An afternoon with Combined Transport:

The emergence and achievements of European Combined Transport

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UIRR today

Mission:

Development of

Road - Rail

Combined Transport

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• Promotion • Coordination • Service centre • Projects • Seat: Montoyerstreet 31 box 11 1000 Brussels (Belgium) www.uirr.com headoffice.brussels@uirr.com

MEMBER COMPANIES (17 CT operators)
• Organisation and marketing of CT • Supply of (full) train capacities on a European-wide network • Provision of wagons and state-of-the art IT systems • Management of terminals • Seats in 15 (EU/non EU) countries • Representing 50% of European CT

History of Combined Transport (CT)

Background development in the sixties: decrease of rail freight, in-crease of road transport, congestion, social costs, accidents, oil crisis

1948 ⇨ 1967

National container companies (CNC later TFG)

Intercontainer, <u>100% daughter company of RUs</u> for Container Transport

in parallel

1953 ⇨ 1969

Founding of (initially national) road-rail CT operators with <u>majority participation of road hauliers and railways in minority</u>

1970 Founding of **UIRR** by 8 road-rail operators

(from IT, FR, NL, BE, CH, SE, DE, AT)

History of Combined Transport (CT)

Market split until end of the eighties:

- Intercontainer and national container companies for hinterland transport of maritime containers in concurrence with road hauliers
- UIRR companies for transport of continental “road” units in cooperation with road hauliers / logistics companies

Initial character of UIRR companies:

- Seen from the RUs: marketing towards road hauliers
- Seen from road hauliers: UIRR operators to organise the access to rail

More than thousand road haulage and logistic companies, as well as their associations were/are shareholders of UIRR operators.

Change with common EU transport policy (1985⇨)

Market opening of European rail freight

- End of CT market duality: every operator may transport every type of loading unit
- CT-operators lost their national character, may offer international transport either in cooperation, or on their own
- UIC-RUs increased their ownership in UIRR members (from minority to majority shareholding)
- Operators fully owned by RUs may become members of UIRR
- Intercontainer-Interfrigo gave up its activity in 2010
- New operators emerge: shippers and big logistics companies organising trains for their own account, or RUs as operators
- Most UIRR companies remain general (neutral) operators
- Concentration: Smaller operators merged or became agents of bigger operators

Innovations by UIRR companies

As RUs were administered as public authorities, customers were obliged to make pressure for technical and organisational innovation (often supported by individual RU employees committed to CT):

- Universal portal cranes with grapple arms for every type of unit
- Investment in mobile cranes for flexibility
- Development of the universal pocket and articulated wagons
- Initiatives to extend the allowed rail loading gauge
- Instead of shunting: exchange of groups of wagons
- Direct and shuttle trains (today 95% of CT)
- Gateway Concept: ILUs exchanged between direct trains
- UIRR data message, reference databases and CESAR (tracking & tracing)
- Founding of and contracts with private traction service providers

Important to know

UIRR is a neutral organisation with the exclusive mission to promote road-rail Combined Transport, and thereby modal shift from road to rail:

- Favourable (political) framework conditions
- Public investment in rail infrastructure and terminals
- Studies and services to support CT
- European harmonisation and standardisation

UIRR is open to every independent CT operators and terminal managers

UIRR members are prime customers of quality rail freight services:

- Most incumbent RUs have been extended to global logistics companies, sometimes with more turnover in road haulage than rail freight
- CT operators focus on modal shift of their road customers to rail and on rail transport of maritime containers

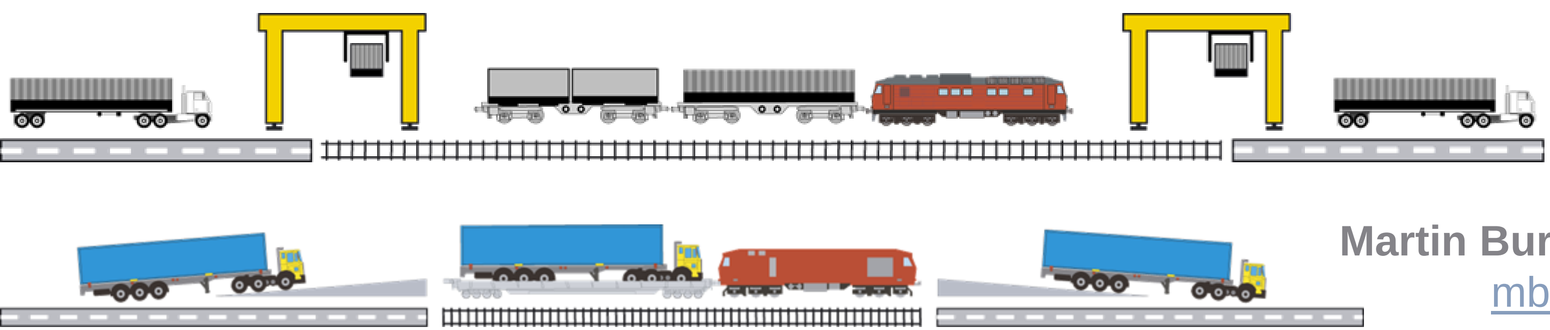
The development of Combined Transport has outperformed every forecast.

- 12.000 truckloads are shifted to rail daily by UIRR members over long distances (in unaccompanied international traffic average 730 km)
- CT represented one third of rail freight performance (tkm) in 2011.

Visit of Combinant Terminal: CT in Practice


THANK YOU FOR YOUR ATTENTION

Administrator of the ILU -Code



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