



INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

ITC Conference

# INTERMODAL FREIGHT TRANSPORT



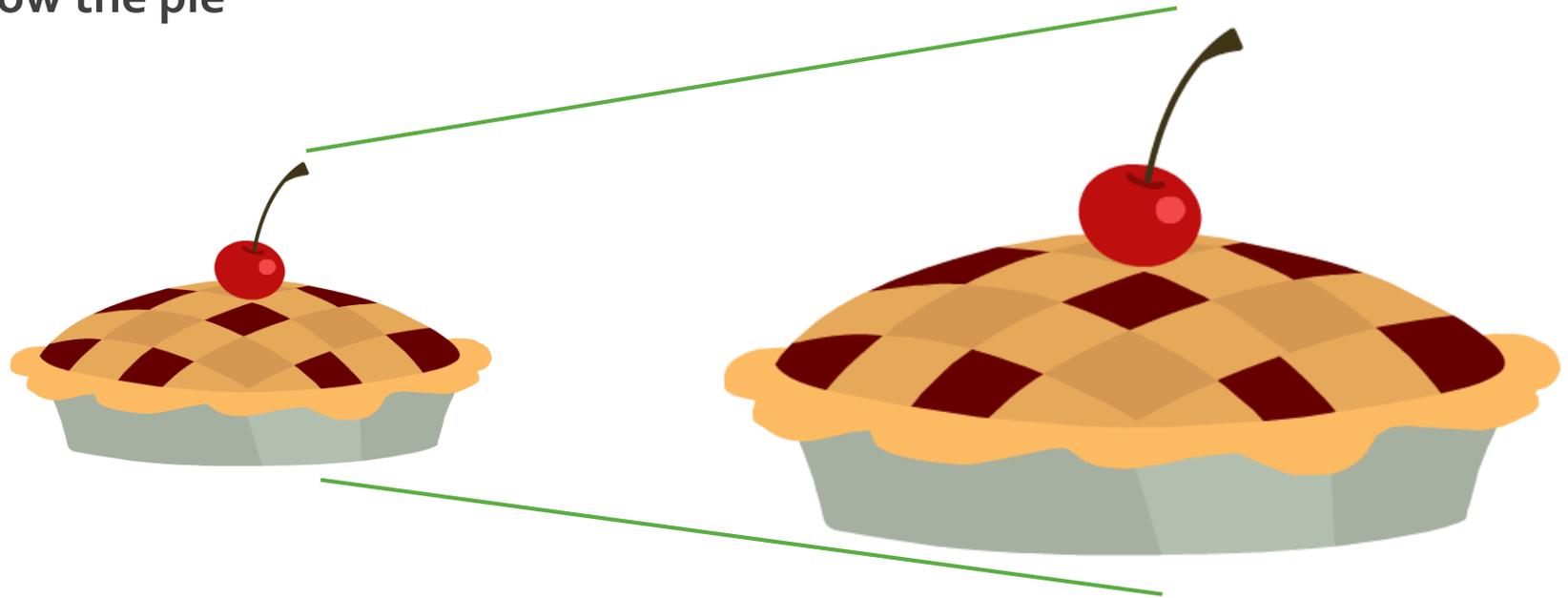
Ralf-Charley SCHULTZE  
President

GENEVE

20 February 2018

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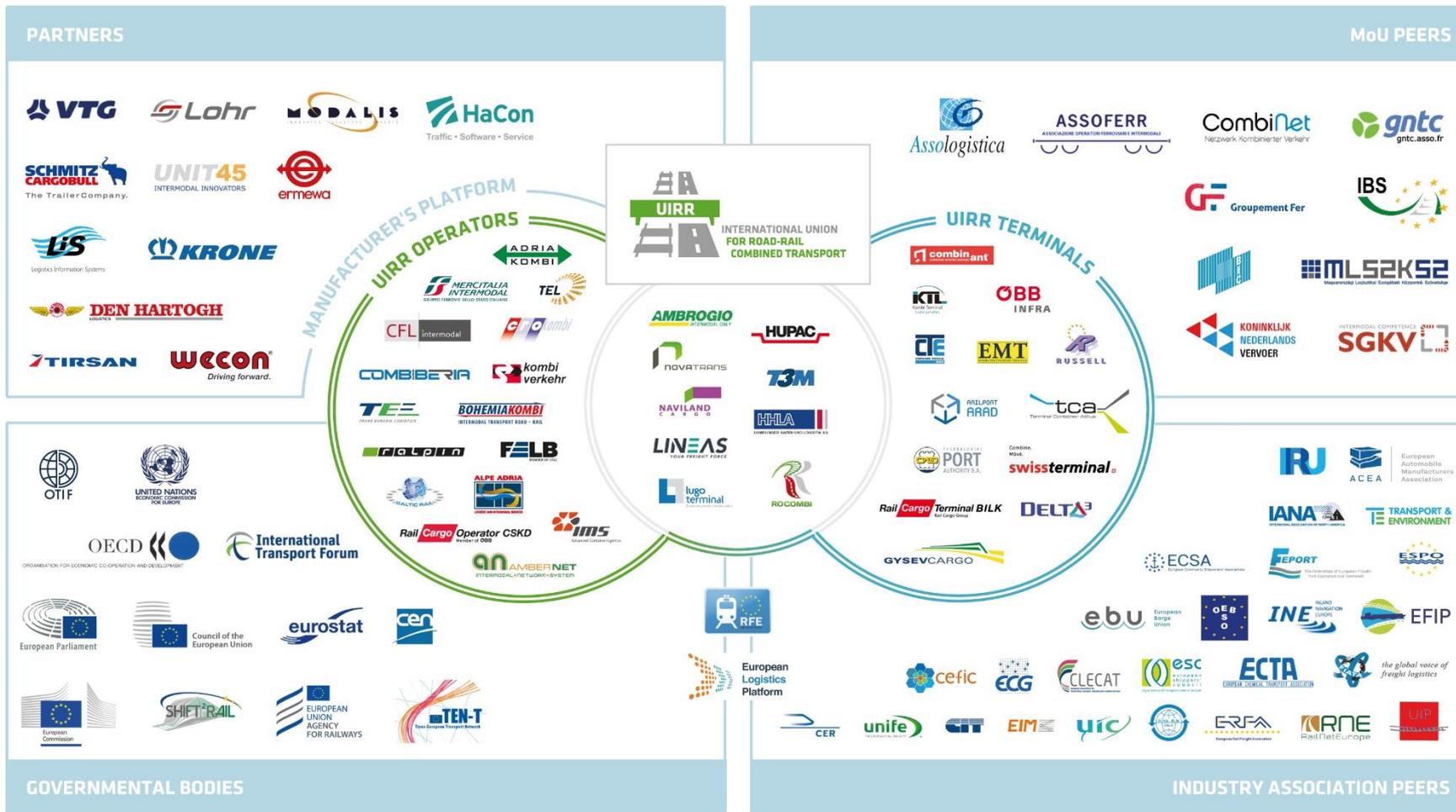
To grow the pie



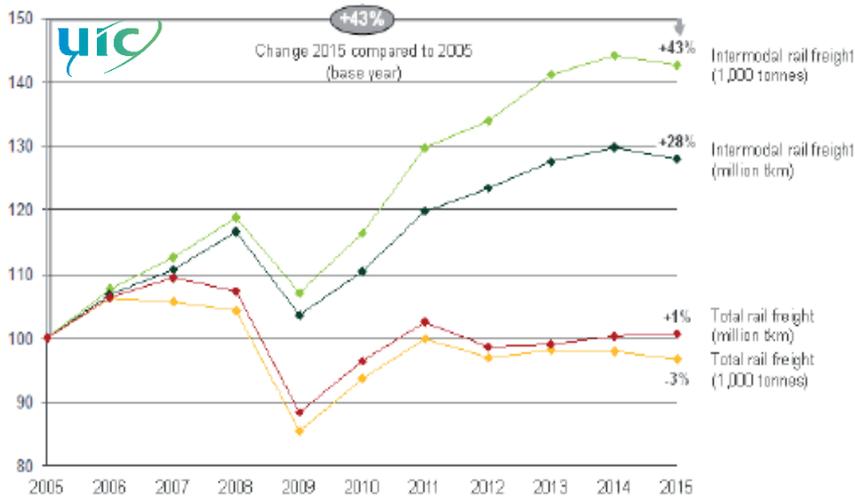
through enabling **competition and cooperation** on the basis of

- 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

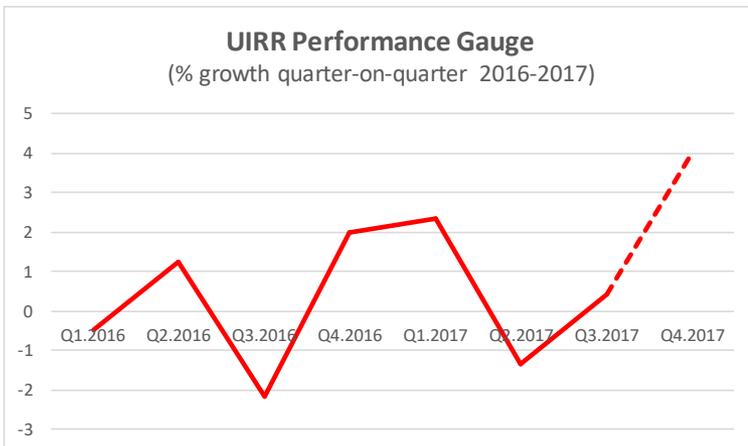
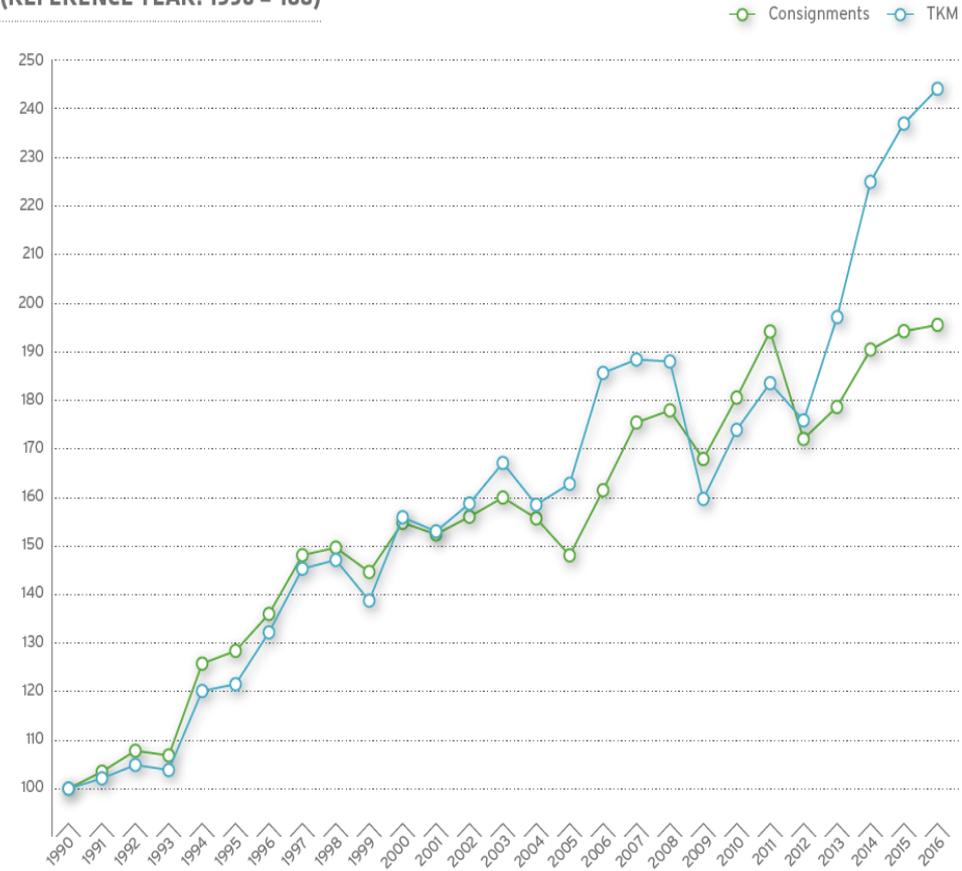
# PROMOTE: UIRR's representativity in 2017



# Development of Combined Transport



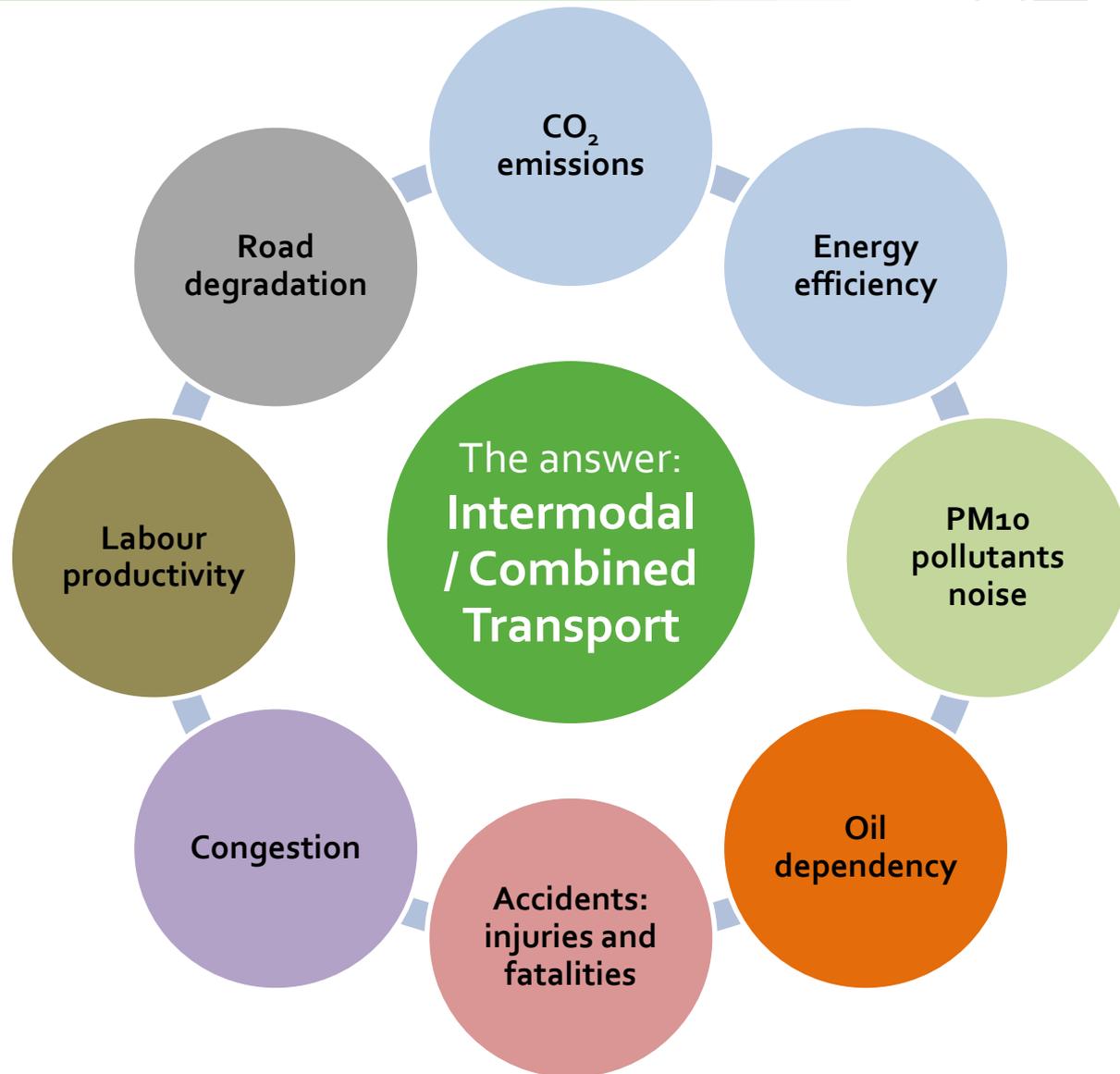
(REFERENCE YEAR: 1990 = 100)

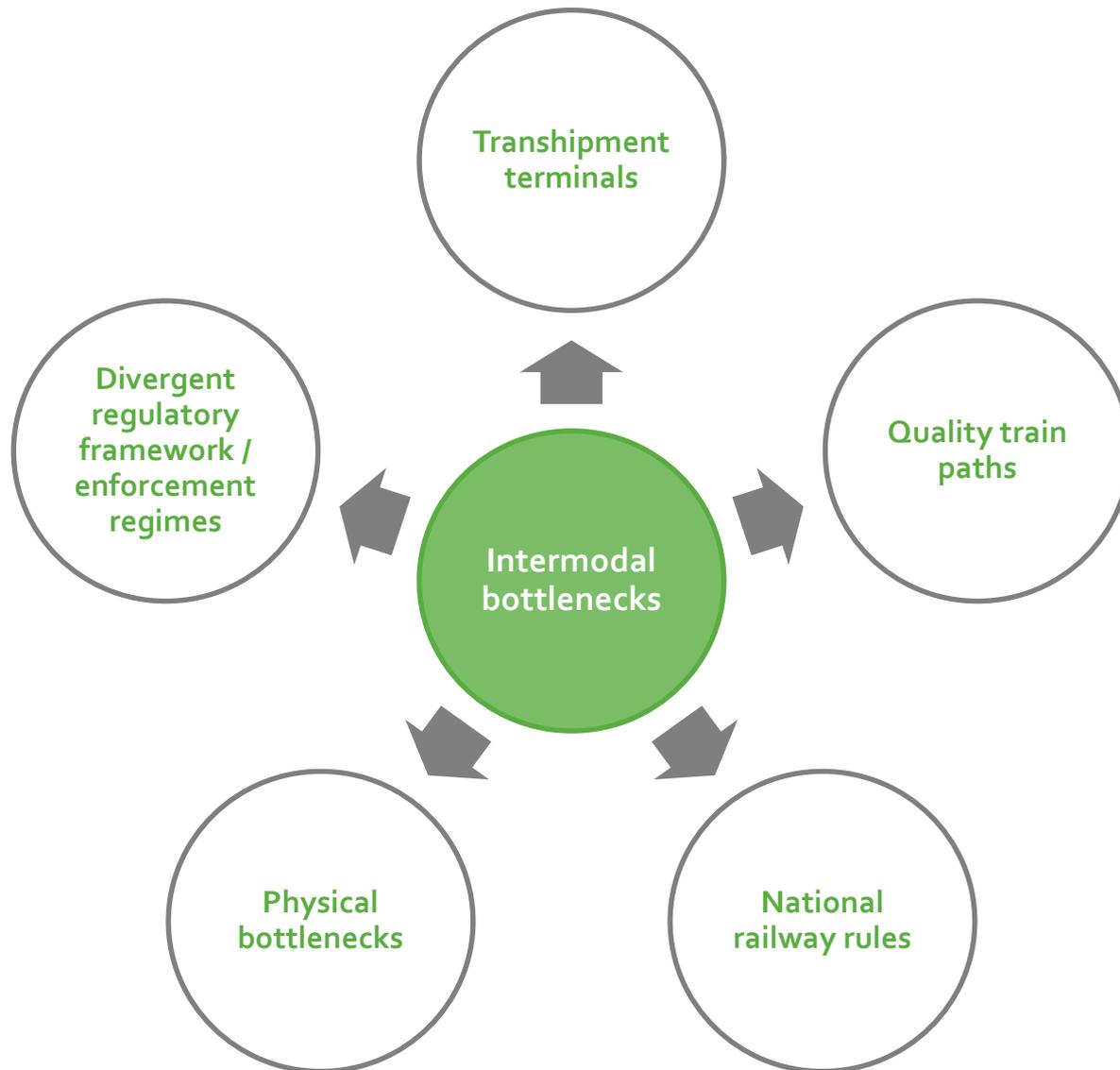


# The challenges of longer distance freight transport



- **Climate:** CO<sub>2</sub> 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



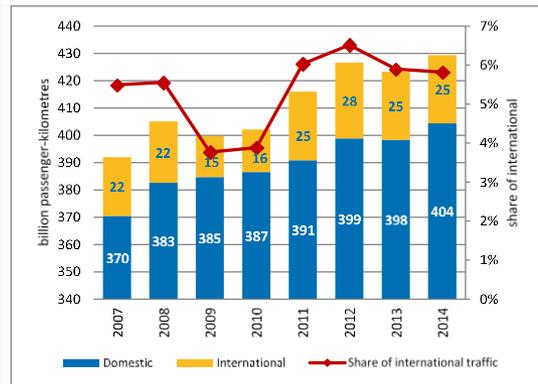


- **Uneven terminal density:** good subsidy scheme > no CAPEX support
- **Lack of urban terminals:** close to downtown to directly support city logistics
- **Quality/homogeneity:** upgrade to CNC parameters
- **Operational standards:** Implementing Act on Access to Service Facilities
- **'Not in my back 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

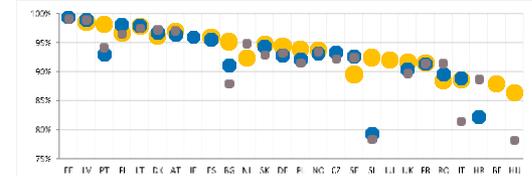
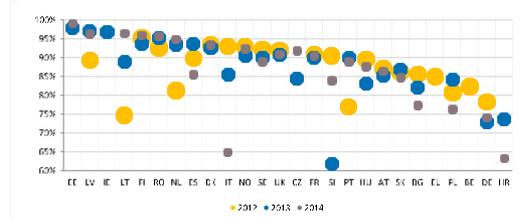
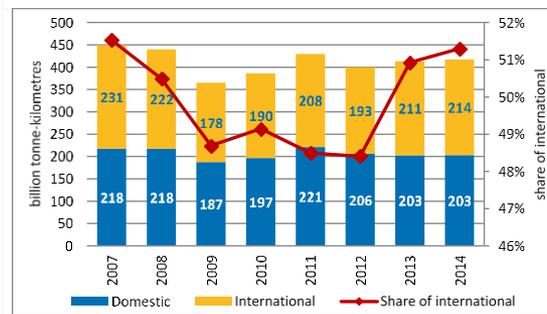


Figure 1 – Punctuality of long distance passenger services, percentage of services on time



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

Figure 1 – Evolution of rail freight traffic volumes



Source: RMMS

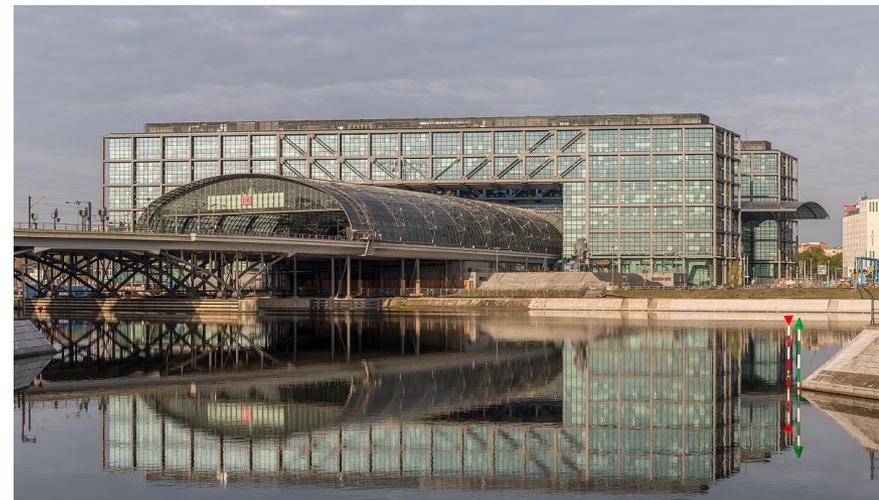
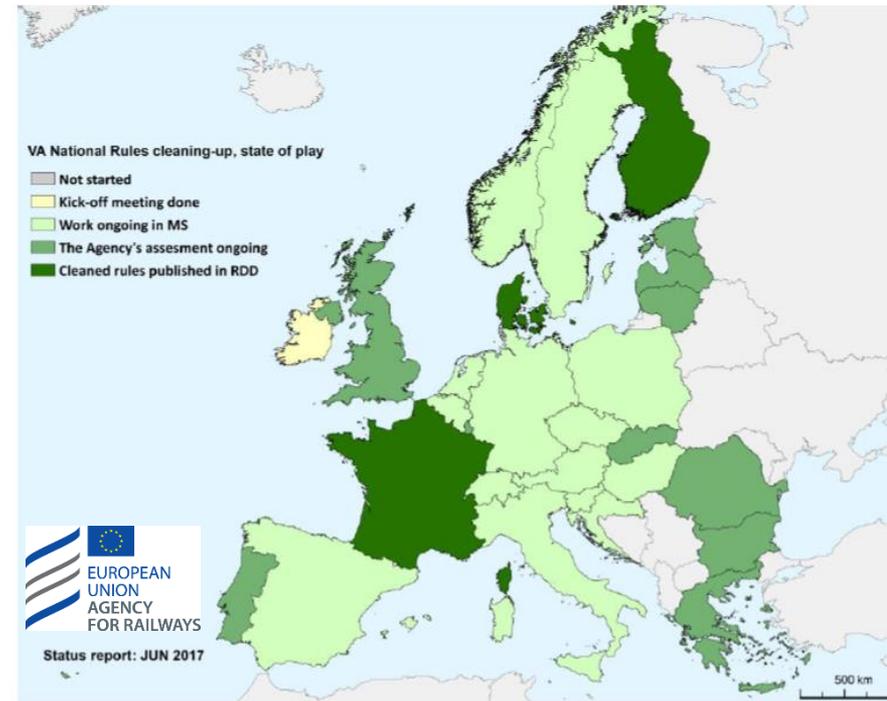


### Rail freight quality:

- 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)



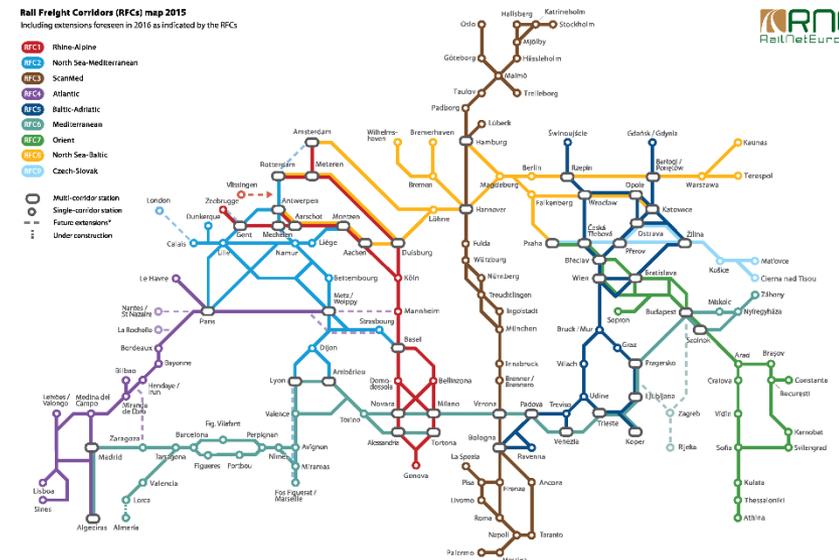
- **Clean-up of national rules**: work in progress at ERA – core countries lagging behind
- **UIC Leaflets vs ERA TSIs**: persistent lack of clarity; some progress in changing UIC Leaflets
- **Traffic rules**: no European priority rules, passenger traffic is prioritised over freight (even when latter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



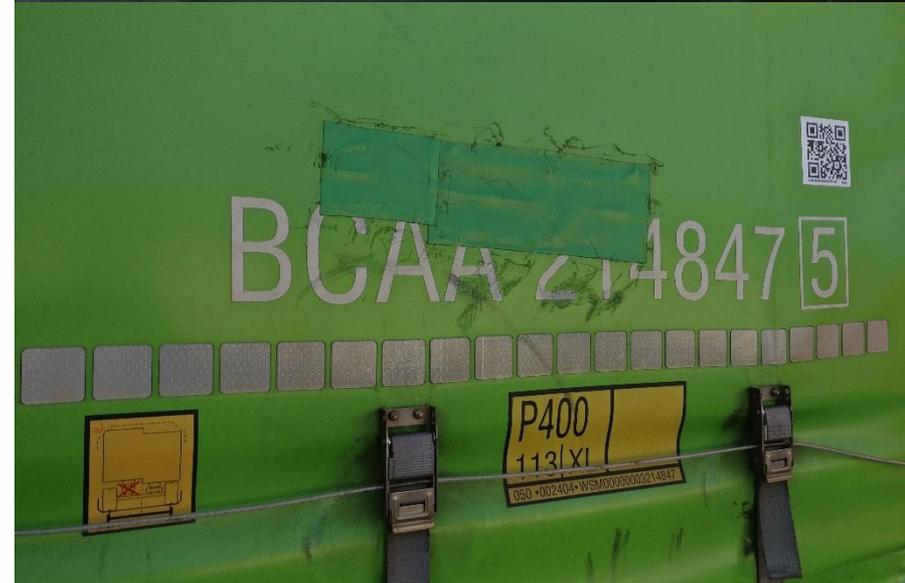
- **Symbolic infrastructure:** uneven progress – some big projects advance faster than others
- **Connecting lines:** uncoordinated upgrades of connecting lines to/from symbolic infrastructure like Gotthard Base Tunnel
- **TEN-T parameters:** inconsistent progress in train length, axle load and profile 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



**Rail Freight Corridors (RFCs) map 2015**  
Including extensions foreseen in 2016 as indicated by the RFCs



- **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





## National Intermodal Development Plans

*alike German or UK rail freight masterplans*

## Assessment of Disparities

*standard empirical method to analyse relative situation*

## Fair Competitive Framework

## Horizontal Collaboration of Regulators

*vis-à-vis vertically structured MoTs*

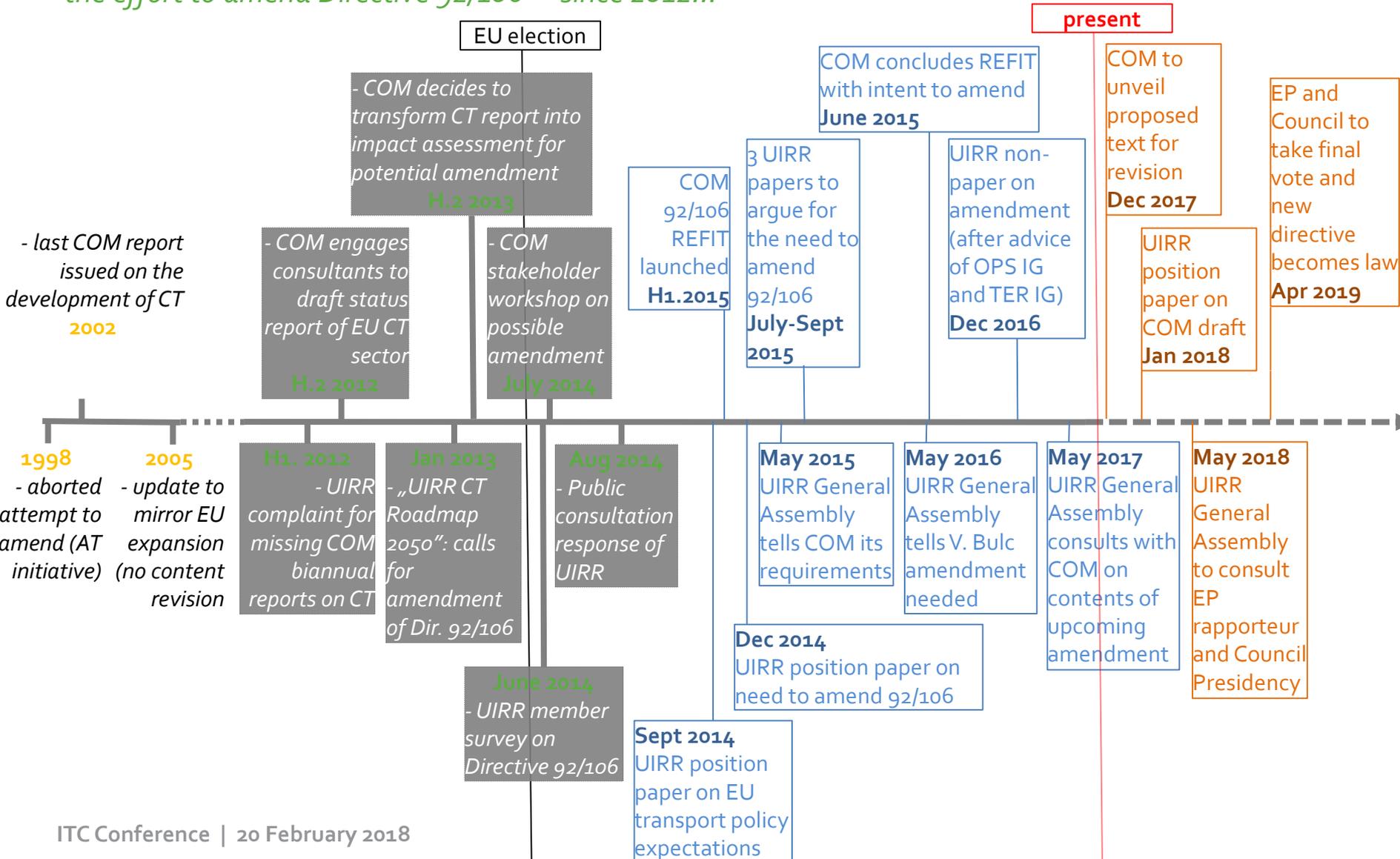
## Temporary Compensatory Measures

*to act as motivation for real structural reform*

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



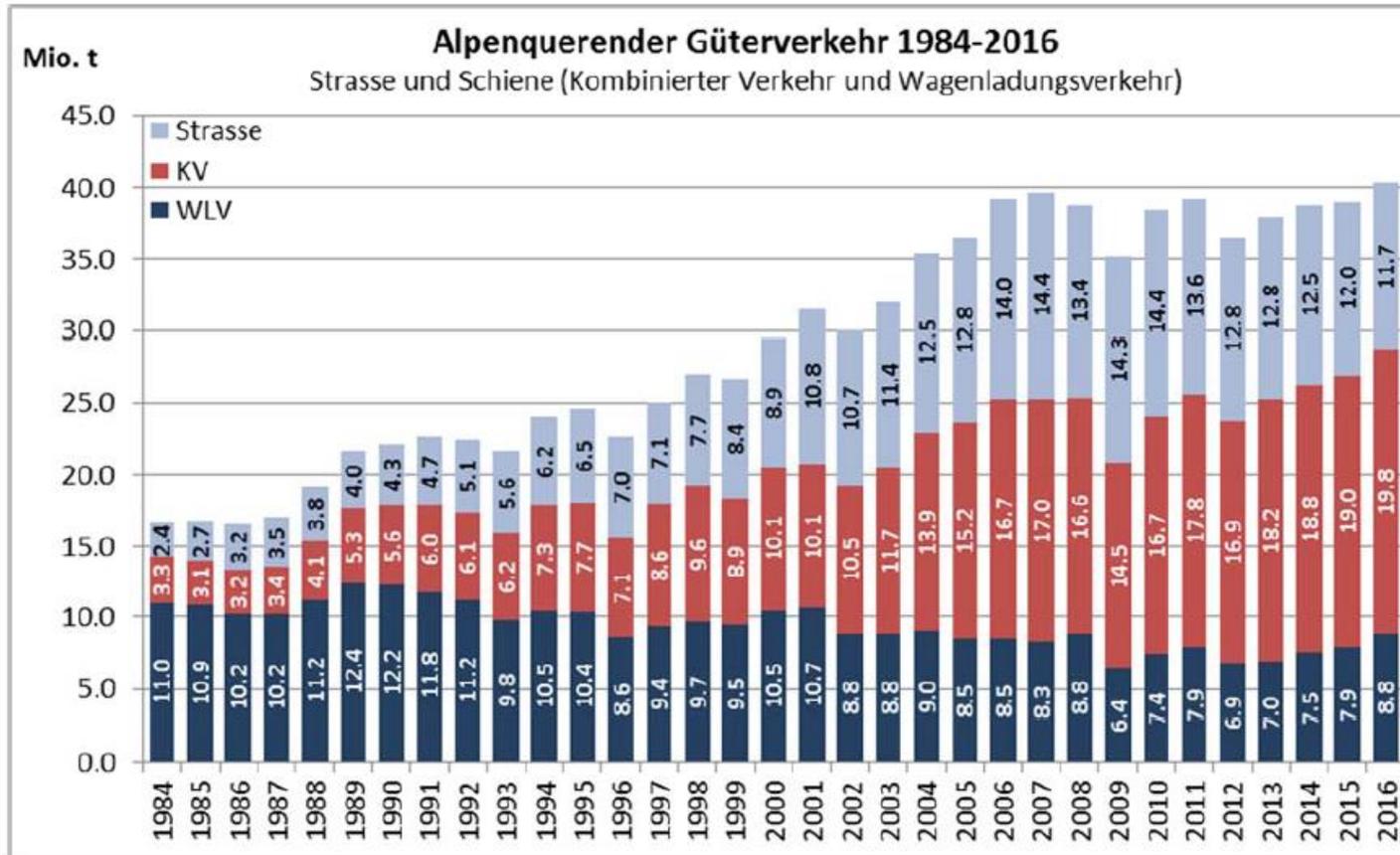
---the effort to amend Directive 92/106 - since 2012...



## ...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





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# THANK YOU

## For your attention

