



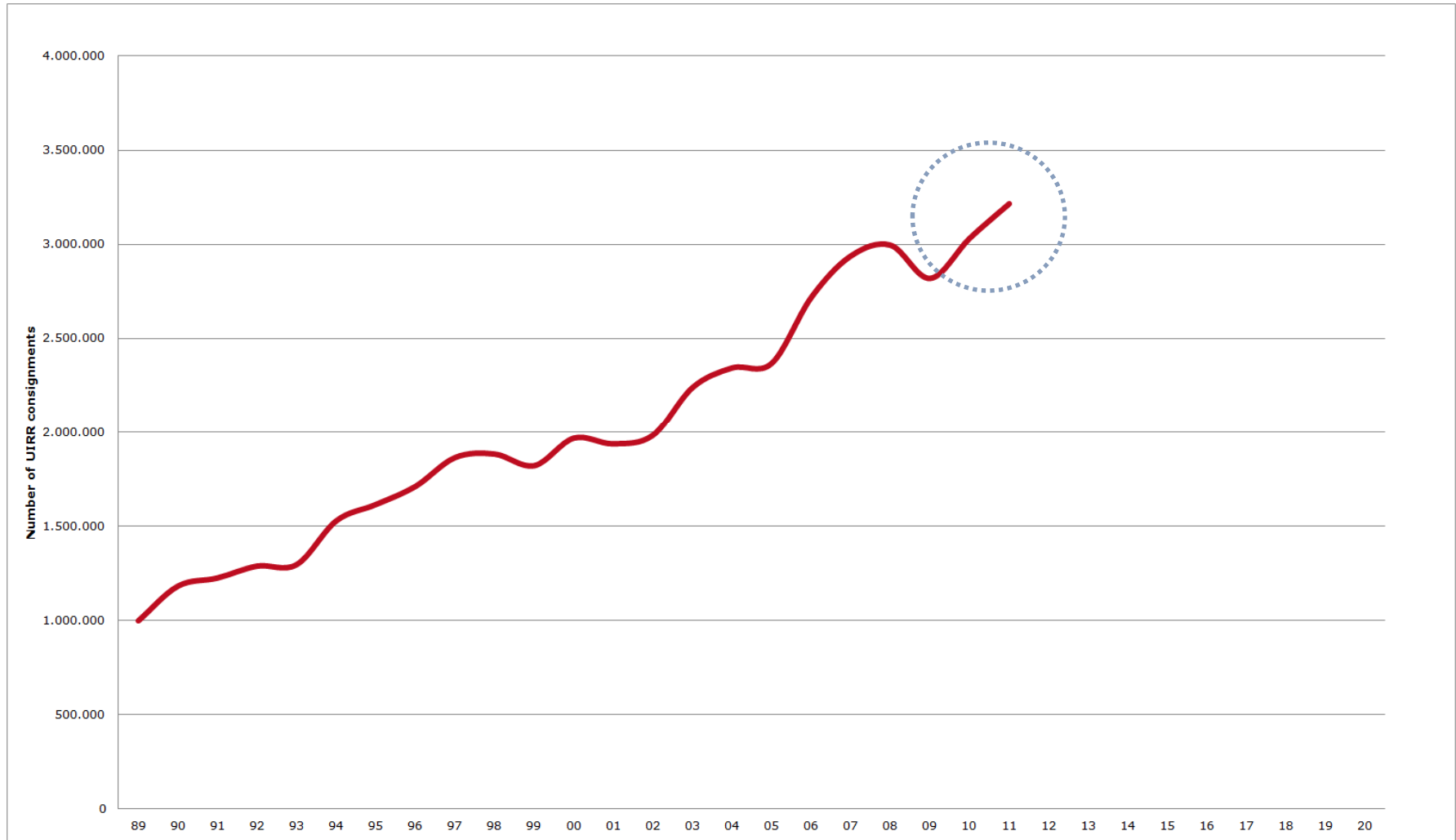
[Rail Market Monitoring Scheme meeting:](#)

## The performance of road-rail Combined Transport

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Brussels, 3 October 2012*



# Combined Transport: Performance and outlook

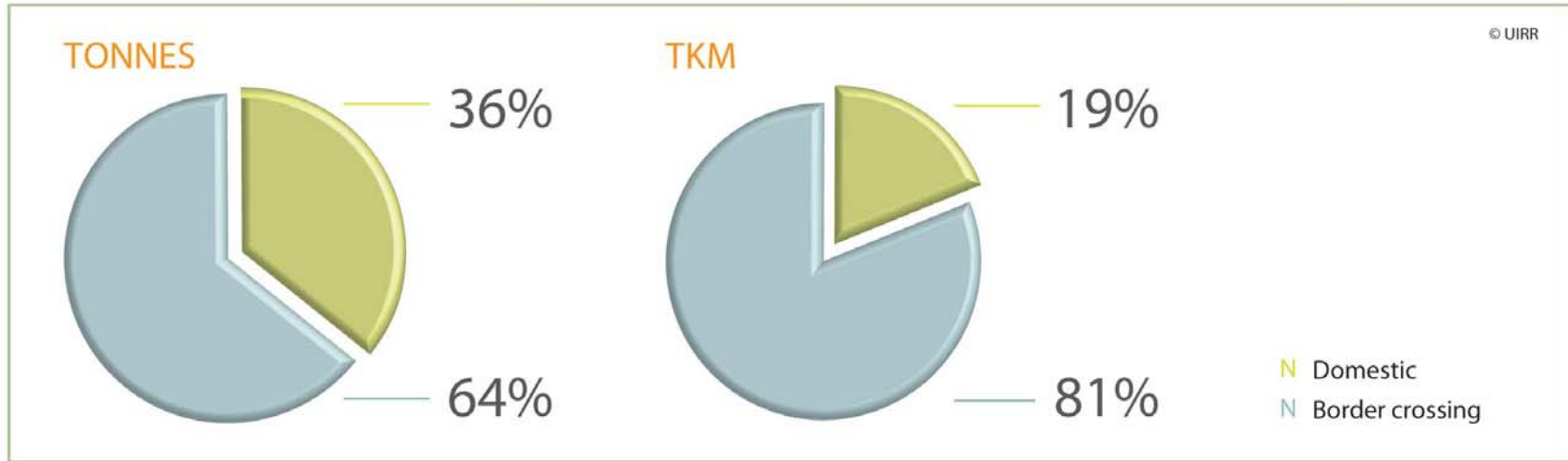


2011 summary: **UIRR operators recovered their pre-crisis peak.**

# Combined Transport: importance of cross-border traffic



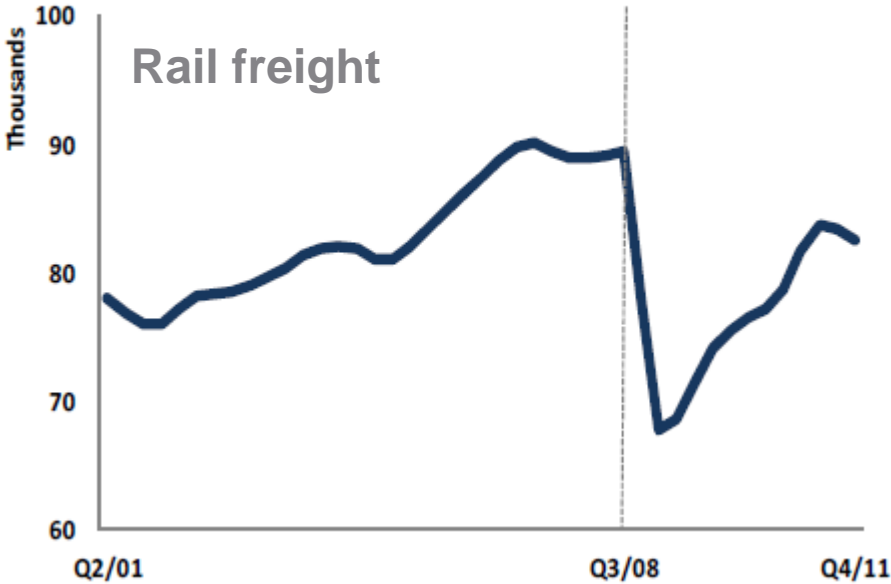
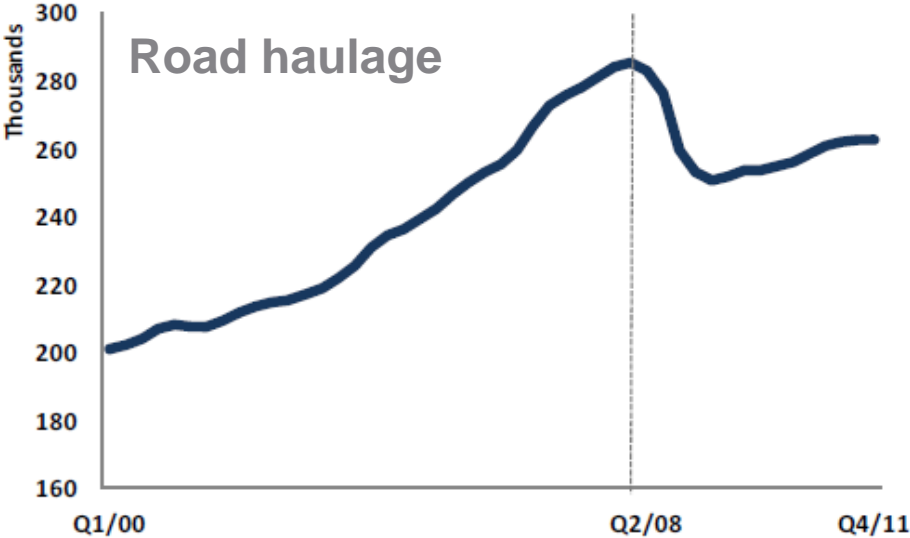
## TOTAL TRAFFIC PERFORMANCE (relative share per segment in % tonnes and in % tkm)



## 2011 Summary

- 81% of the overall performance in TKM are achieved with border-crossing relations
- Average Distance: 630 km
- 94% of CT traffic over distances of 300 km
- UIRR companies: about 50% of all border-crossing CT volumes in Europe

# Combined Transport: The Outlook



# The Commission's Report: **The 2012 Report**



- Market openness: besides licenses and market shares, the **ratio of locomotives controlled by the respective RUs** should also be monitored.
- Monitoring quality: some UIRR members have signalled that after a two-year interval they will again be delivering **quality performance data** for reporting.
- Modal split statistics:
  - More differentiation of road haulage would be needed **according to distance** travelled (Annex 3 / table 3a) to make comparison relevant.
  - Deep sea navigation should also be split to “**island supply**”, “**coastal shipping**” and **transcontinental**.
- Rail freight segmentation: should include “**transit**” besides “**domestic**” and “**cross-border**”.
- Network details: breakdown should be advanced
  - **Use of lines**: dedicated passenger / freight, vs. mixed use
  - **Loading gauge**: breakdown according to UIC loading gauge to monitor development from this aspect.
  - **Maximum allowed train length**: to show the evolution of this parameter.

# Road-Rail CT = Effectively inserting electric rail into contemporary transport-chains

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## THANK YOU FOR YOUR ATTENTION



Administrator of the ILU -Code



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