

Amber Coast Logistics Conference

NEED FOR ACTION: COMBINED TRANSPORT IN THE BALTIC SEA REGION



Ákos ÉRSEK
Communication & Strategy Advisor



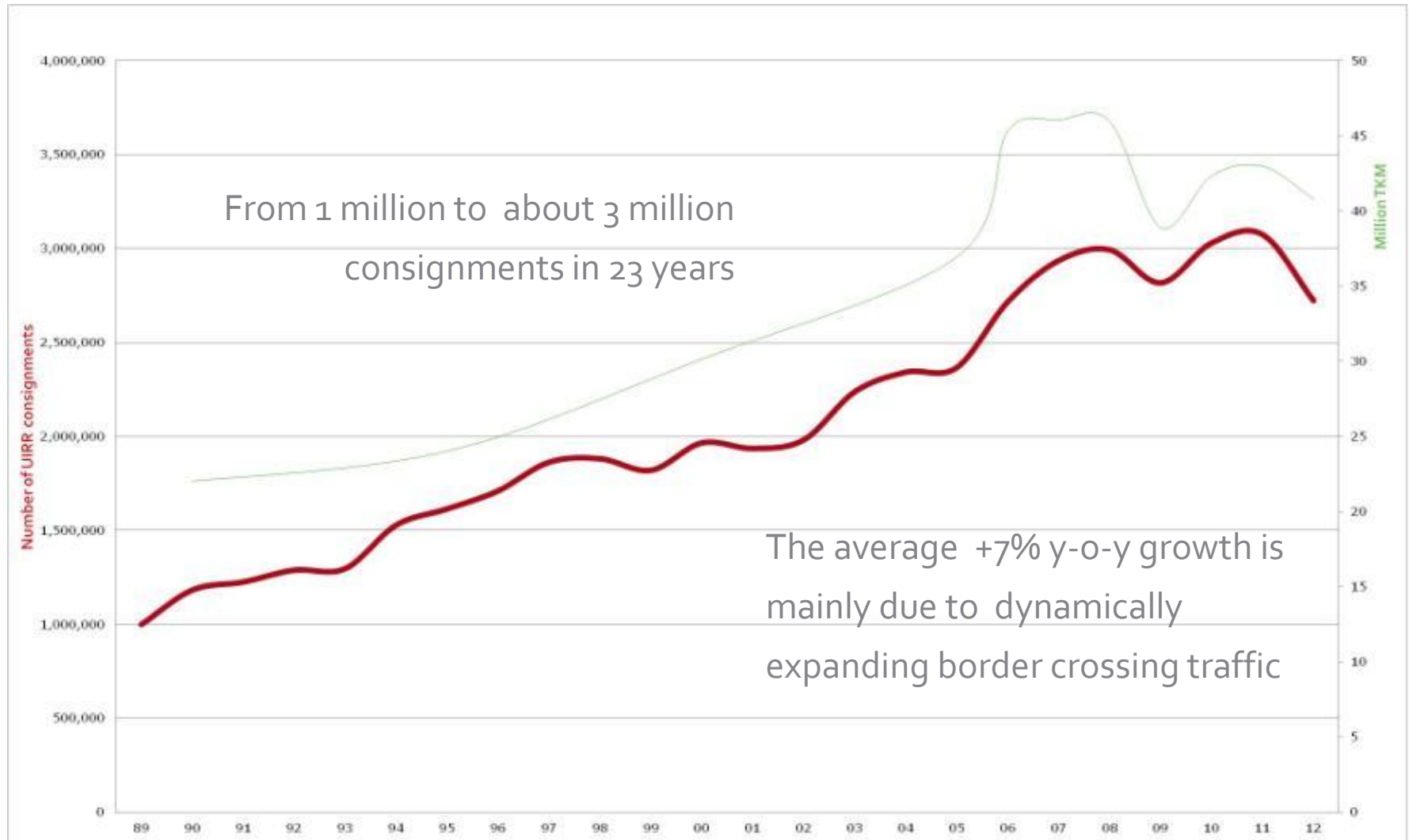
- Members: Combined Transport Operators and Terminal Managers
- Homogeneous interest of all members: modal shift from road to rail
- UIRR Members: the link between road and rail
- Logistics companies: customers as well as shareholders of UIRR Members
- UIRR Members handle 2012 about 50% of Combined Transport in Europe
- UIRR founded in 1970
- seat in Brussels since 1988

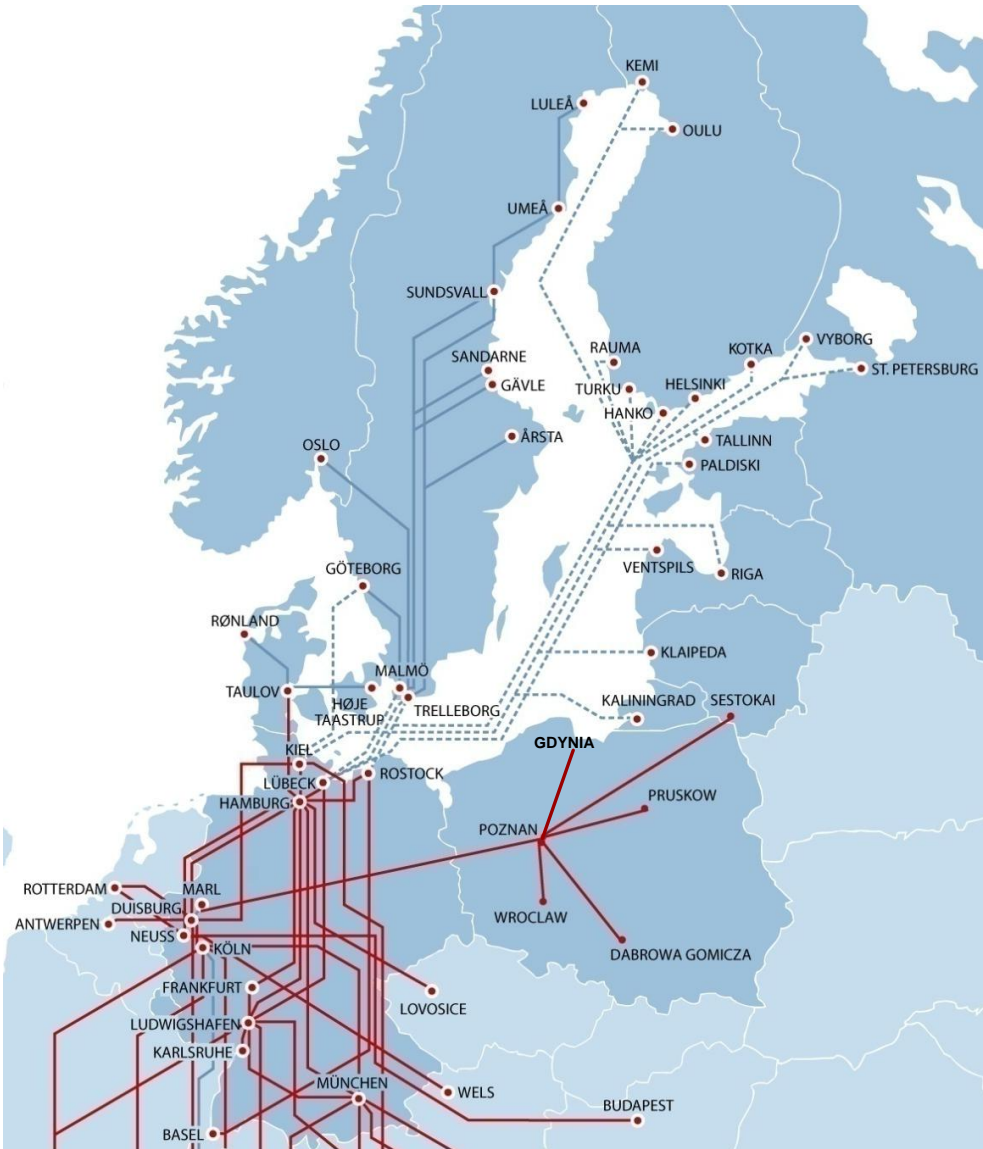


Combined Transport of UIRR Members: 1989 – 2012



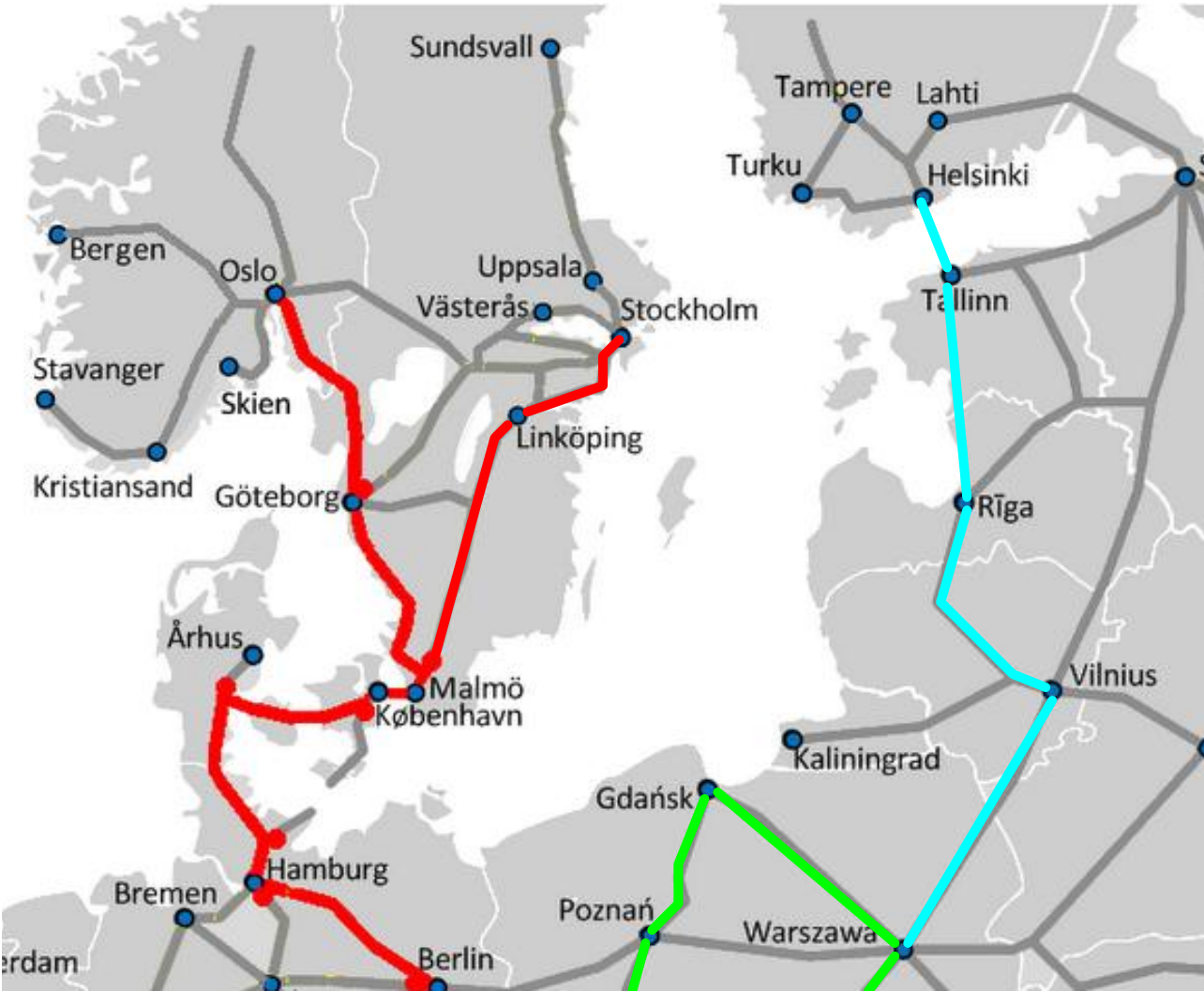
One UIRR - consignment is equal to one truck capacity on the road (2.0 TEU).





- Adequate infrastructure:
 - more than 50 terminals
- CT services:
 - regular services on 15 relations
- Traffic in 2012:
 - 112,000 consignments
 - 2,5Bn ton-kilometres (consignments ferried to Germany not included)
- Potential:
 - 85 million population along the shores (~17% of EU total), but only 8-10% of EU CT traffic

**PLENTY OF ROOM TO IMPROVE,
TO DEVELOP COMBINED
TRANSPORT**



Rail Freight Corridor 3:

- from Sweden to Italy
(starts in 2015)

Rail Freight Corridor 5:

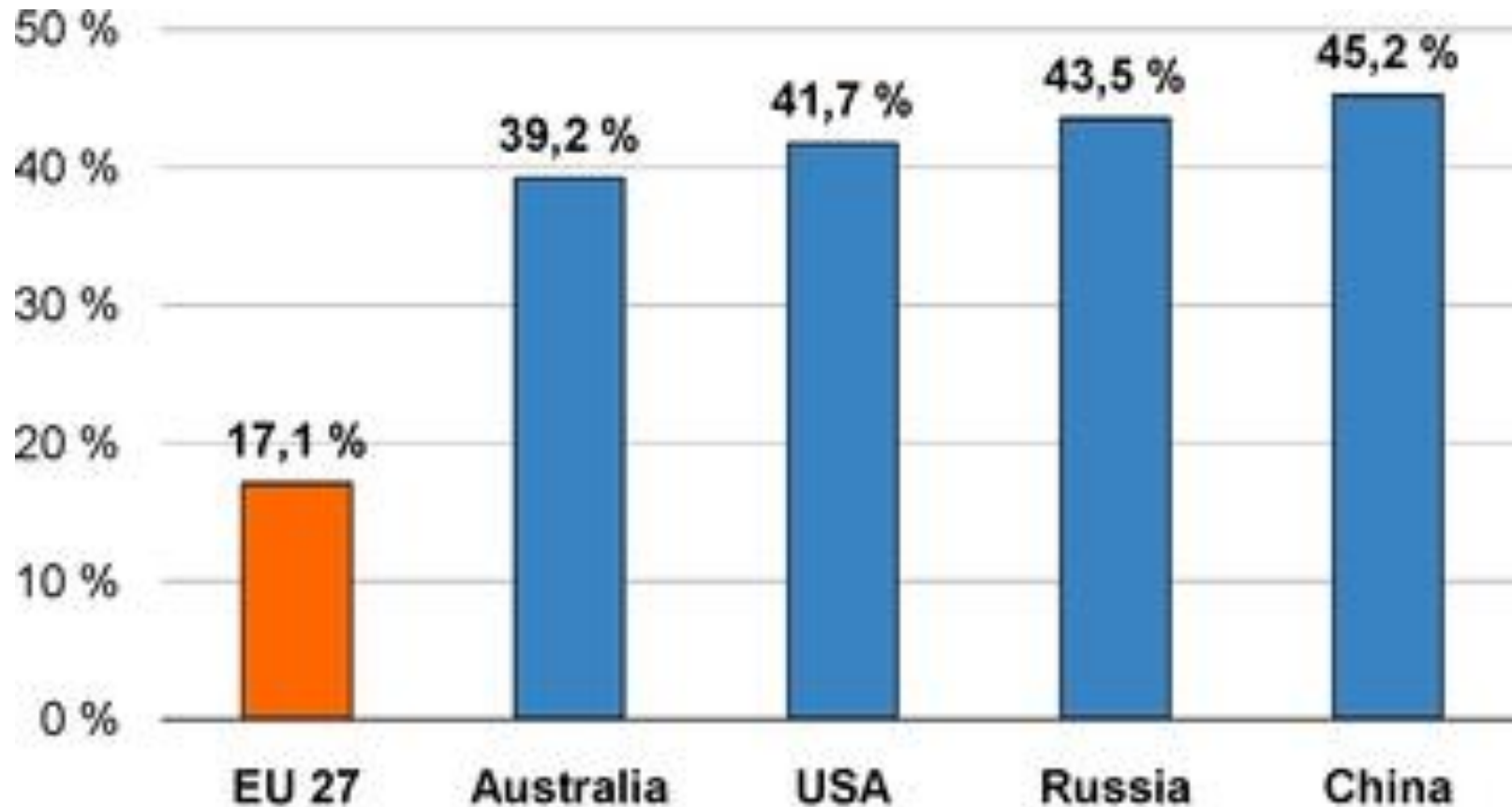
- from Gdynia to Slovenia
(starts in 2015)

Rail Baltica:

- from Helsinki to Warsaw
(complete by 2020)

Market shares of rail freight - global comparison

6



Sources: Pro-Rail Alliance, Base year for EU27, Germany and Russia 2008, all other countries 2007

Unimodal solutions vs intermodality



7

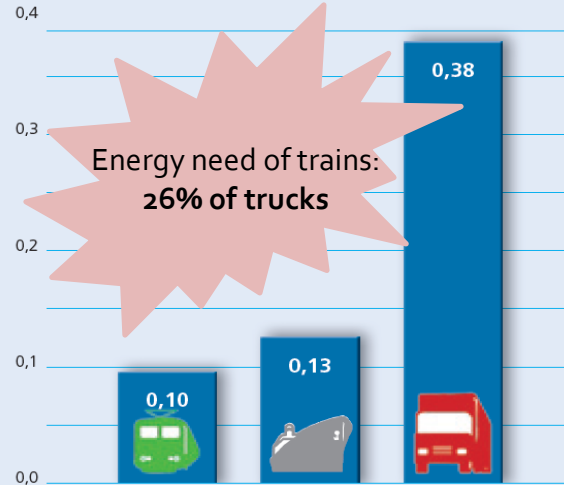
	Unimodal solution	Intermodality
Short-haul (positioning/distribution traffic)	trucks	trucks
Terminals	road logistics centres	intermodal terminals
Long-haul	road-only (megatrucks)	rail, SSS, IWW
Containerisation (using intermodal loading units)	not necessary	<i>prerequisite</i>
Consignors, logistics service providers	business as usual	<i>creative, innovative thinking</i>

INTERMODALITY = CREATIVE, INNOVATIVE THINKING IN TRANSPORT

Primary energy needs and CO₂ emissions of modes

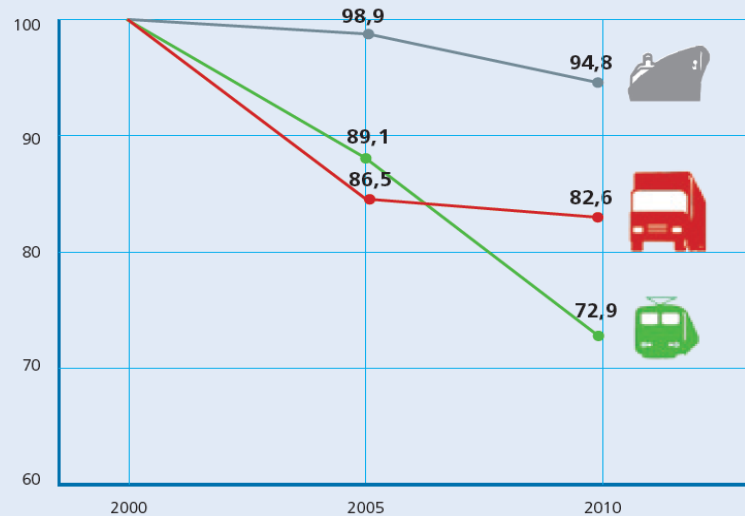


Spezifischer Energieverbrauch in kWh/tkm; Bahn, Lkw, Schiff; Bezugsjahr 2010



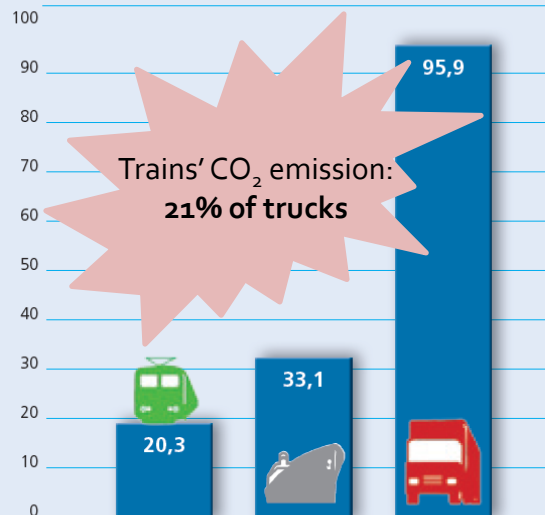
ifeu 2011, Datenbank Umwelt & Verkehr

Spezifischer Energieverbrauch seit 2000; in Prozent; Bahn, Lkw, Schiff



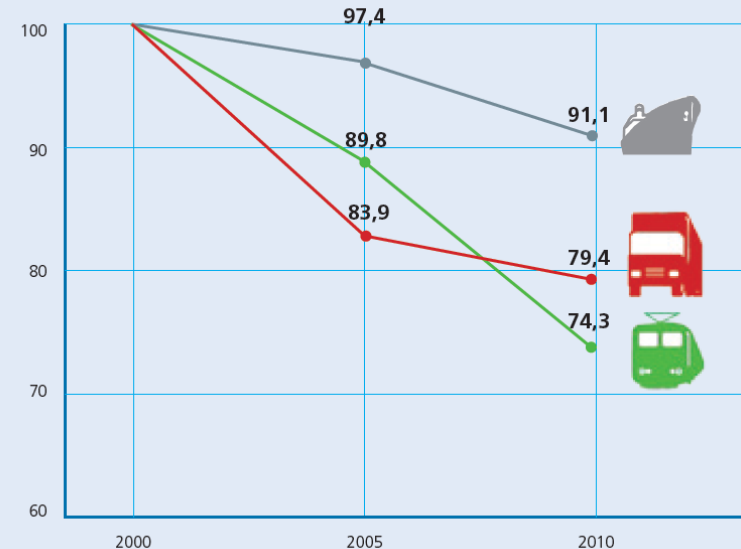
ifeu 2011, Datenbank Umwelt & Verkehr

Spezifische CO₂-Emissionen in g/tkm; Bahn, Lkw, Schiff; Bezugsjahr 2010



ifeu 2011, Datenbank Umwelt & Verkehr

Spezifische CO₂-Emissionen seit 2000; in Prozent; Bahn, Lkw, Schiff



ifeu 2011, Datenbank Umwelt & Verkehr

Safety category	Road	Rail
Fatalities in 2009 ¹	35 000	34
Accident occurrences: (i) road ¹ and (ii) rail ²	1 200 000	1152
Accident occurrences: (i) HGVs, (ii) freight trains	31 per 100M vkm ²	1,05 per 100M vkm ³
Accident externality cost of (i) HGVs on motorways, and (ii) trains	€68 667 per 100M tkm ⁴	€238 per 100M tkm ⁵

Road haulage is 30-times as accident prone as rail

¹ Source: EC EU transport in figures [2011]

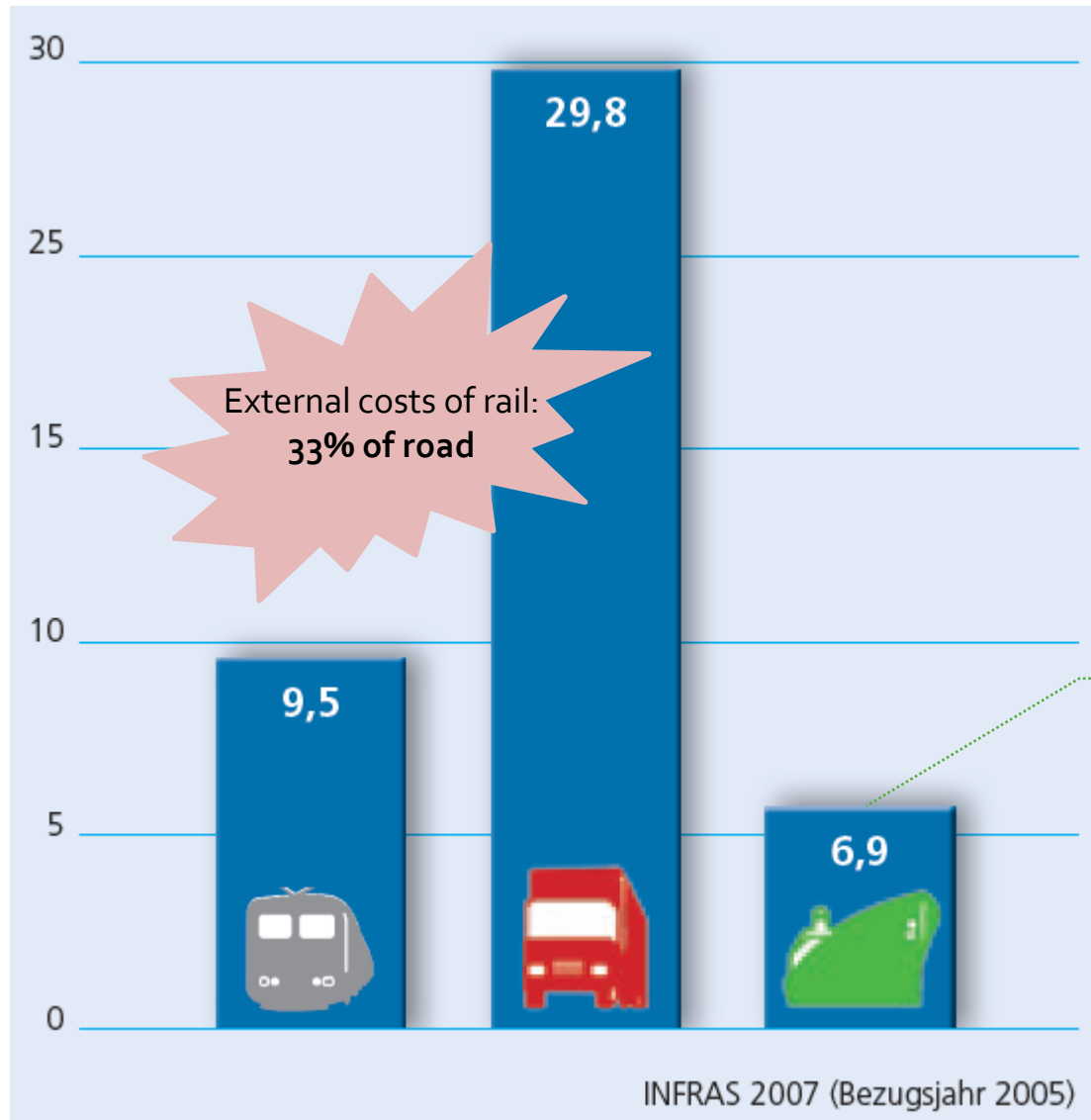
² Source: Alan C McKinnon at 2nd IRU/EU Road Transport Conference: "31 per 100M vkm" [2012]

³ Source: ERA 2011 Rail Safety report figure (tkm) converted to (HGV) vkm @ 30t/vehicle rate [2011]

⁴ Source: CE Delft IMPACT Study (internalisation handbook) converted into tkm @ 30t/vehicle rate [2008]

⁵ Source: CE Delft IMPACT Study (internalisation handbook) converted into tkm @ 800t/train rate [2008]

Total external cost of modes

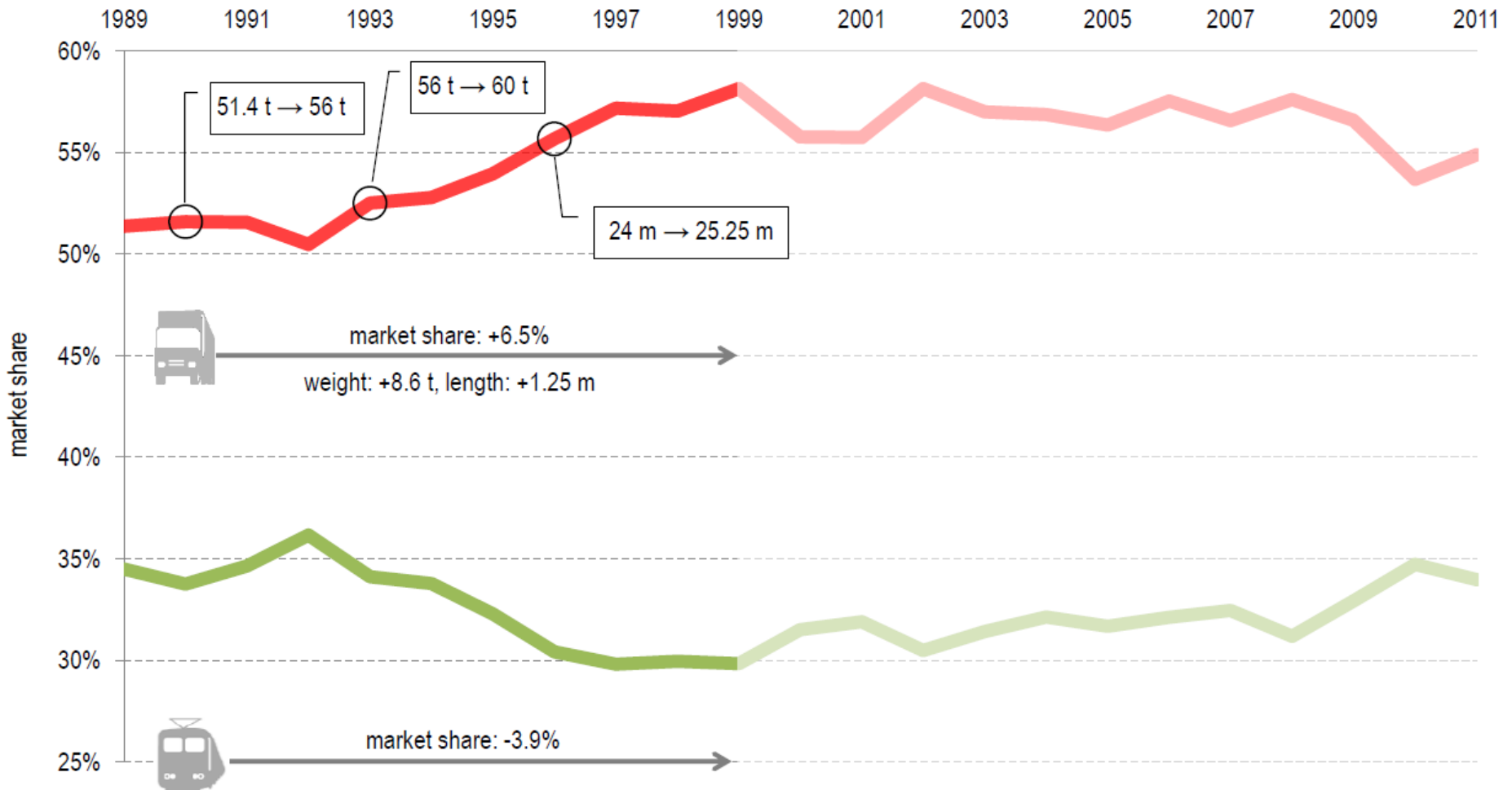


Distance based eTolling everywhere





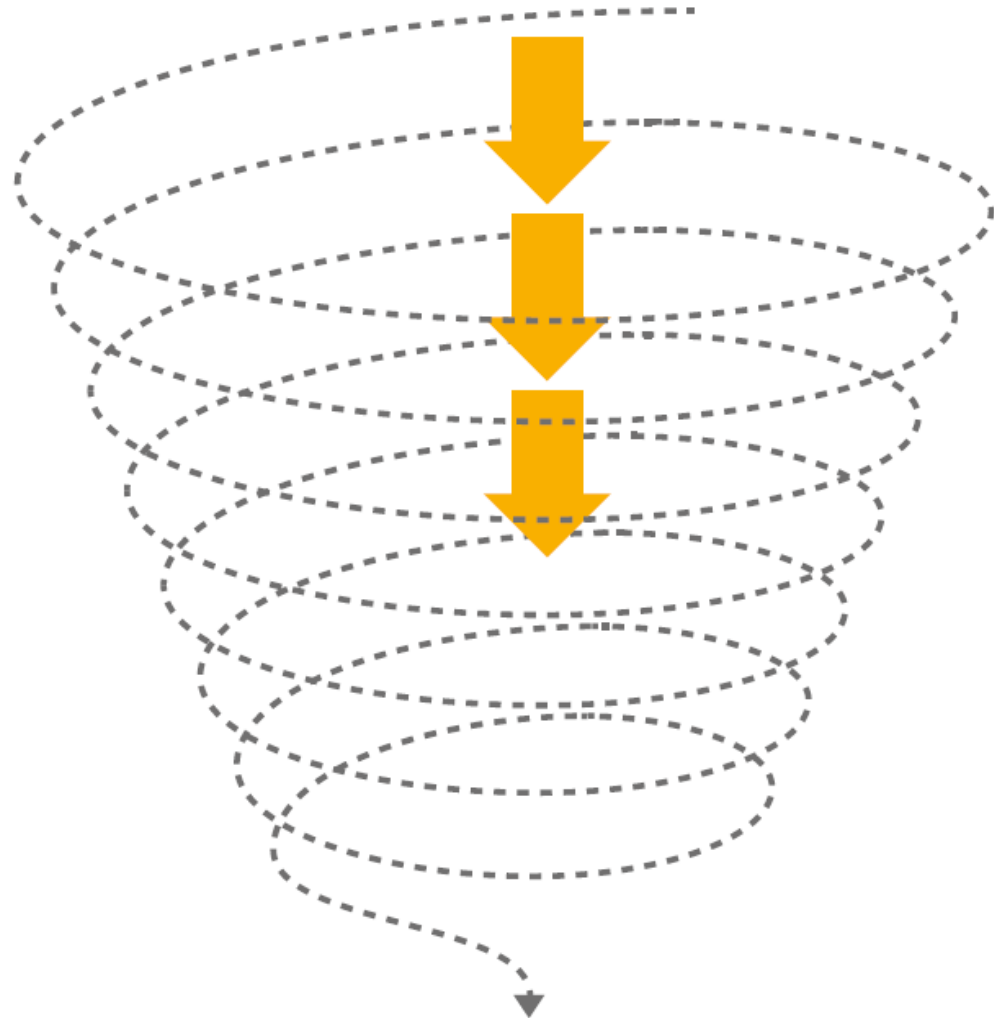
The danger of going 'unimodal' – the effect of megatruck proliferation in Sweden:

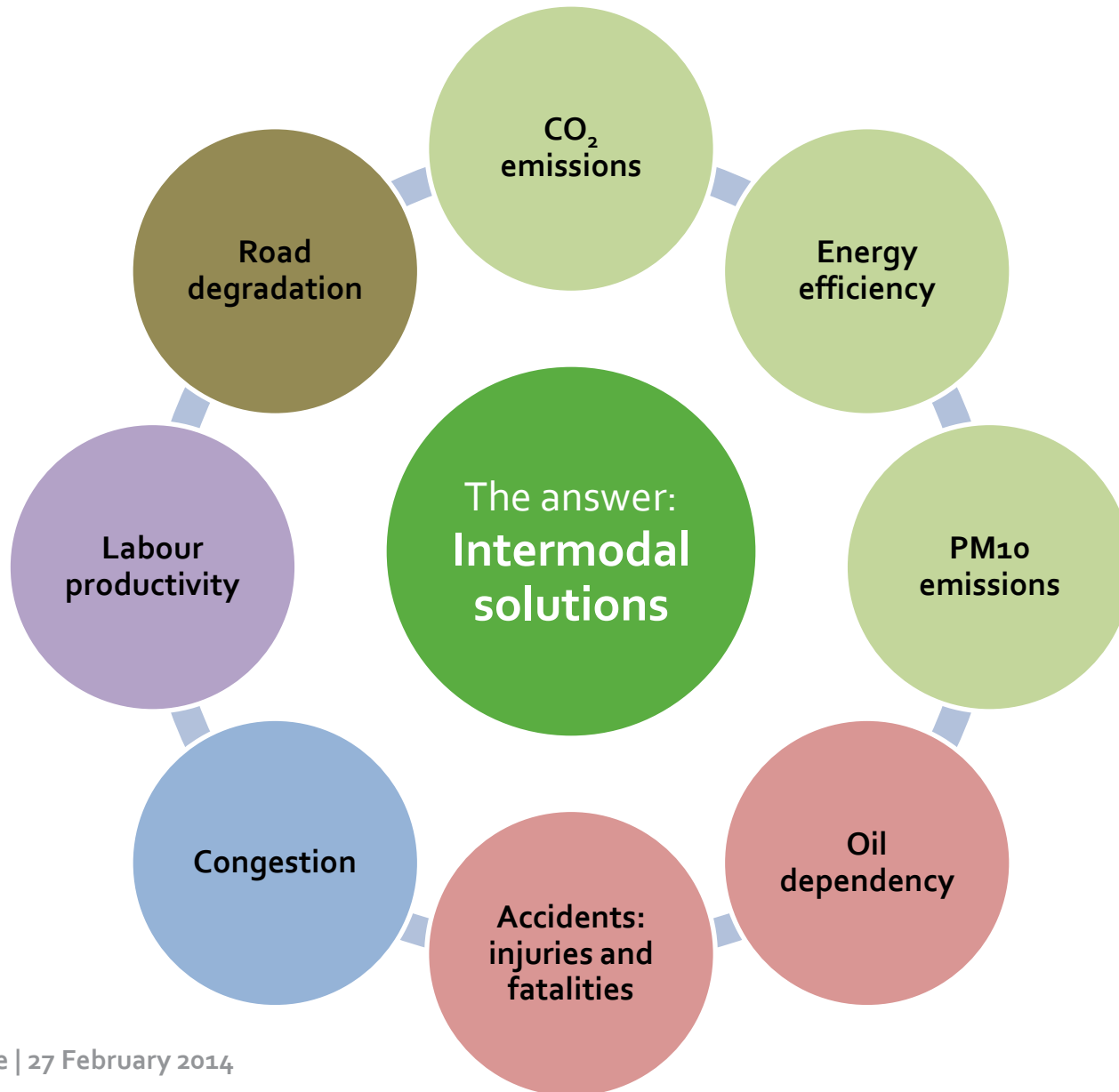


Source: Allianz pro Schiene based on Trafikanalys 2012, VTI 2008. Included modes of transport: road, rail, domestic shipping.

The 'downward spiral' effect of megatrucks on rail freight:

- Proliferation of megatrucks:
 - reduction of road haulage prices
- Traffic loss for rail freight
- Lower utilisation of rail production assets:
 - high fixed costs
- Reduced infrastructure capacity usage:
 - increasing track access charges
- Increased production costs for rail freight:
 - deterioration of rail's position in intermodal competition
- Ultimate outcome:
 - capacity reduction: services, assets, staff
 - closure of rail freight access points
 - reduced service quality





Consequence of the currently ongoing revision of Directive 96/53 on weights and dimensions of commercial road vehicles: 15cm extension to the semi-trailers carrying 45-foot swap-bodies will be allowed enabling the use of rectangular 45 footers.





...if and where the framework conditions are right

- ✓ Competition and transparency: level playingfield for the different modes
- ✓ Recognition of freight: train path capacity allocation
- ✓ Development of capacities: lines and terminals
- ✓ Quality and accountability

Transalpine
traffic
through
Switzerland
1984 – 2010





INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

THANK YOU

For your attention

