



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

Railway PRO Technology & Services Forum

INTERMODAL TRANSPORT: REGULATORY DEVELOPMENTS AND COMPETITIVENESS



Ralf-Charley SCHULTZE
President



1. The railway sector
2. The road sector
3. Regulatory developments in the intermodal sphere



- **Technical pillar:** enables internal productivity gains

Highlights:

- Systematic weeding of “national rules” (by ERA)
- European vehicle passport
- ERTMS strategy
- Extended ERA: Register of Infrastructure, national rules database
- Single European Safety Certificate

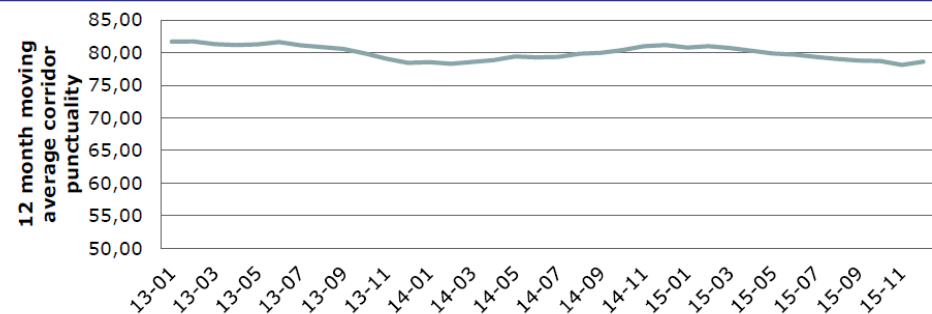
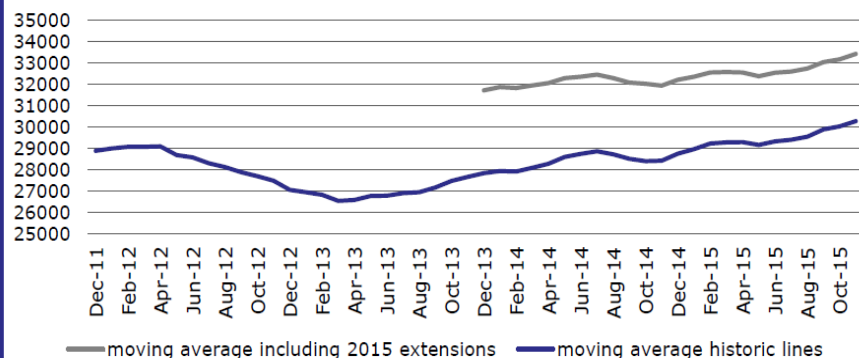
- **Political pillar:** weakens the hold of incumbents in traction service market

**Final round of political decision-making
with vote in European Council**

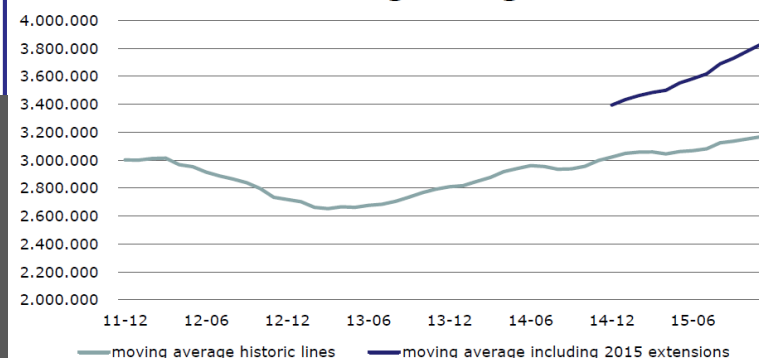
Regulation 913/2010: designed to address problems of European rail freight

- **All 9 corridors up and running:** the last 3 started only 10 months ago
- **Somewhat bureaucratic approach:** slow progress – RAG/TAG and COM coordination initiatives promise impetus and improved transparency
- **Positives:** more traffic – more monitoring – more transparency

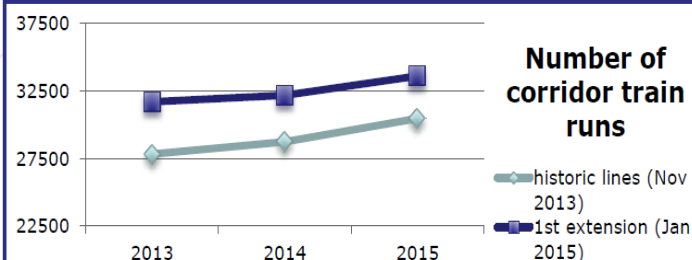
12-month moving average (Total Corridor Traffic)



12 month moving average Ton-Km



Number of corridor train runs



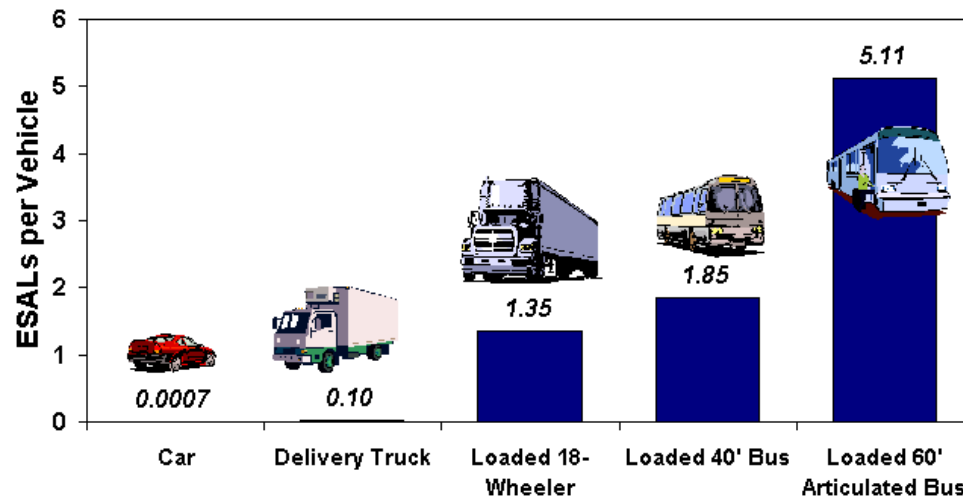
**MORE
PATIENCE
NEEDED**

- **TEN-T guidelines:** agreed technical parameters (1435mm gauge, 750m train length, P400 profile, 22,5kN axle load, ERTMS signalling)
- **Development funding:** mixed results
 - CEF Transport heavily subscribed, but available resources are limited
 - Excessive focus on passenger-focused projects
 - Limited Member State and regional level public resources
 - Member State regulatory frameworks do not enable the construction of bankable rail infrastructure projects (e.g. collateralisation/ownership of assets, transparency and stability of access charging – infrastructure revenues, track access and traffic priority rules – freight trains vis-à-vis passenger trains)

Rail freight focused infrastructure development is in the stranglehold of politics.
UIRR is calling for necessary (local) rule changes needed to offer bankable rail infrastructure projects (for EFSI-led private funding).



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- **Severe effects:** accelerated degradation of roads and bridges caused by heavy axles
- **Maintenance backlog:** public budgets can't afford the rate of road reconstruction works (including bridge and foundation reinforcement) required by the excessive circulation of HGVs
- **Funding by users:** the EU policy is slowly, but surely trickling down to policy level – usage-based road tolling is gradually appearing across Europe and the upcoming Eurovigentte Directive revision will reinforce trend



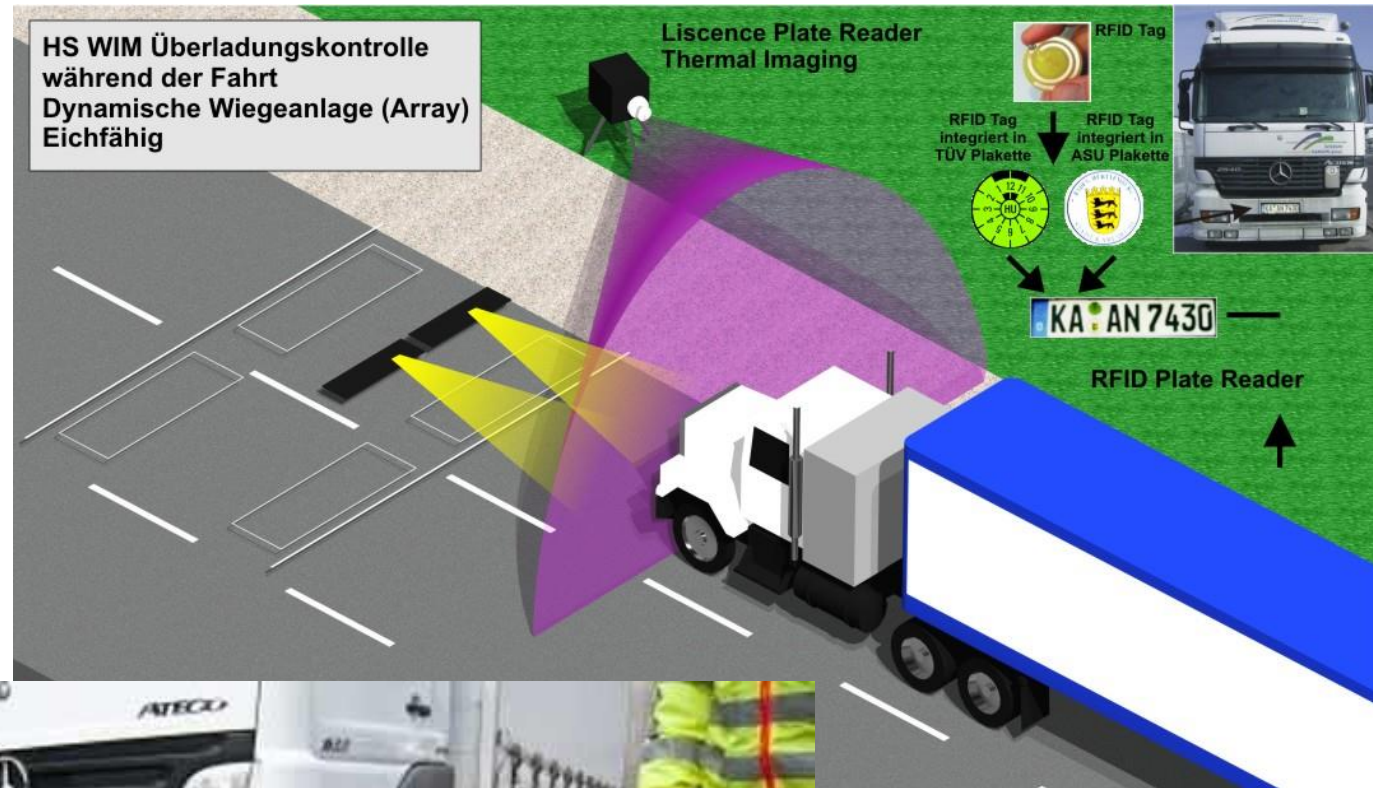
Road: Technology to control heavy axles

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Strict enforcement
expected to curtail
further acceleration
of degradation.

There is no support
for allowing heavier
road axles and HGVs.





Public consciousness: on the increase – leads to impetus for internalisation

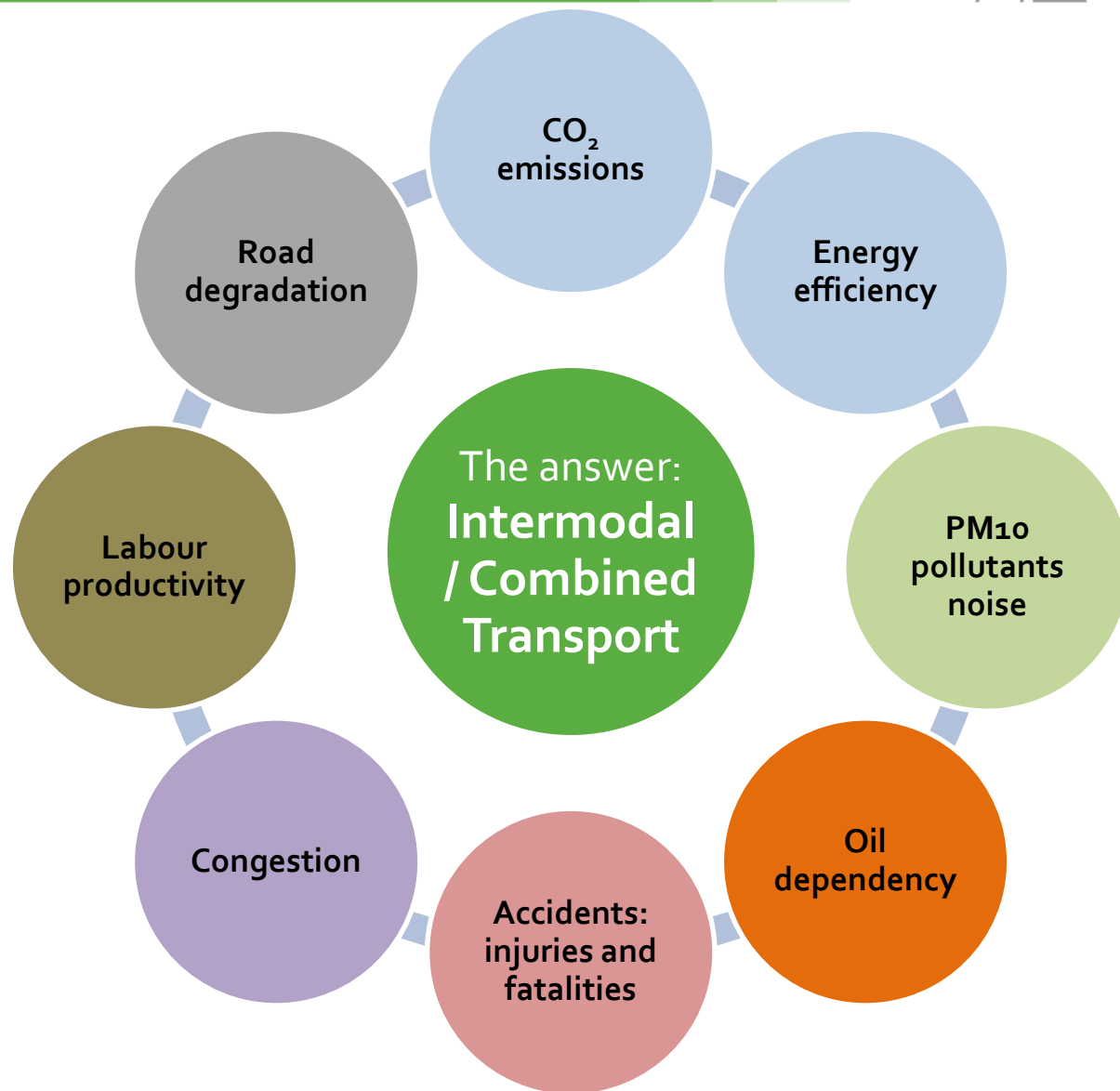
- CO₂ emissions
- Local air pollution (NO_x, O₃, PM₁₀)
- Oil dependency
- Noise
- Congestion
- Accidents
- Bio-diversity
- Land use



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





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Intermodal: The sector's strategy for competitiveness



- **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.)



within the imminent recast 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...



within the imminent recast 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

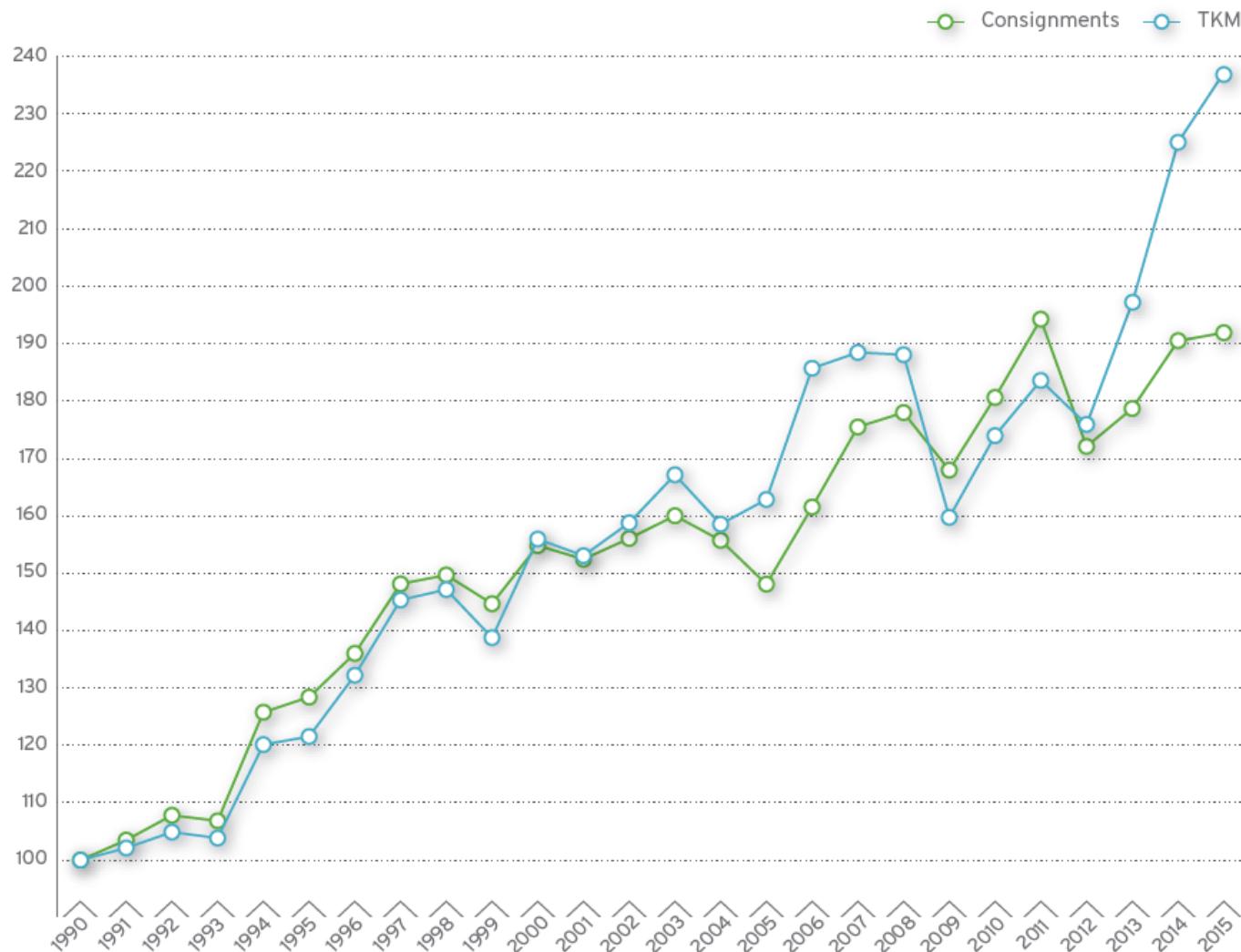
PLEASE SUPPORT THE INTERMODAL SECTOR'S NEEDS!

Intermodal: Growth rate of UIRR Members 1989 – 2015

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(REFERENCE YEAR: 1990 = 100)





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THANK YOU

For your attention

