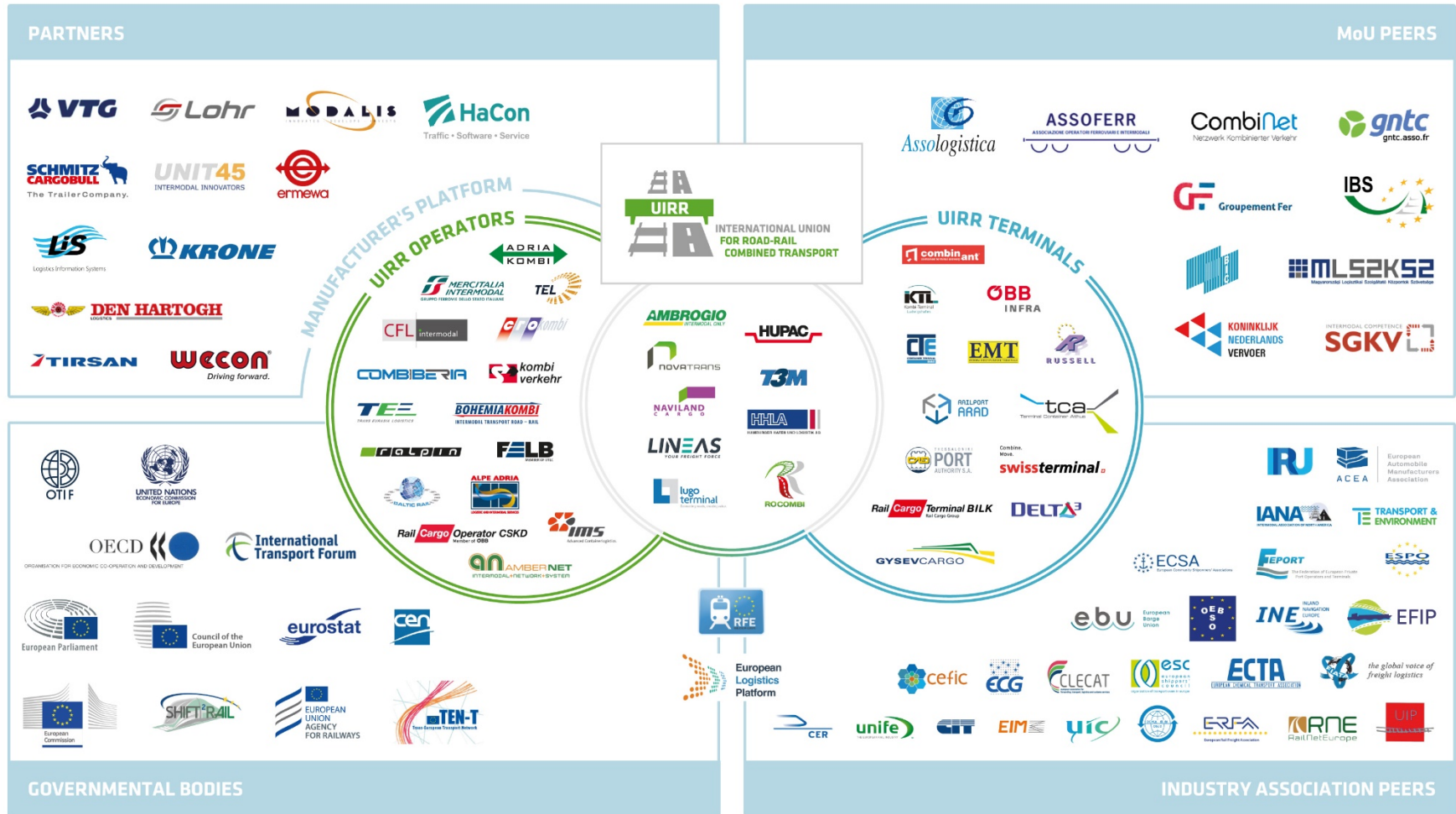


through enabling **competition and cooperation** on the basis of

- 1) technical merit – of the particular transport solution offered
- 2) competence (professionalism) of those who organize CT
- 3) with UIRR as the collective voice of the intermodal sector

PROMOTE: UIRR's representativity in 2017

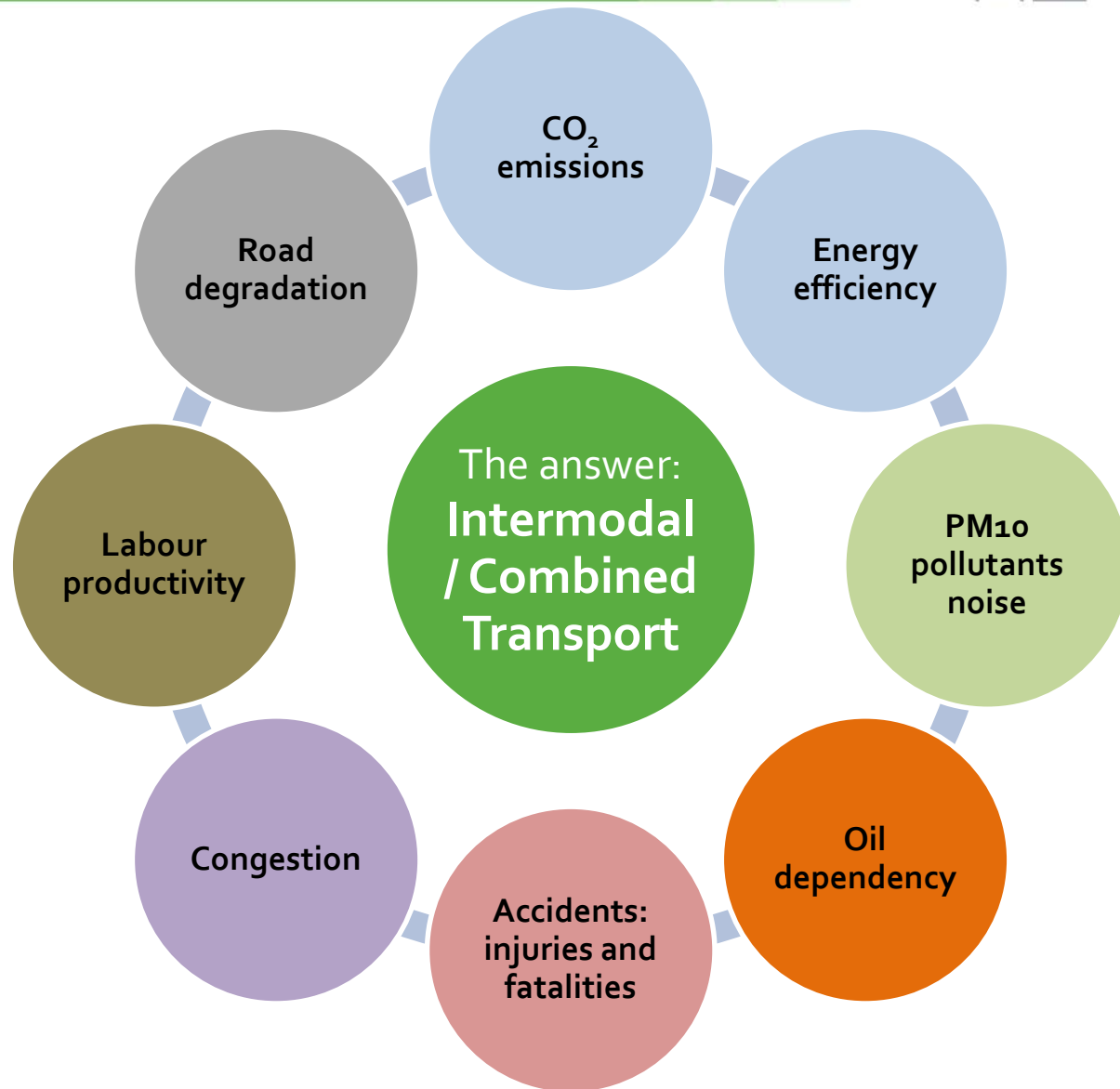
3



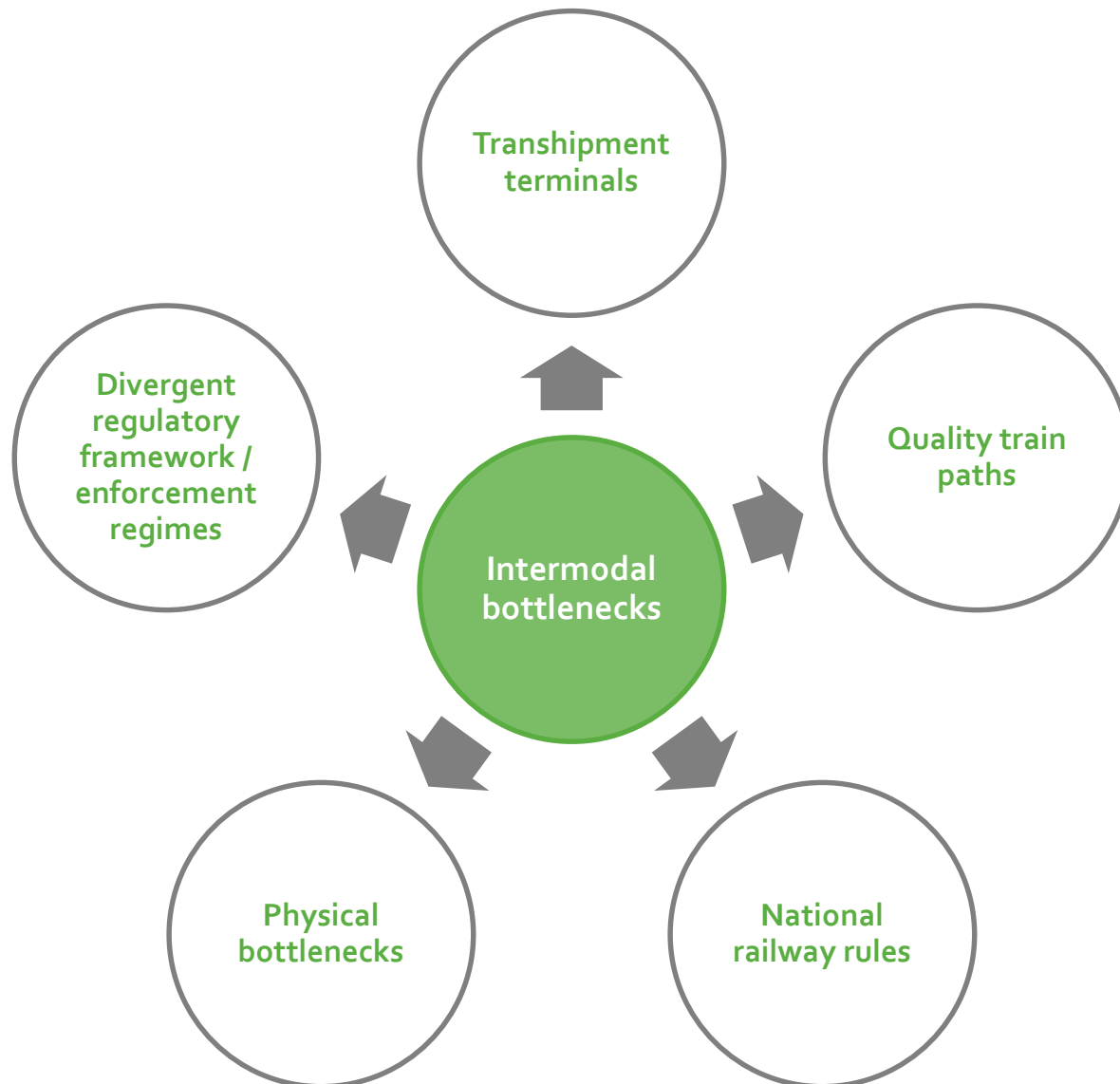
The challenges of longer distance freight transport



- **Climate**: CO₂ and energy efficiency
- **Environment**: air and noise pollution, vibration
- **Public security**: oil dependency
- **Safety**: accident injuries/fatalities and material losses
- **The economy**: GDP loss due to congestion
- **Employment**: labour productivity
- **Infrastructure**: road degradation and spatial constraints





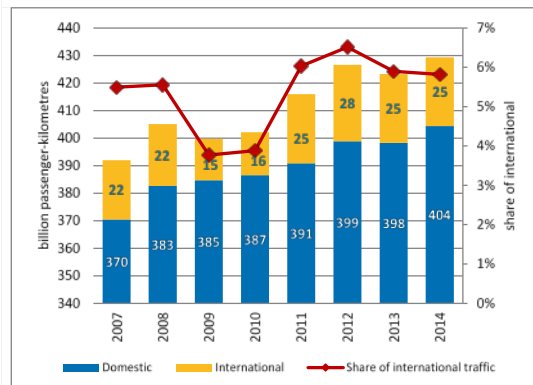


- **Uneven terminal density:**
good subsidy scheme ➤ no CAPEX support
- **Lack of urban terminals:**
close to downtown to directly support city logistics
- **Quality/homogeneity:** upgrade to CNC parameters
- **Operational standards:** Implementing Act on Access to Service Facilities
- **'Not in my back yard' effect:** fear of noise and traffic is hurdle to new projects
- **Lack of coherent intermodal plans and/or commitment to modal-shift:** insufficient input to encourage developers and/or to reduce risks



- **Passenger traffic:** 10% growth (no data of trainkm growth) | punctuality: 80-85% (to 5 minute)

Figure 1 – Evolution of rail passenger traffic volumes



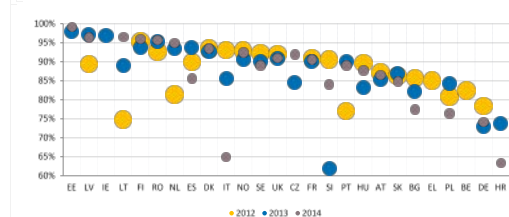
Source: RMMS



Figure 1 – Punctuality of regional and local passenger services, percentage of services on time

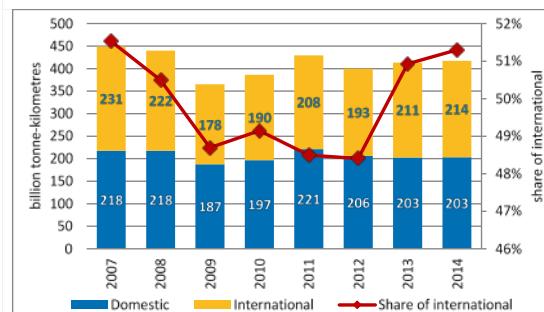


Figure 1 – Punctuality of long distance passenger services, percentage of services on time



- **Freight traffic:** 10% shrinking (no data of trainkm growth) | punctuality: n/a

Figure 1 – Evolution of rail freight traffic volumes



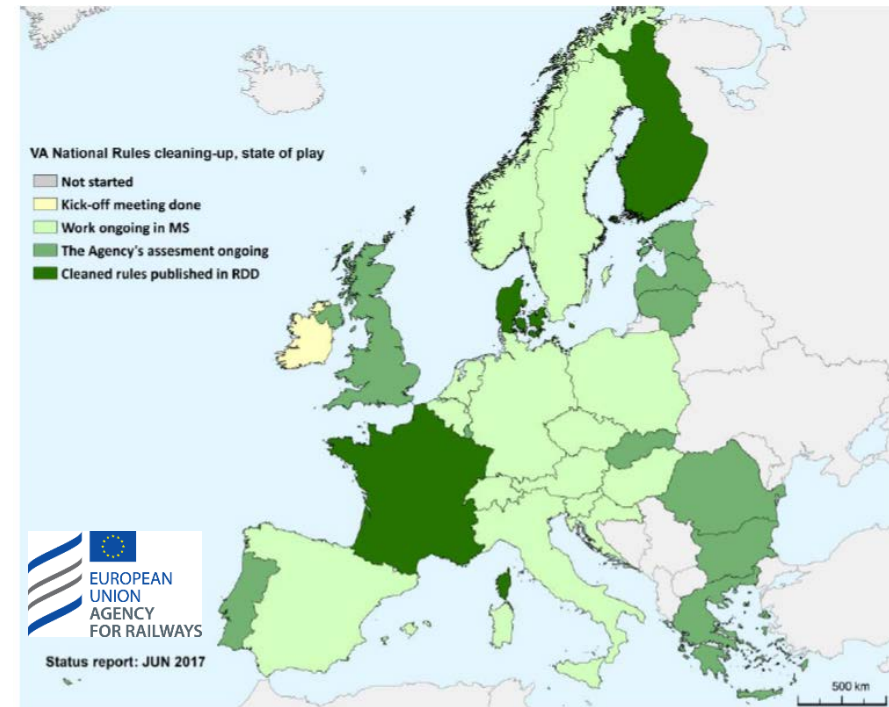
Source: RMMS



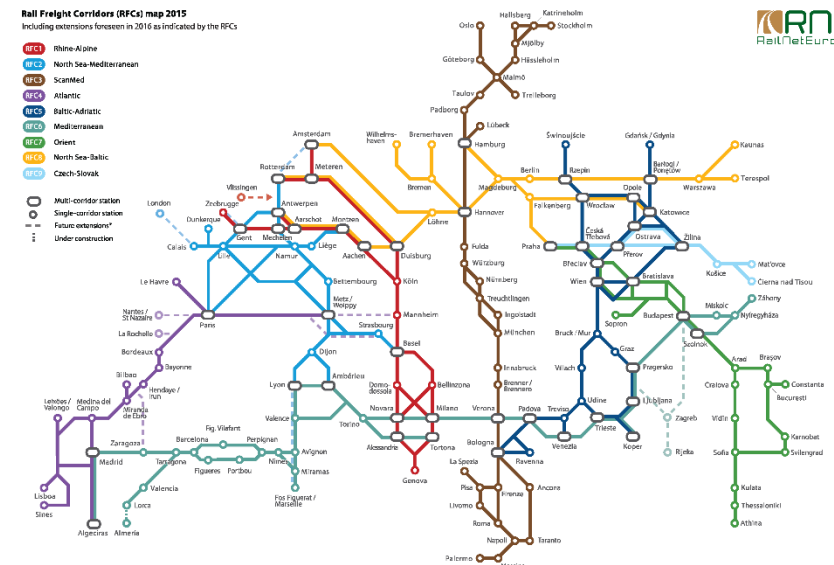
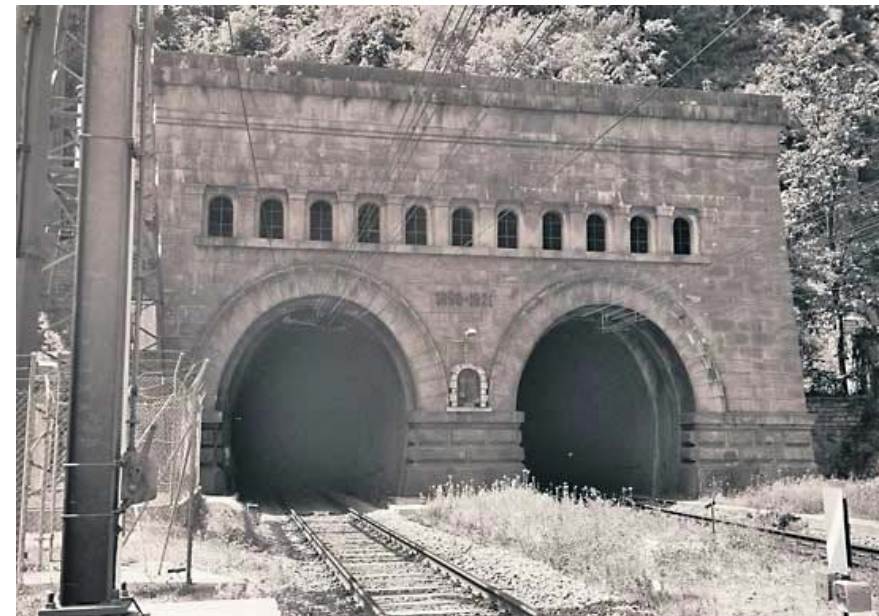
Rail freight quality:

- The EU RMMS Report does not contain data
- Sector data collection (UIRR, RFCs) shows great variations with average est. below 50% (to 30 minute standard)

- **Clean-up of national rules**: work in progress at ERA – core countries lagging behind
- **UIC Leaflets vs ERA TSIs**: persistent lack of clarity; some progress in changing UIC Leaflets
- **Traffic rules**: no European priority rules, passenger traffic is prioritised over freight (even when latter is on time)
- **Path allocation rules**: freight comes after passenger when deciding access to the tracks – without proper social benefit analysis
- **Infrastructure development**: lack of fair competition for investment resources between freight and passenger needs



- **Symbolic infrastructure**: uneven progress – some big projects advance faster than others
- **Connecting lines**: uncoordinated upgrades of connecting lines to/from symbolic infrastructure like Gotthard Base Tunnel
- **TEN-T parameters**: inconsistent progress in train length, axle load and profile gauge upgrades and ERTMS implementation
- **Small-scale bottlenecks**: replacement of switches, extension of bypass lines, completion of missing electrification progresses slowly and often lacks funding
- **Coordination of works**: deficiencies both in the coordination of planning and the implementation of works is a shortfall of cooperation foreseen under the Rail Freight Corridors



- **Intermodal uncertainties**: ageing and imprecisely worded Directive 92/106 impedes uniform application of rules, which results in enforcement-related disruptions in some Member States
- **Voluntary standards**: codification- and identification-related heterogeneity causes extra costs and losses of efficiency
- **National compensation schemes**: unpredictable national schemes reduce the value and effectiveness of compensation and promotional measures extended to intermodal actors and/or users
- **Unclear goals**: lack of coordination between Member States and mode-specific regulators in the goals to be achieved by intermodal transport result in wasteful use of resources

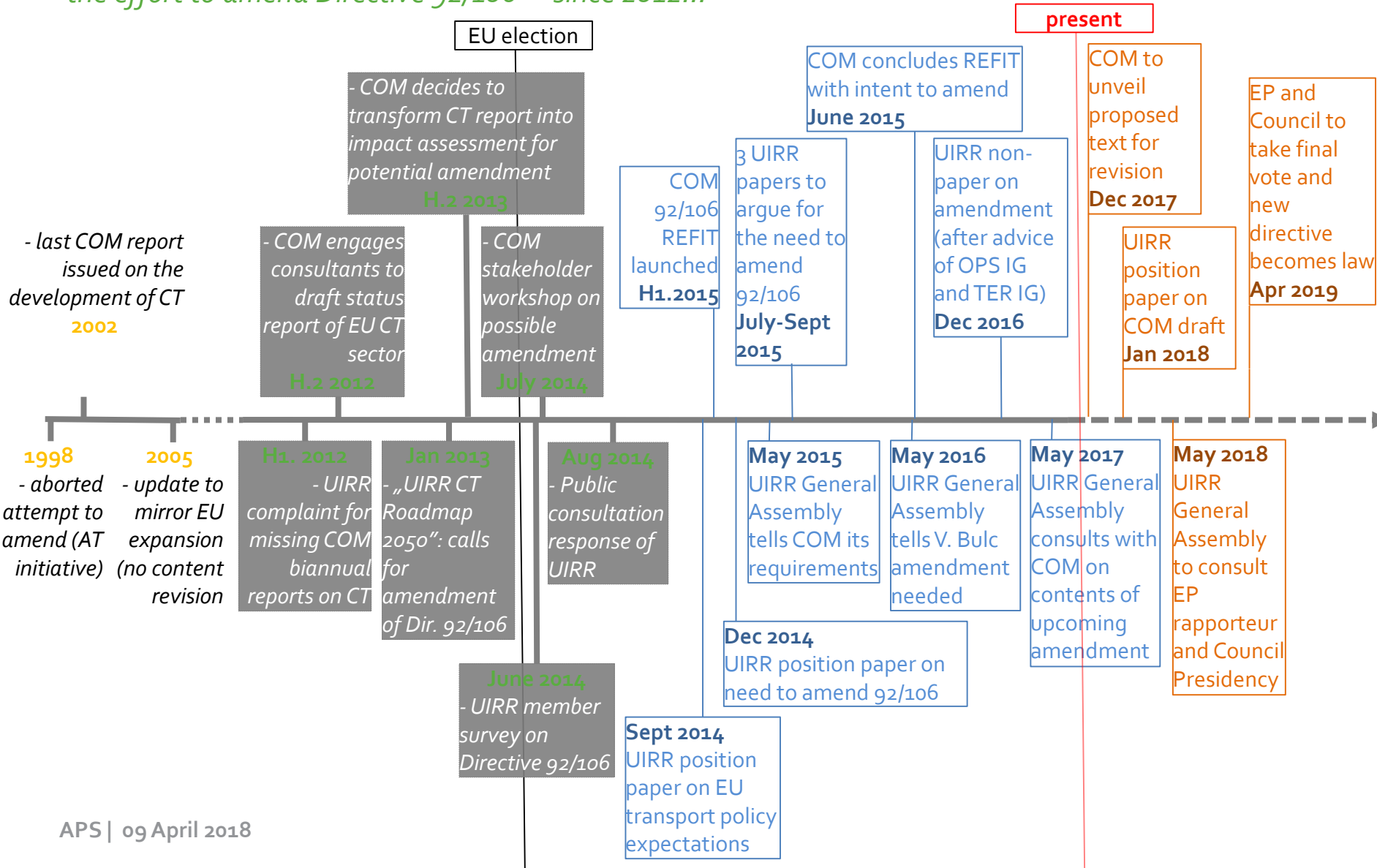


How long does it take to get to a legislative solution...

12



---the effort to amend Directive 92/106 - since 2012...



- **Equal footing:** a level playing field between modes is essential to enable fair competition (based on technical merit and management excellence)
- **Temporary compensatory measures:** needed on the basis of a transparent and empirical assessment of disparities (until the level playing field is achieved)
- **An infrastructure for freight:** TEN-T parameters on the sections of rail infrastructure used by freight trains (through bankable rail infrastructure projects funded by EFSI and other market instruments)
- **Competitive traction services:** transparency within the railway sector to enable comparison and free competition of traction service providers
- **A reduction of complexity:** inherent as several players need to collaborate
 - technical (national rules, standardisation on EU level, uniform processes),
 - harmonised EU legal framework for Combined Transport (Directive 92/106),
 - sector best practice guidelines (GTC, dangerous goods, load securing, etc.),
 - digitalisation (registers, information sources, support systems, eWaybill, etc.)



Revision of Directive 92/106

■ **Framework legislation**

- definitions and Pan-European rules for technical aspects such as codification, certification, identification, registration, Terminals, and technical annexes (to serve as standardisation mandates)

■ **Temporary compensatory measures**

- to transparently counterbalance the regulatory disadvantage for as long as it continues to prevail (proportionately – based on an assessment of disparities – to reflect the status quo in each Member State)

■ **Optimised infrastructure**

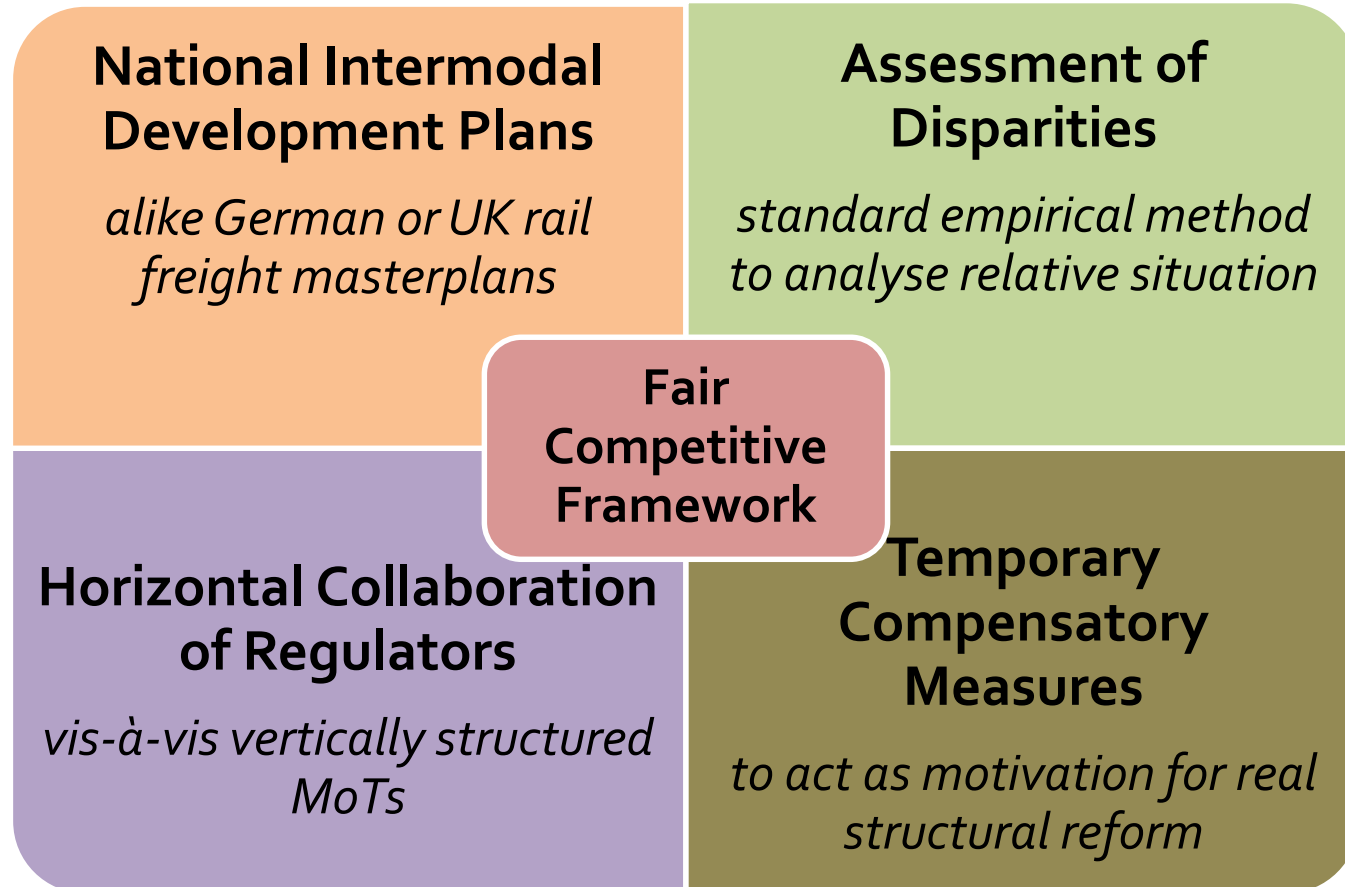
- complementing the large projects with small scale development aid on a Member State level to eliminate infrastructure limitations faced by consignors if wishing to shift to intermodal/combined transport

Continued...



Revision of Directive 92/106

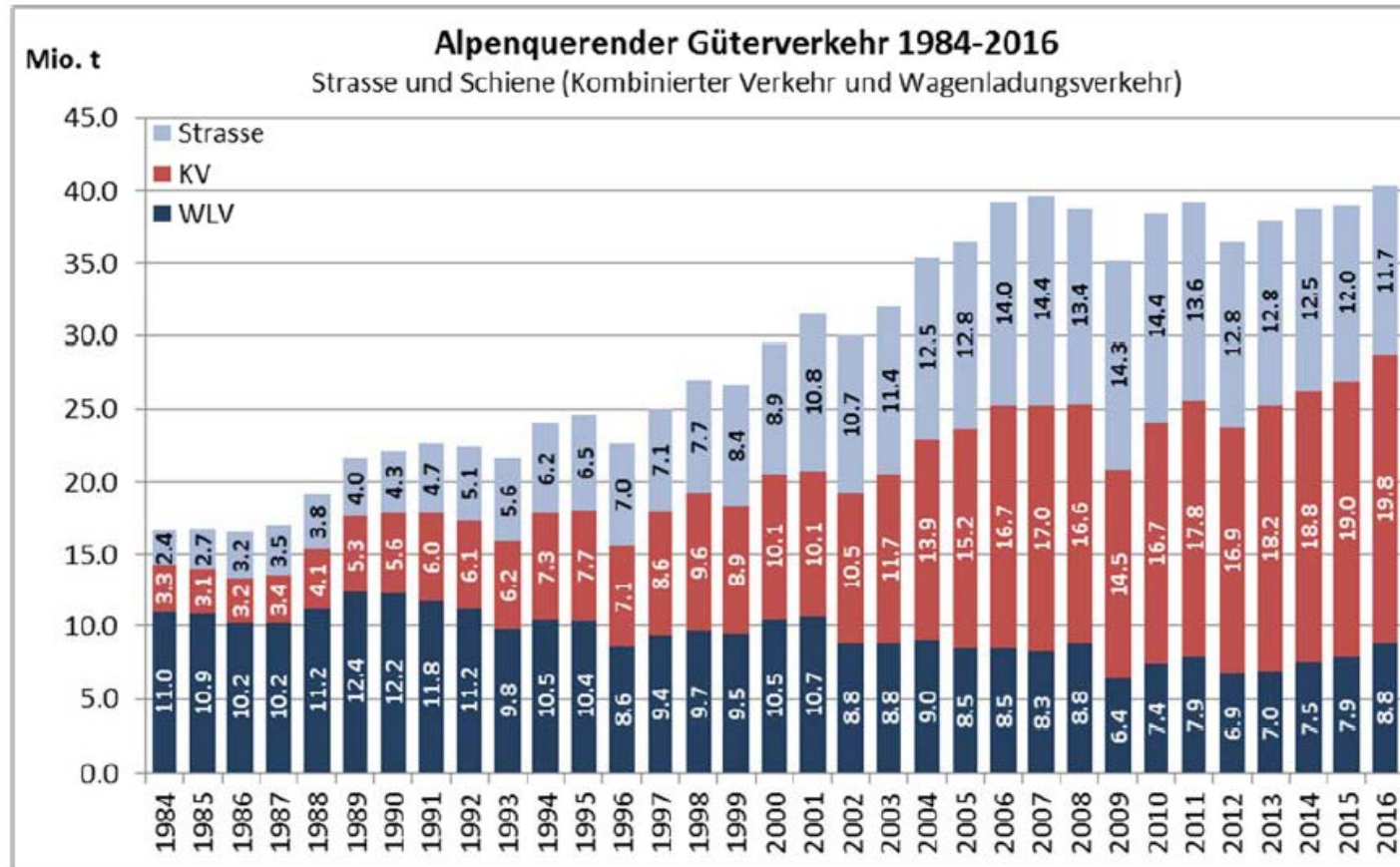
- **Member State-level intermodal development plans**
 - encouraging the complex horizontal thinking required by intermodal/combined transport based logistics on a Member State level
- **Intermodality tests**
 - systematic test of any policy or regulatory proposal - as part of the impact assessment - to check whether an intermodal/combined transport solution could not deliver the desired policy aim more efficiently (like the SME or cost of regulation tests already in use)
- **Monitoring and reporting**
 - accurate measurement of intermodal/combined transport performance and regular feed-back to market actors, stakeholders and decision-makers



...if and where the framework conditions are right

- ✓ Rail infrastructure is developed coherently with strategic goals
- ✓ Freight is recognised: train path capacity allocation and traffic rules
- ✓ Capacities are developed: lines and terminals (infrastructure)
- ✓ Intermodal rules are clearly defined and predictable compensation is offered

Transalpine
traffic
through
Switzerland
1984 – 2016



THANK YOU

For your attention

