

ÖVG Combined Transport Day 2015

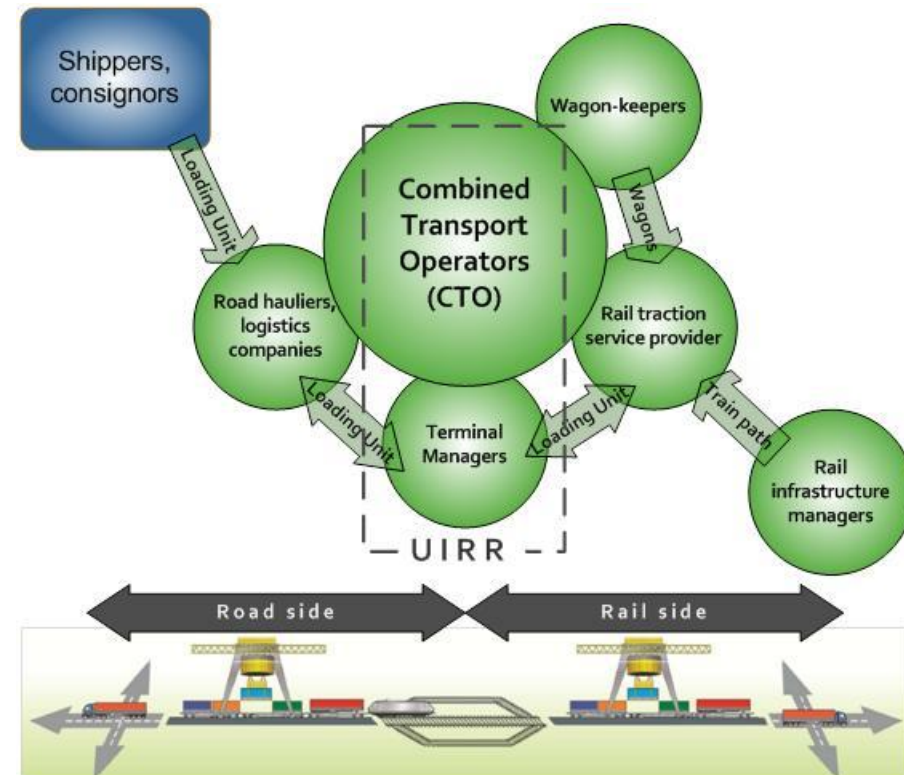
QUALITY PERFORMANCE OF TRANSPORT-CHAINS: ON THE RAIL



Ralf-Charley SCHULTZE
Director General



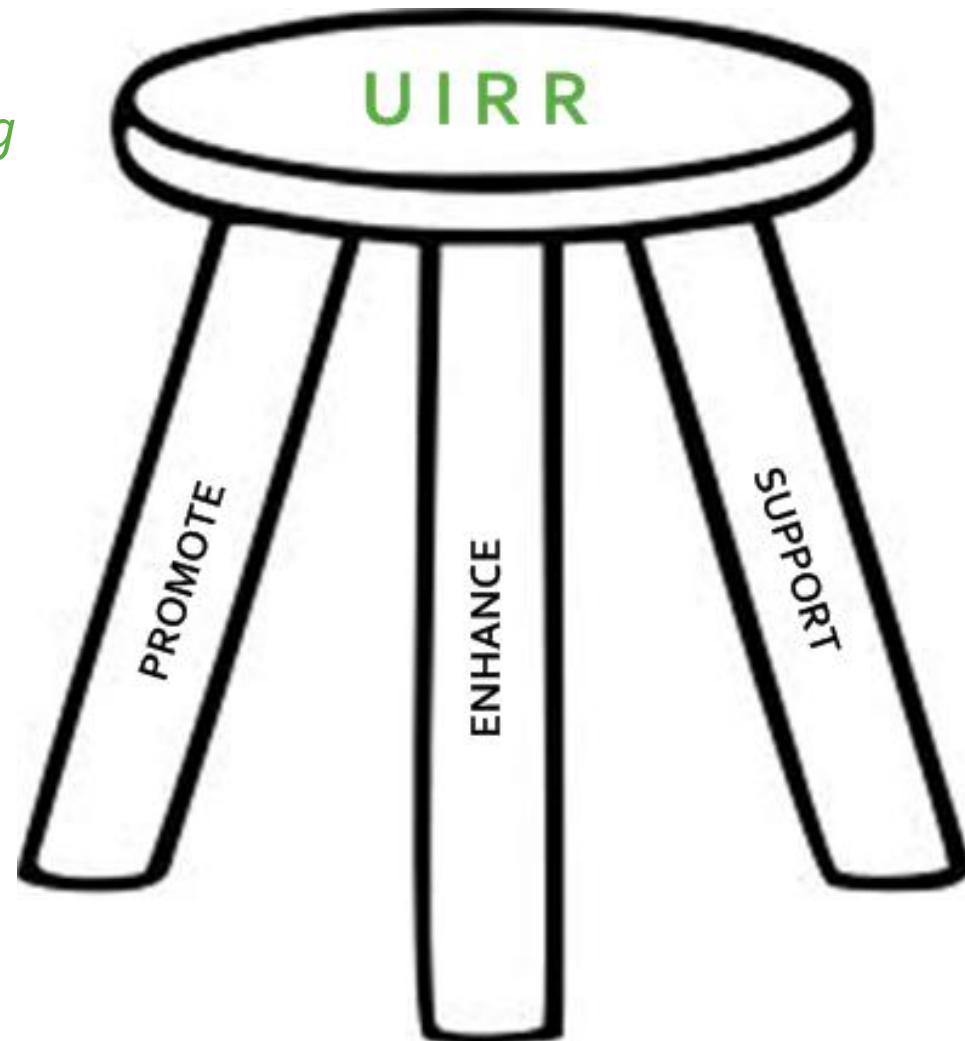
- **Members:** Combined Transport Operators and Terminal Managers, who enable the efficient insertion of rail into transport-chains
- **Logistics companies, road hauliers:** customers as well as shareholders of UIRR Members
- **Performance:** UIRR Members handled about 50% of European Combined Transport in 2014
- **Interest:** fair regulatory conditions in transport to enable *competition on the basis of technical merit and competence/management excellence*
- **UIRR:** founded in 1970
- seat in Brussels since 1988





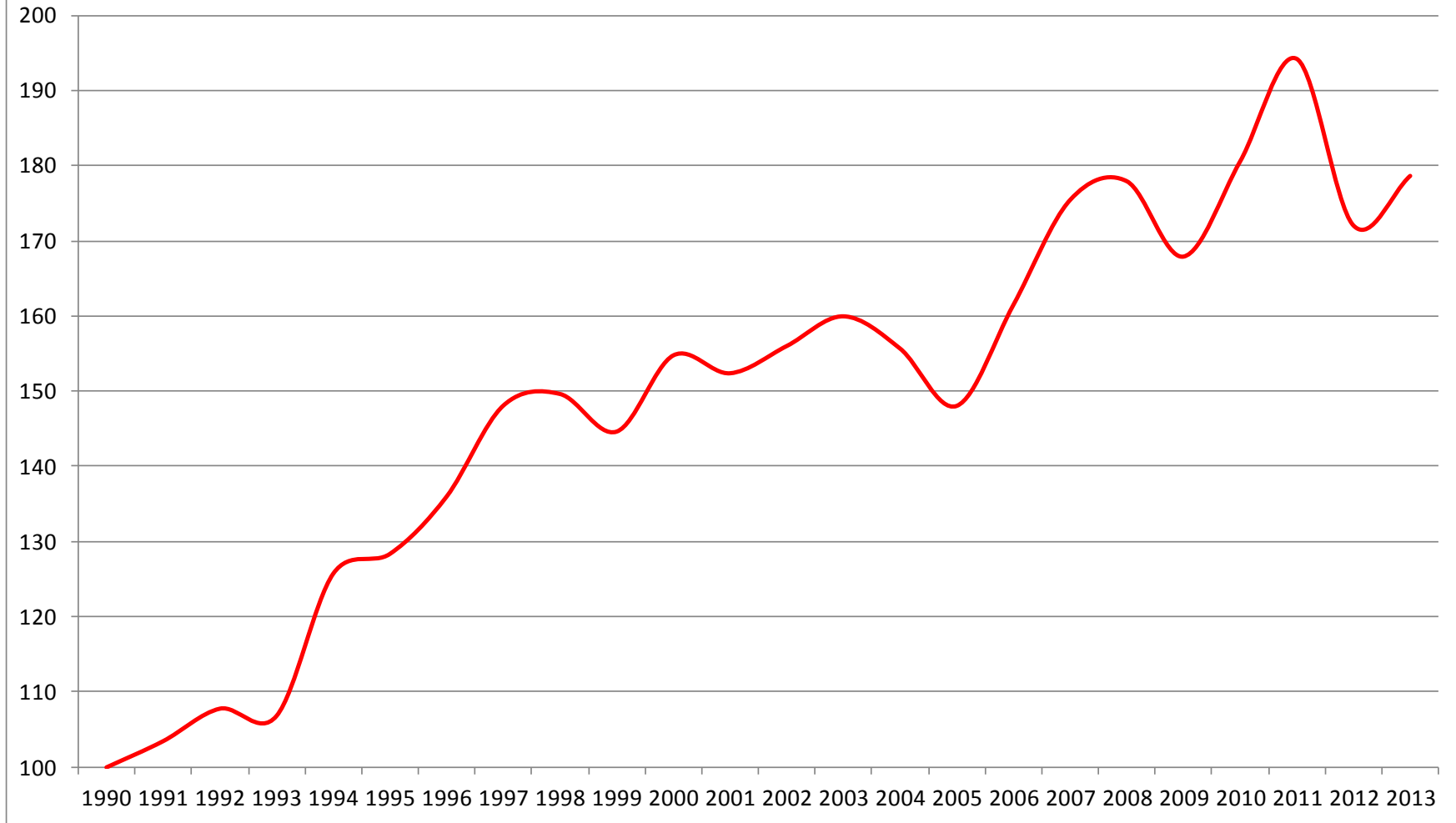
*UIRR is an **industry association** which*

- **PROMOTES** the public understanding and appreciation of Road-Rail Combined Transport,*
- **ENHANCES** its development and the proliferation of industry best practice,*
- **SUPPORTS** the daily operation of European Combined Transport with a series of services*





Growth of CT Performance (1990 = 100)







■ Competition

- needed to keep prices under control and to liberate the much needed forces of creativity and innovation when it comes to freight traction services.

■ Why is an EU-level regulatory framework needed?

- the Single Market of equal entities allowed to freely and fairly compete with one-another is a very important feature of the European Union, which needs constant reinforcement and 'oversight'; the Single Market can only emerge if rules across the 28 Member States are harmonised, which is done by following EU-level regulation.

■ Which pieces of EU regulation affect the Single European Railway Market?

- the various 'railway packages' of which the Fourth is under adoption presently; this will erect a Chinese Wall within so-called Vertically Integrated Undertakings (state owned rail conglomerates) so that their traction subsidiaries will not enjoy *privileged relationships* over newcomer competition.

■ Desired outcome

- make traction services more transparent, cheaper and of better quality (more sensitive to the needs of freight traction clients, i.e. CT Operators); fair competitive conditions should also clear the path for private investment of which we see a lot in the USA, but alarmingly little in Europe.



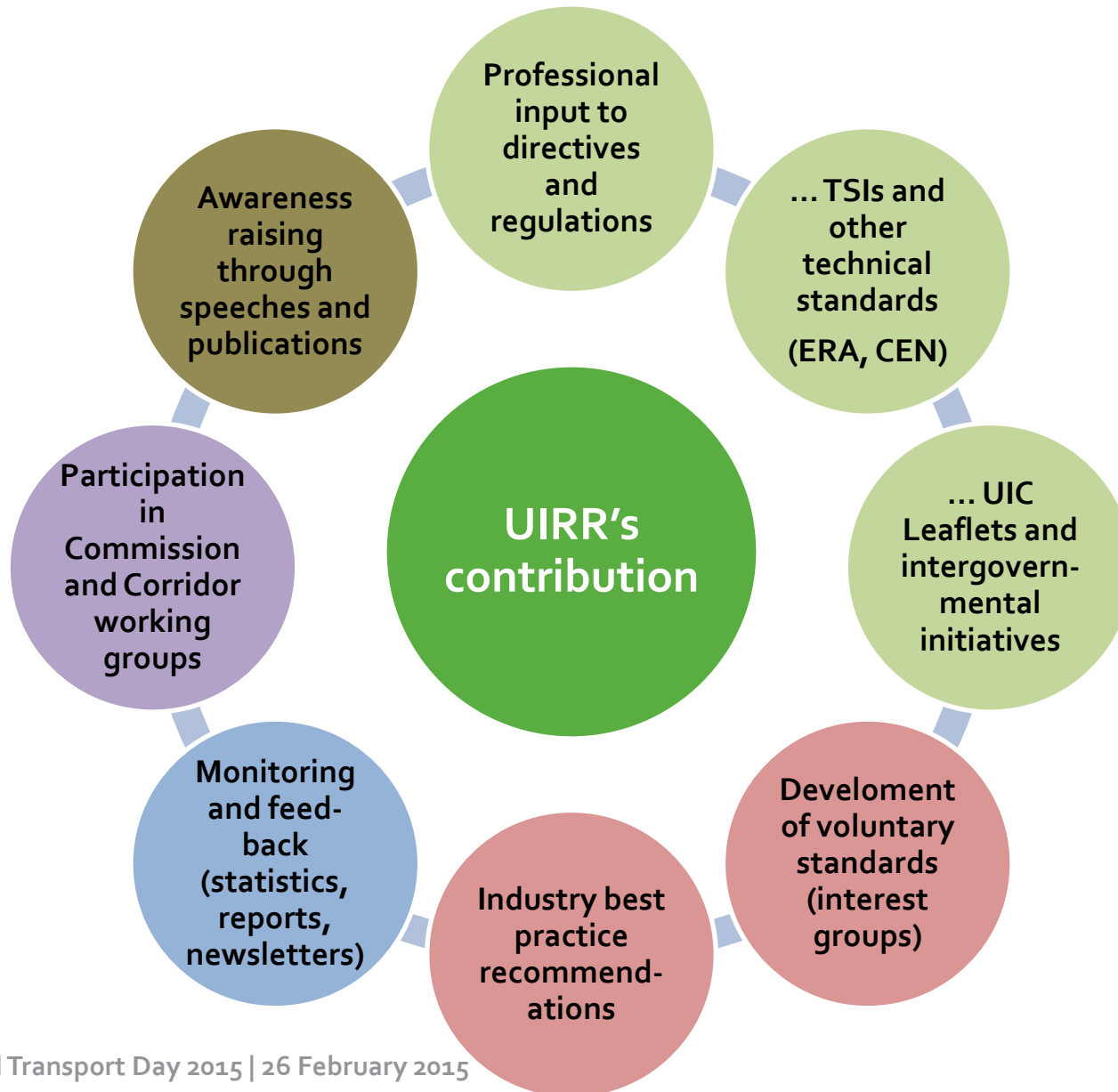
- **Stability in technical parameters**
 - the *very long design life* of rail freight wagons means that stability is needed in relevant technical parameters and any projected change must be notified well in advance for the market to be able to prepare/react to it.
- **Why is an EU-level regulatory framework needed?**
 - only commonly agreed European standards, ERA TSIs (**Technical specification for interoperability relating to the subsystem rolling stock — freight wagons**) and EU level regulation can guarantee the stability of technical parameters without which there will not be adequate investment into wagons; technical legislation is necessary to agree the maintenance rules (ECM) and interchangeable spare parts to make wagon operation cheaper.
- **Which pieces of EU regulation affect the technical parameters?**
 - the so-called *Technical Pillar* of the Fourth Railway Package, as well as the recently adopted TEN-T Guidelines, numerous TSIs and the Directive 96/53 concerning weights and dimensions of road vehicles are all needed.
- **Desired outcome**
 - more innovation in wagon design, cheaper operation and more attractive conditions to obtain wagons – all to ensure adequate availability, reasonable financing costs and a better quality



- **Not an obstacle but an interoperable enabler**
 - the railway infrastructure should provide obstruction free passage of trains with uniform parameters (length, weight and profile gauge) and adequate frequency for CT Operators to be able to make a competitive offering.
- **Why is an EU-level regulatory framework needed?**
 - harmonised technical parameters and systems (signalling, communication) to ensure interoperability, cross-border collaboration on development planning for uniform capacity and minimised works-related disturbance.
- **Which pieces of EU regulation should contribute to a competitive rail infrastructure?**
 - the so-called *Governance Pillar* of the Fourth Railway Package, as well as the recently adopted TEN-T Guidelines, numerous TSIs and the soon to be revised Rail Freight Corridor Regulation (913/2010).
- **Desired outcome**
 - homogeneous technical parameters (minimalised national peculiarities) and well coordinated maintenance and development works should create a railway infrastructure that allows obstacle-free and efficient services.

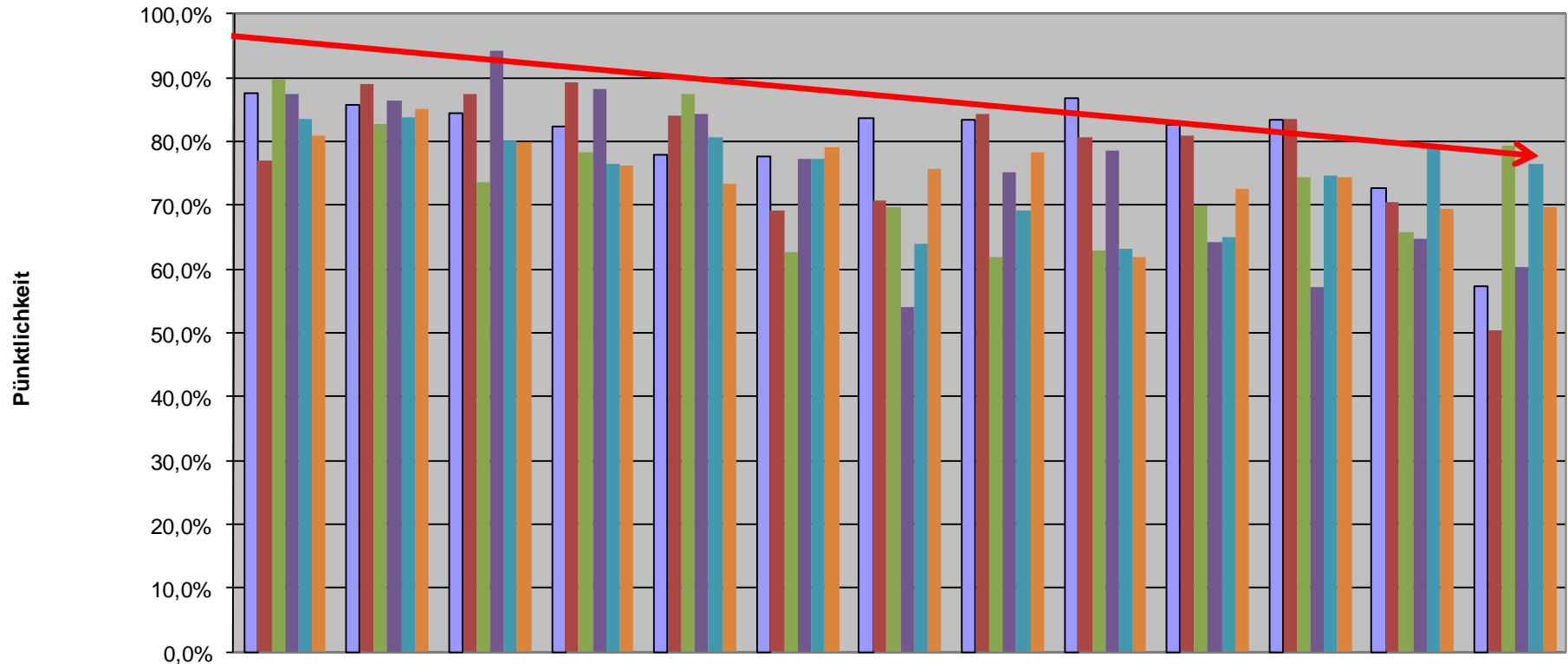


- **Competitive freight train paths available equally to all**
 - train paths should offer competitive timetable speeds that are then reliably performed in a very high percentage of the cases.
- **Why is an EU-level regulatory framework needed?**
 - the services entitled through a train path should be the same with attractive timetable speeds and rail traffic managers should be able to ensure the punctuality of a train if it was on time upon departure in a very high percentage of the cases.
- **Which pieces of EU regulation should contribute to competitive train paths?**
 - the so-called *Governance Pillar* of the Fourth Railway Package, the soon to be revised Rail Freight Corridor Regulation (913/2010), as well as harmonised European traffic rules (train type and their hierarchy) that will have to be created when revising the Directive 2012/34 on the Single European Railway Area.
- **Desired outcome**
 - an average timetable speed of at least 60km/h and punctuality on arrival (of trains on time upon departure) that exceeds 95%; fairly and transparently allocated train paths available equally to every Authorised Applicant at a cost that is changing and charged in a foreseeable way.





...a sample from 2009-2010



	juil.-09	août-09	sept.-09	oct.-09	nov.-09	déc.-09	janv.-10	févr.-10	mars-10	avr.-10	mai-10	juin-10	juil.-10
■ Brenner RTC	87,7%	85,8%	84,6%	82,4%	78,0%	77,7%	83,6%	83,3%	86,8%	82,6%	83,3%	72,7%	57,3%
■ Brenner TI	77,0%	89,0%	87,5%	89,3%	84,0%	69,1%	70,9%	84,4%	80,6%	81,0%	83,6%	70,4%	50,4%
■ Spanien SNCF	89,8%	82,7%	73,7%	78,4%	87,5%	62,8%	69,9%	62,0%	63,0%	70,0%	74,3%	65,9%	79,4%
■ Spanien ECR	87,6%	86,5%	94,3%	88,3%	84,3%	77,3%	54,0%	75,2%	78,6%	64,3%	57,3%	64,9%	60,4%
■ Skandinavien	83,5%	83,8%	80,1%	76,4%	80,8%	77,3%	64,1%	69,2%	63,2%	65,1%	74,6%	79,6%	76,5%
■ National	81,0%	85,1%	79,9%	76,2%	73,5%	79,0%	75,7%	78,3%	61,8%	72,6%	74,5%	69,4%	69,7%

The easy cut that Alexander the Great took is sadly not a possible solution to this challenge.

UIRR is an active stakeholder, thinker, initiator and problem-solver to help untie this Gordian knot of our times.





INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

THANK YOU

For your attention

