UIRR
INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

FERRMED Zhengzhou Conference

CORRIDORS, TERMINALS AND BOTTLENECKS: THE INTERMODAL PERSPECTIVE

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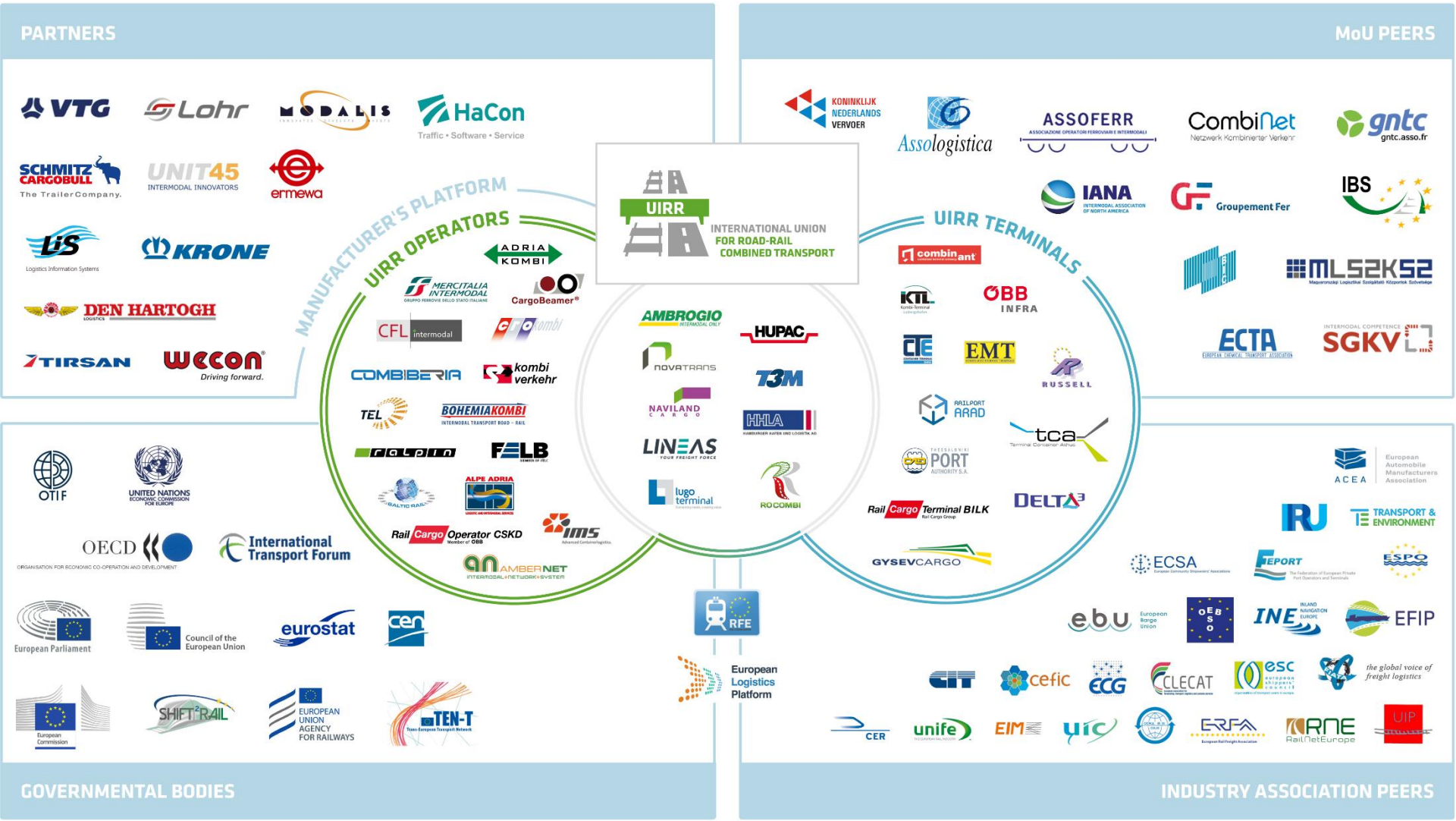
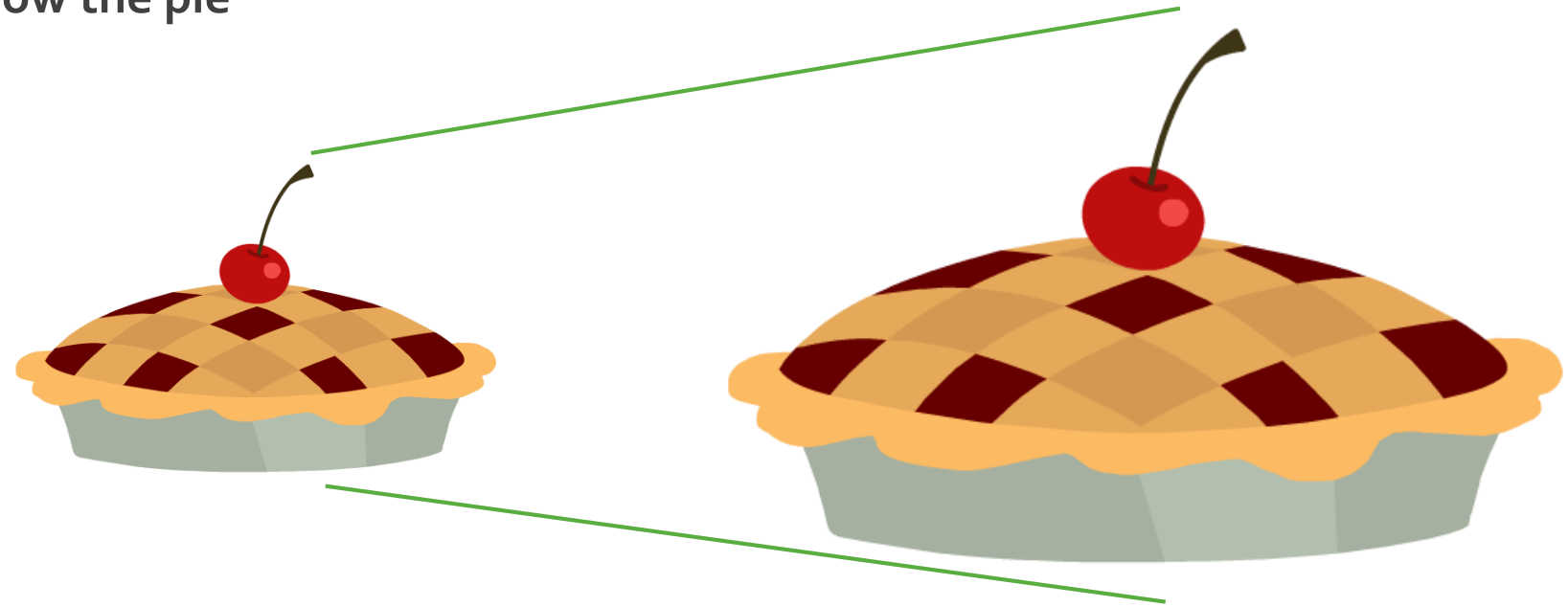
President

UIRR: the industry association of intermodal transport



The mission of UIRR as Industry Association

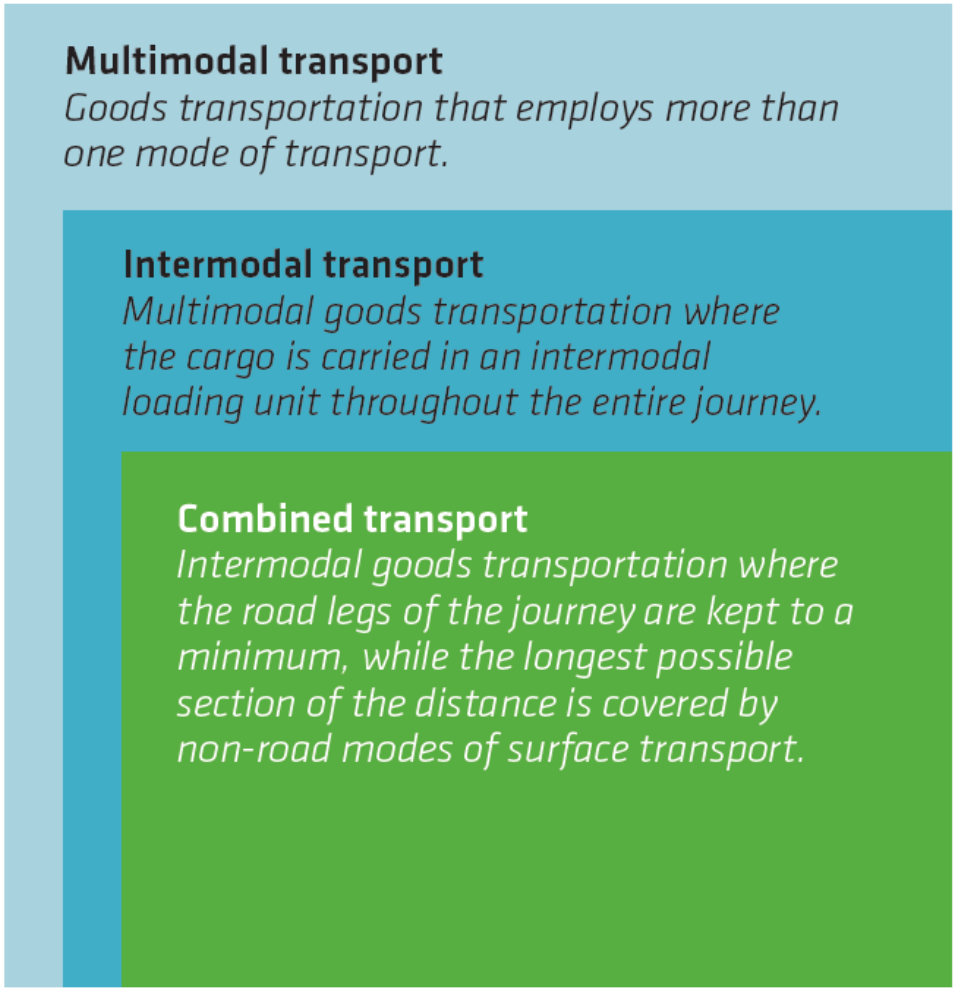
To grow the pie



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

Enhancement of Intermodal Transport

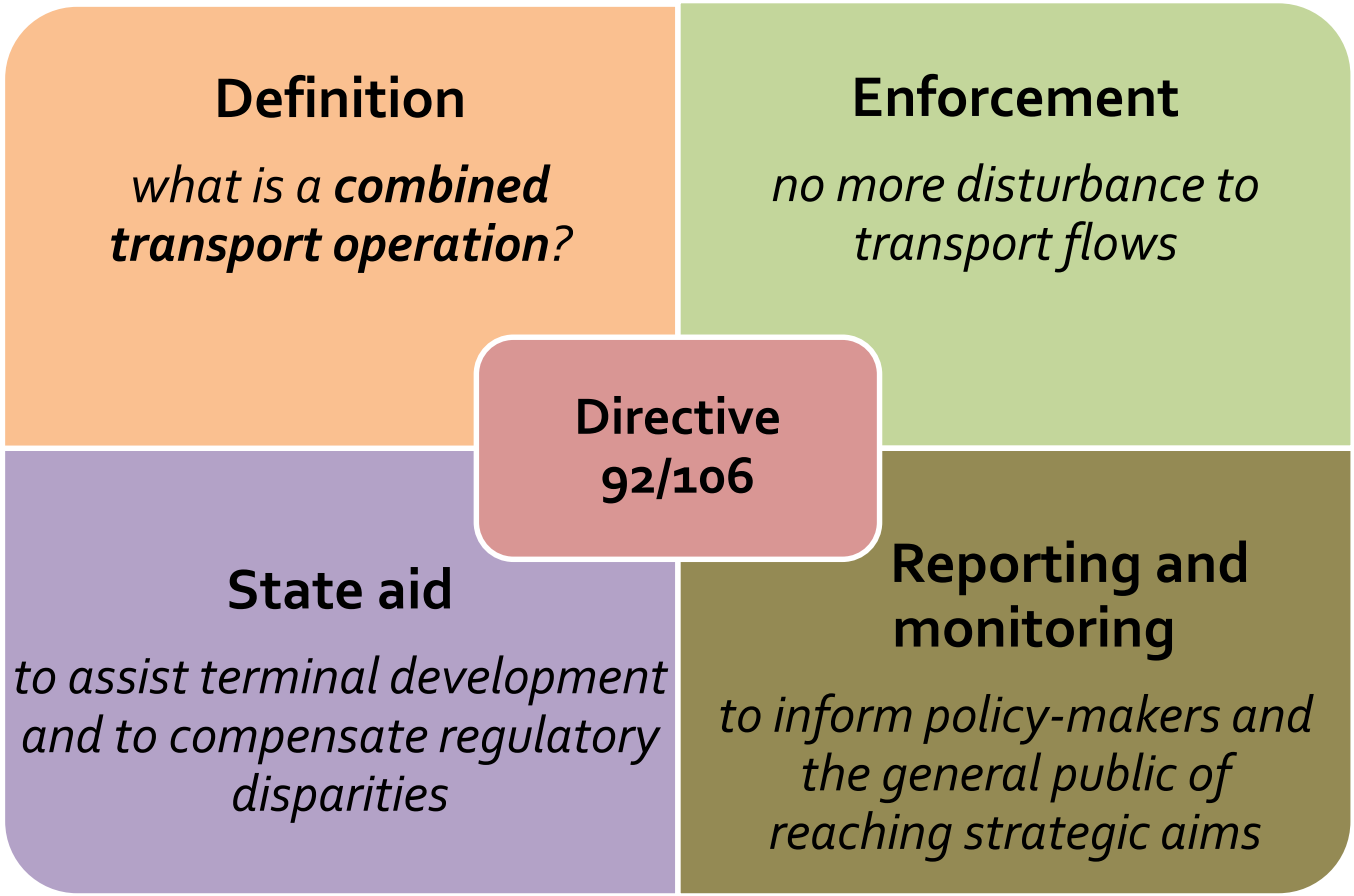


- **MULTIMODAL** = more than one mode of transport for a single assignment
- **INTERMODAL =** cargo held in a single intermodal loading unit from origin to destination
- **COMBINED TRANSPORT** = intermodal transport where the road legs are the shortest possible

EU POLICY AIM:

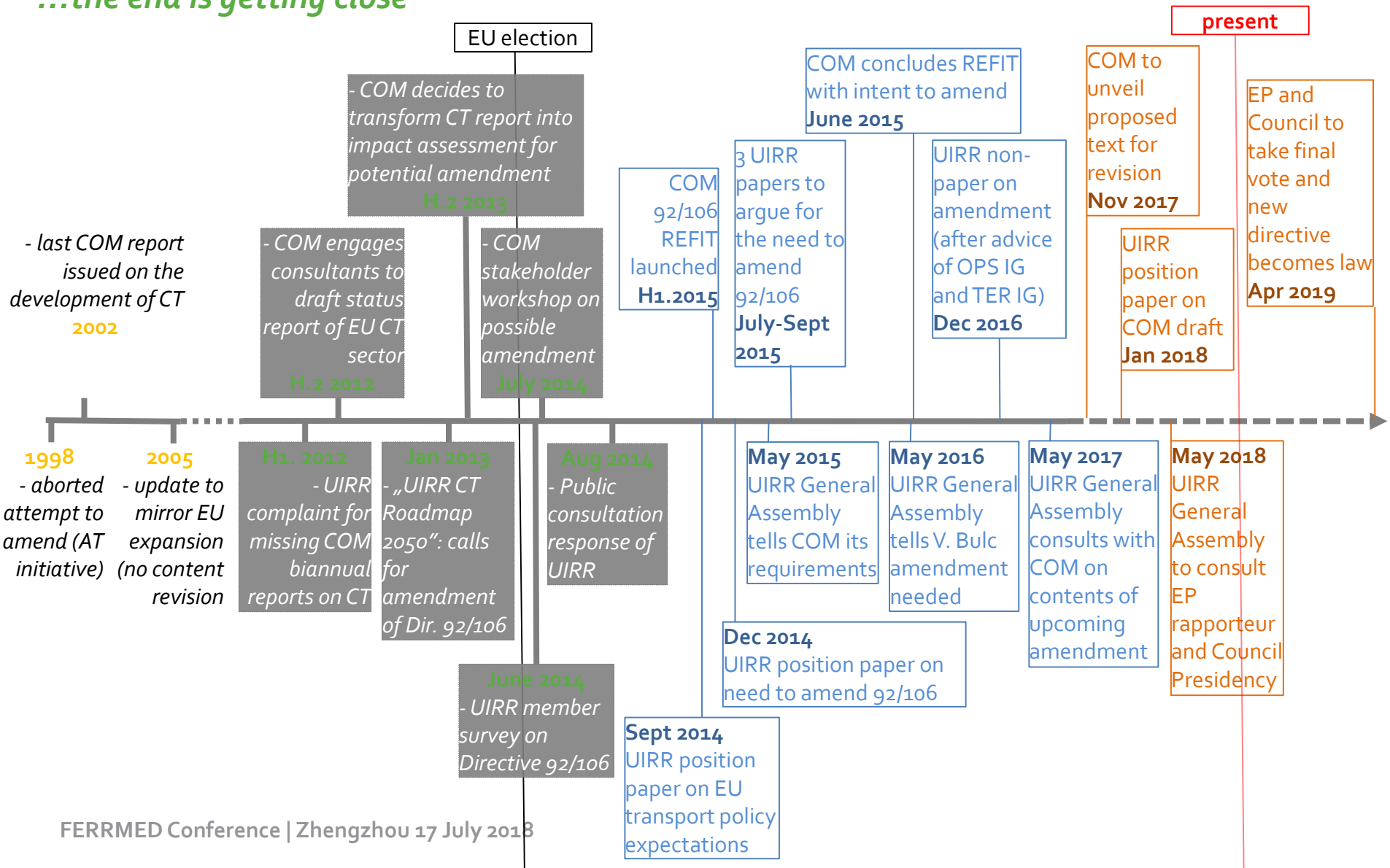
MORE COMBINED TRANSPORT

Amendment of the Combined Transport Directive



The amendment process: 2012-2018

…the end is getting close



Major issues of the Directive

1. **SCOPE**: domestic – cross-border (intra-EU) – coming from/going to points outside the EU
   - Legal equivalence of international road haulage and international CT operation
   - What if a road leg is in one Member State, while the transhipment is in another?

2. **DEFINITION**: how long can the road legs be (for intermodal to qualify as CT)?

3. **ENFORCEMENT**: modernizing and streamlining the roadside check

4. **STATE AID**: Why does Combined Transport need this in the first place?
   - Support investment in transhipment terminals
   - Other temporary compensatory measures
   - 44-tonne weight allowance for semi-trailers used in Combined Transport

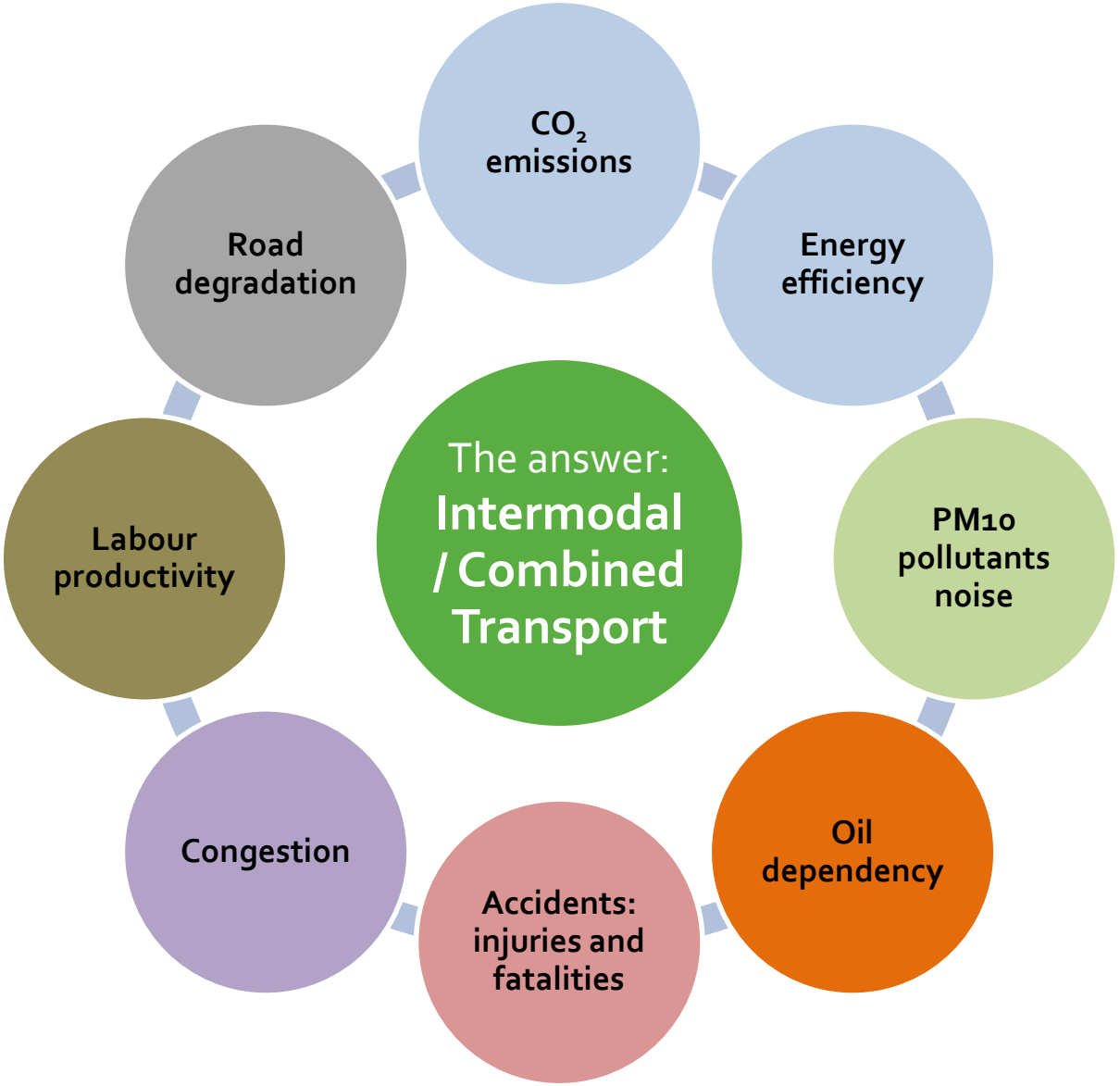
5. **MONITORING AND REPORTING**: What variables and how often?

- PRINCIPLES TO UPHOLD: during the amendment

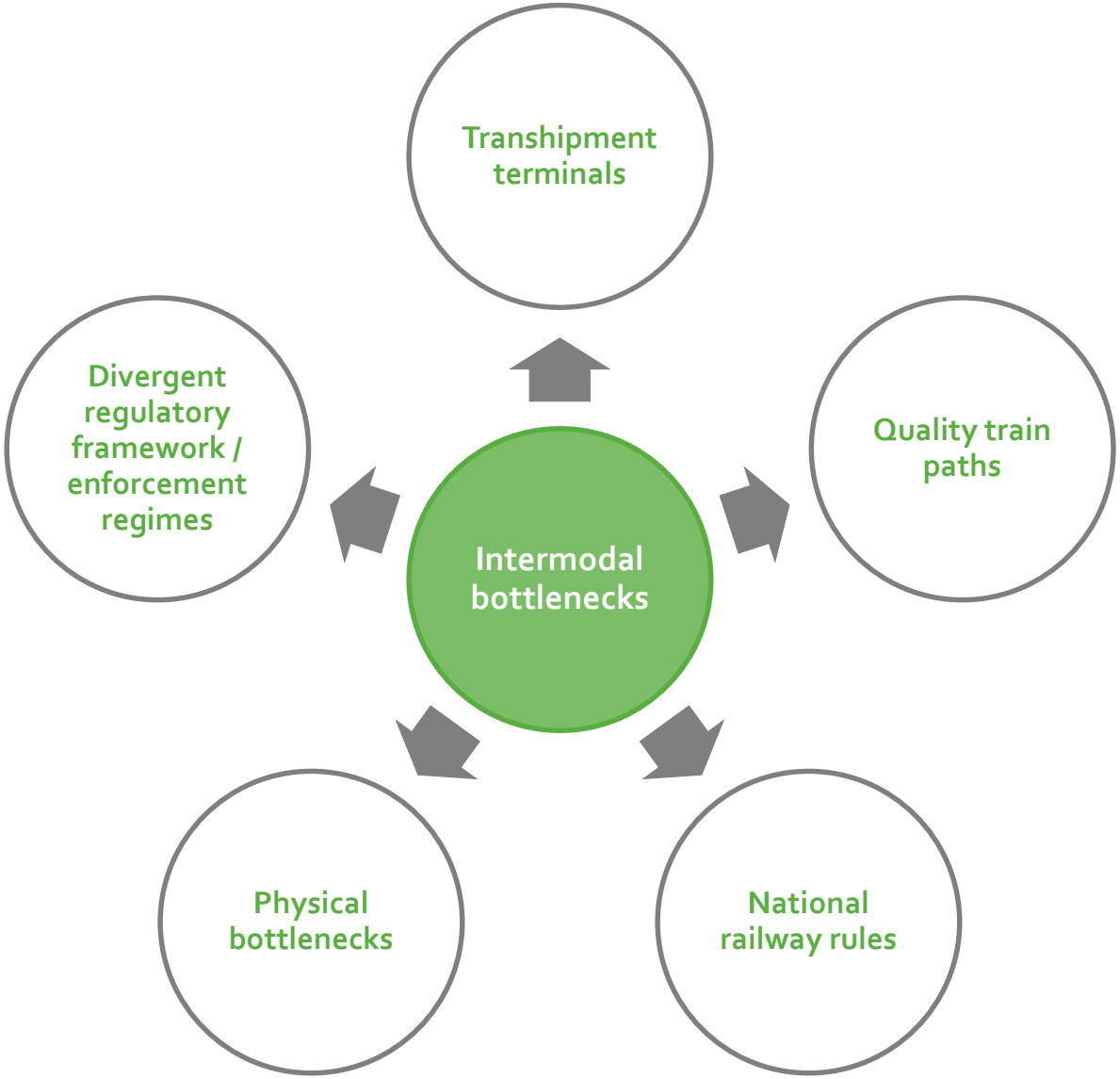
  (i) extend CT Operation support to 70% of intermodal – from the current 43%
  (ii) reduce bureaucratic burden and operational disturbance – enforcement
  (iii) introduce new and more efficient forms of state aid
  (iv) increase transparency and link to overriding transport policy aims to CT development

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



The Intermodal bottlenecks in Europe



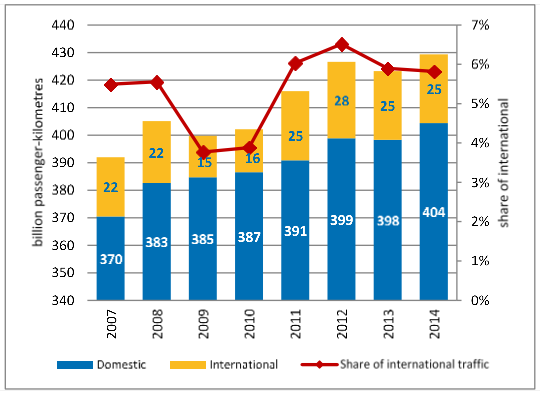
Terminal capacity

- **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

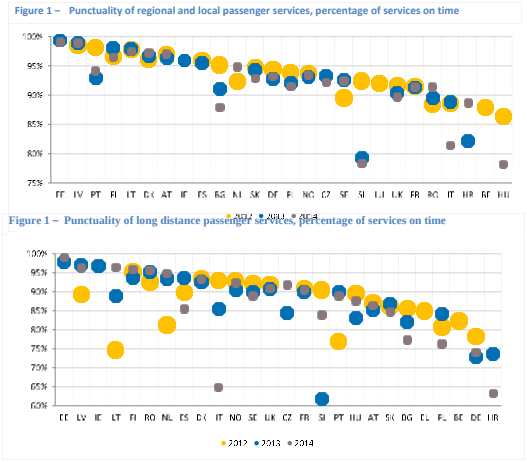
Quality train paths

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

Figure 1 – Evolution of rail passenger traffic volumes

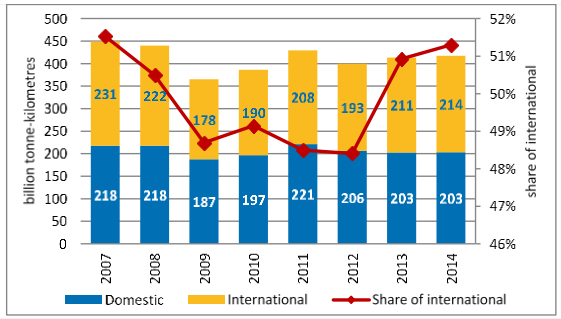


Source: RMMS



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

Figure 1 – Evolution of rail freight traffic volumes

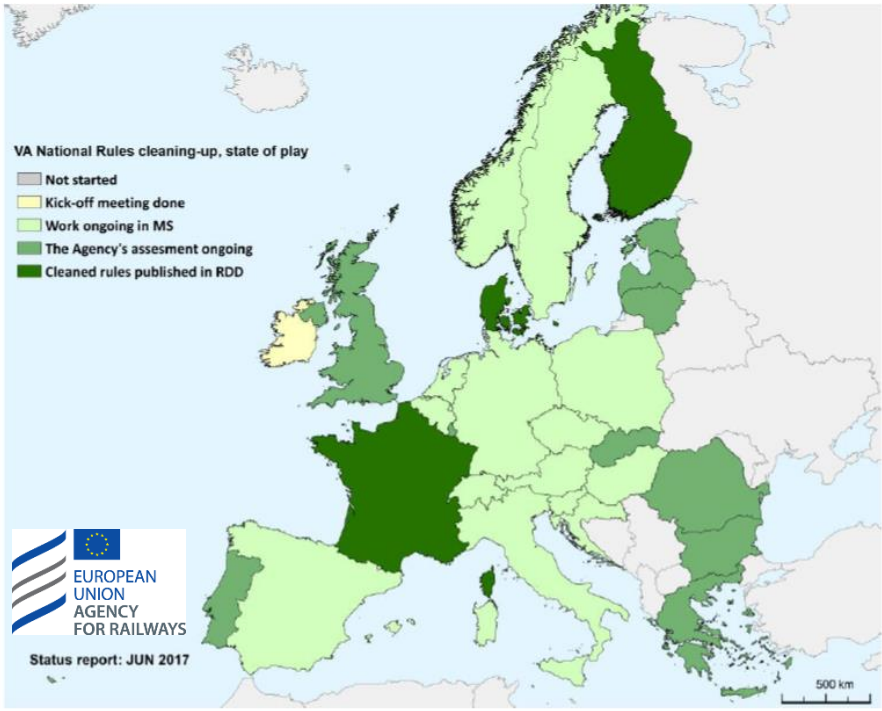


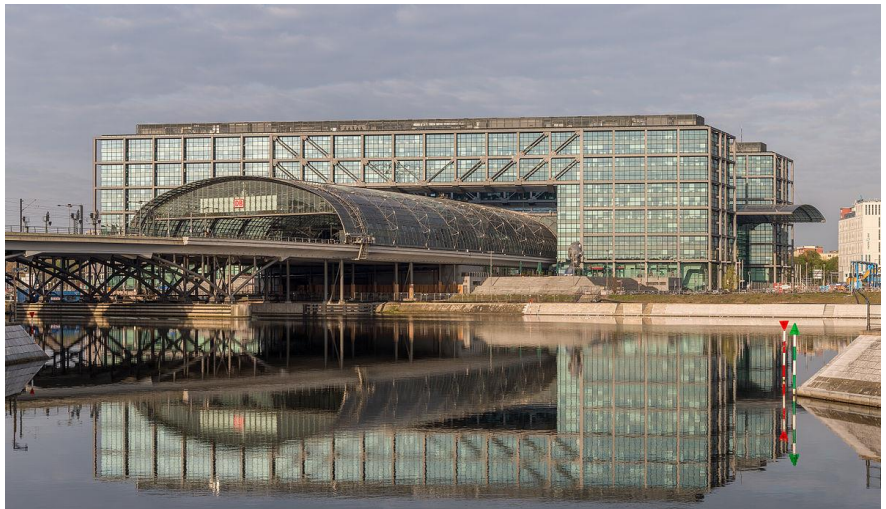
Source: RMMS

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)

National rules (railway)

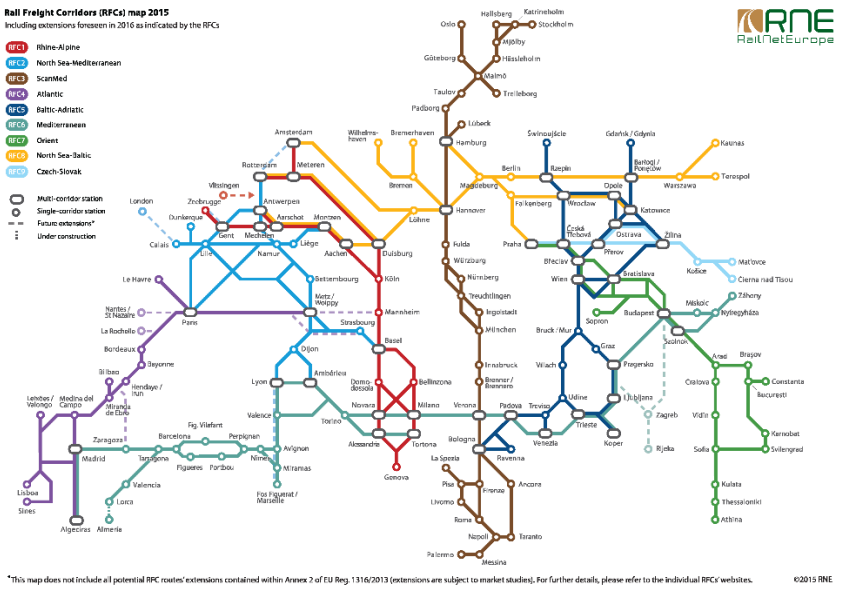
- **Clean-up of national rules**: work in progress at ERA – core countries lagging behind
- **UIC Leaflets vs ERA TSIs**: persistent lack of clarity; some progress in changing UIC Leaflets
- **Traffic rules**: no European priority rules, passenger traffic is prioritised over freight (even when latter 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





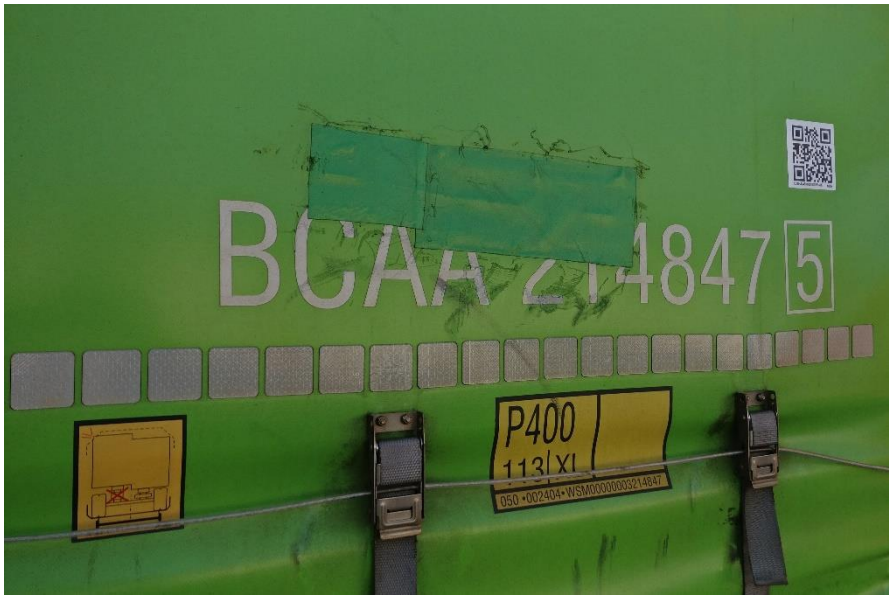
Physical bottlenecks (railway)

- **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



Divergent regulatory framework and enforcement

- **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

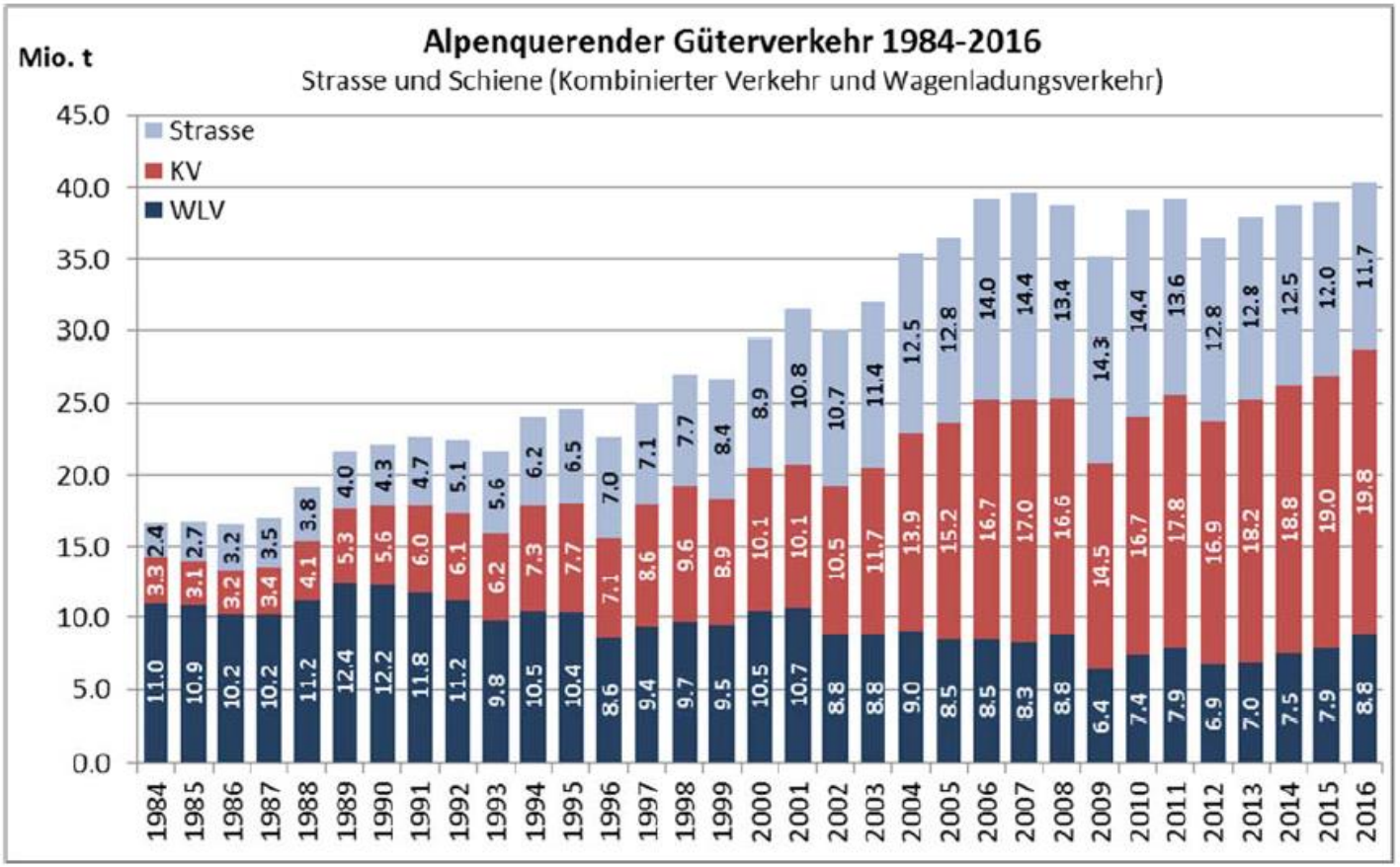


Intermodal can do the job

...if and where the framework conditions are right

- ✓ Rail infrastructure is developed coherently with strategic goals
- ✓ Recognition of freight: train path capacity allocation and traffic rules
- ✓ Development of capacities: lines and terminals (infrastructure)
- ✓ Intermodal rules are clearly defined and predictable compensation is offered

Transalpine traffic through Switzerland 1984 – 2016



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THANK YOU

For your attention