

CEFIC SIG Logistics Meeting

FUTURE DEVELOPMENTS IN INTERMODAL TRANSPORT

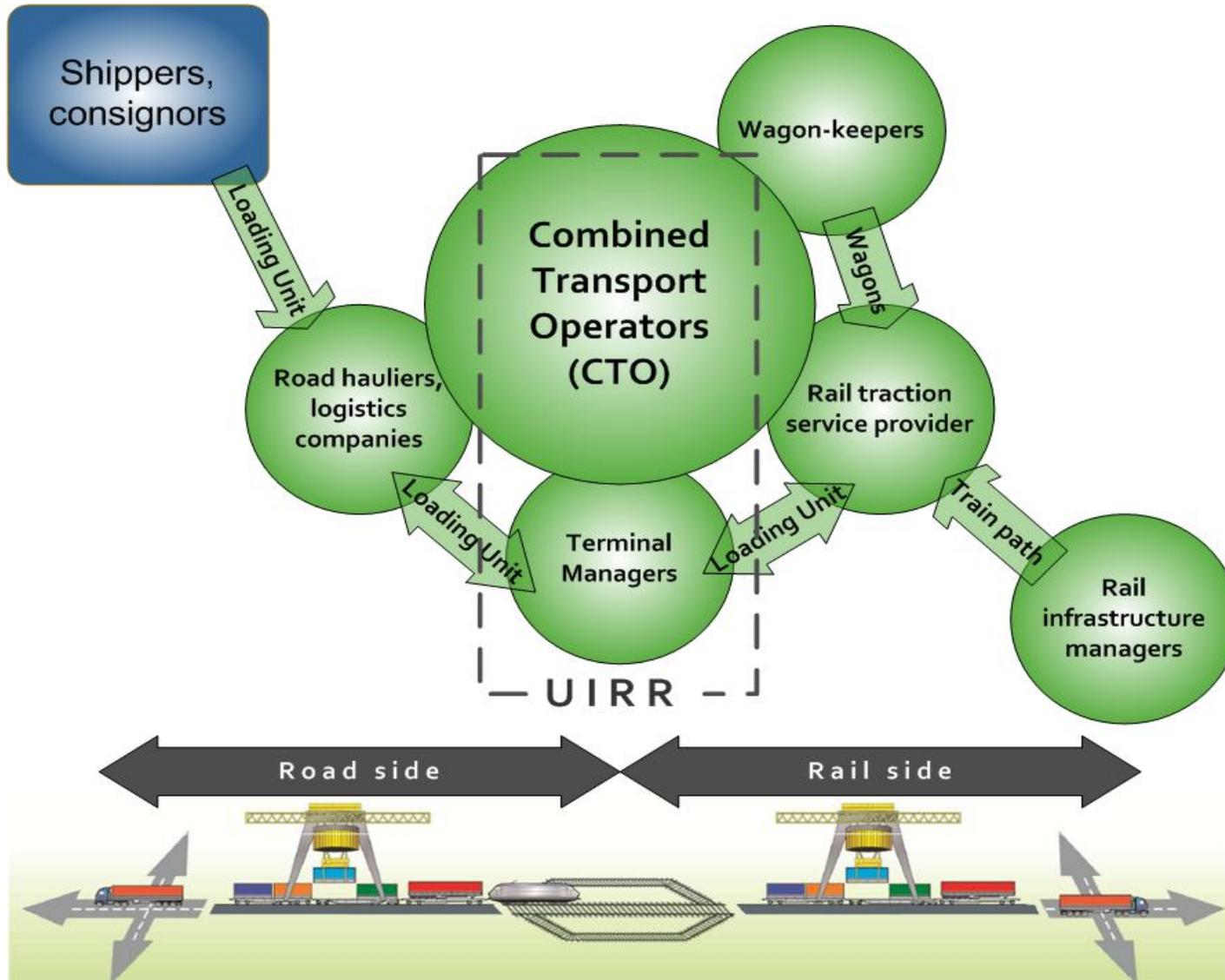


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Strategy & Communication Advisor



- Members: Combined Transport Operators and Terminal Managers
- Homogeneous interest of all members: modal shift from road to rail,
- UIRR Members: the link between road and rail
- Logistics companies: customers as well as shareholders of UIRR Members
- UIRR Members handled about 50% of European Combined Transport in 2014
- Mission: promotion, enhancement and support of European Combined Transport
- UIRR founded in 1970
- seat in Brussels since 1988





Combined Transport of UIRR Members: 1990 – 2014



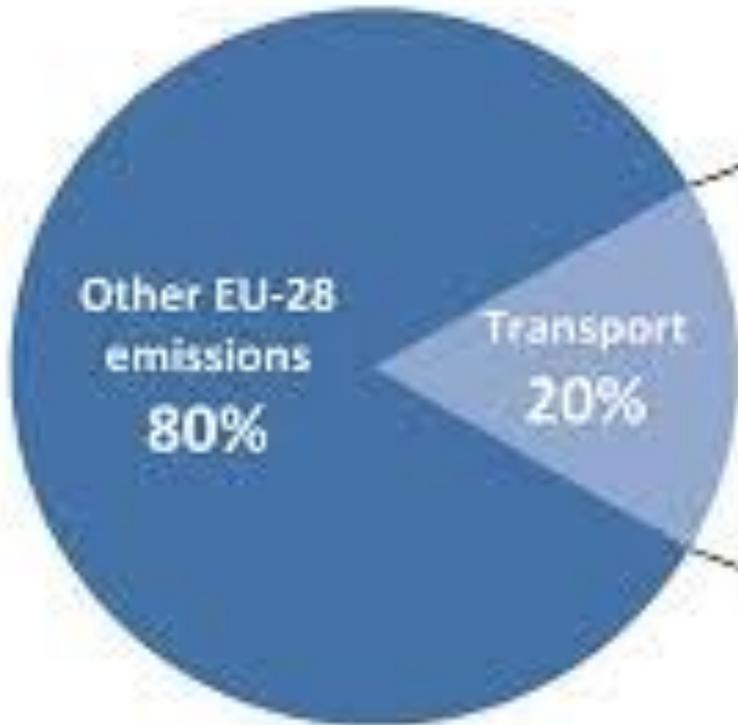
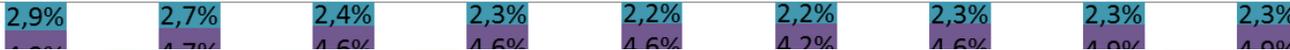
○ Consignments ○ TKM



GHG-emissions of European Sectors: 1990-2010

GHG-emission in EU 27 1990 - 2010

100%



10%
0%



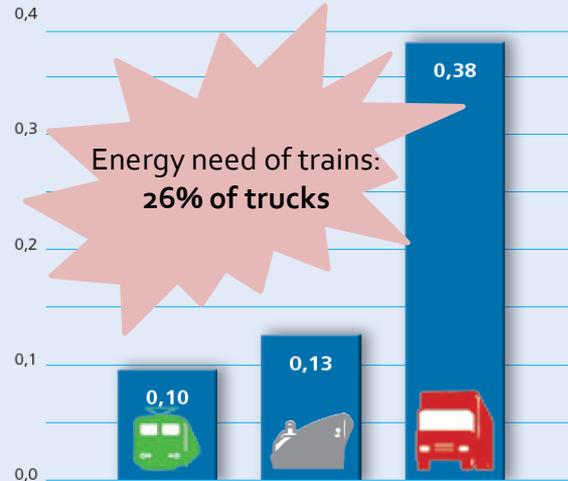


"...the reduction of greenhouse gas emissions by the transport sector contributes to the achievement of the overall EU target in this area. This should be part of our overall effort to reinforce the sustainability of our growth model."

Primary energy needs and CO₂ emissions of modes

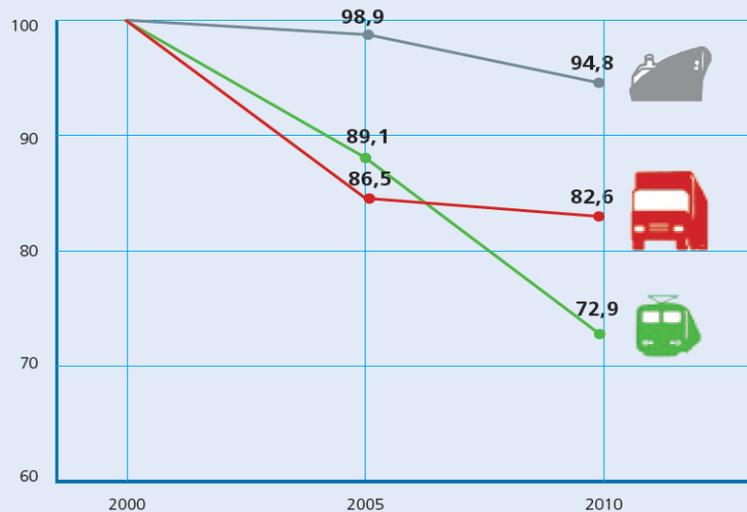


Spezifischer Energieverbrauch in kWh/tkm; Bahn, Lkw, Schiff; Bezugsjahr 2010



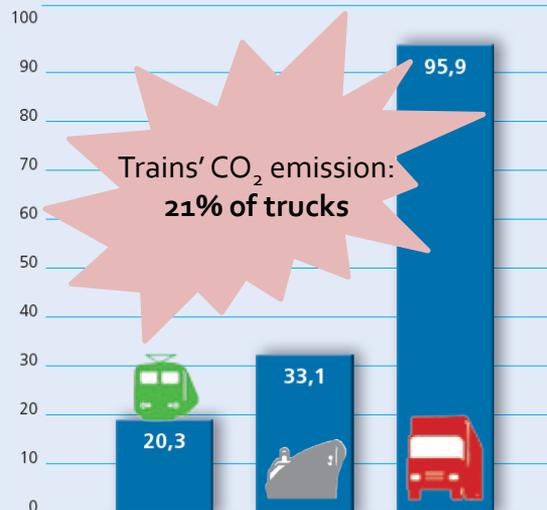
ifeu 2011, Datenbank Umwelt & Verkehr

Spezifischer Energieverbrauch seit 2000; in Prozent; Bahn, Lkw, Schiff



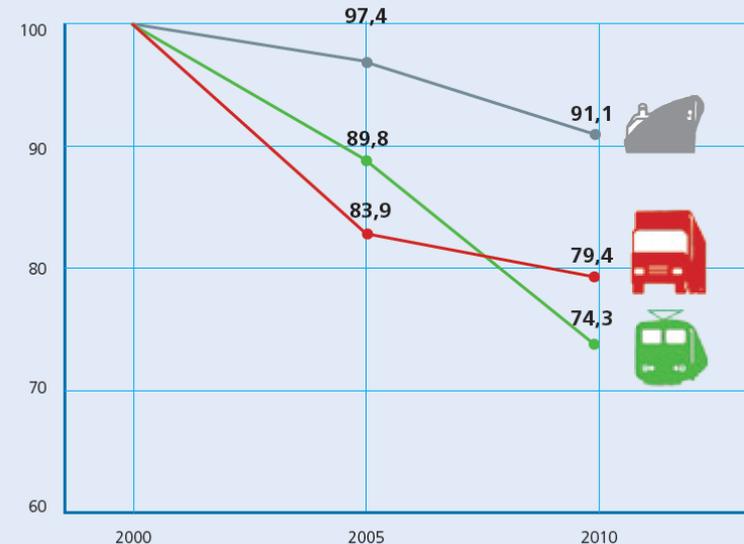
ifeu 2011, Datenbank Umwelt & Verkehr

Spezifische CO₂-Emissionen in g/tkm; Bahn, Lkw, Schiff; Bezugsjahr 2010



ifeu 2011, Datenbank Umwelt & Verkehr

Spezifische CO₂-Emissionen seit 2000; in Prozent; Bahn, Lkw, Schiff



ifeu 2011, Datenbank Umwelt & Verkehr



Safety category	Road	Rail
Fatalities in 2009 ¹	35 000	34
Accident occurrences: (i) road ¹ and (ii) rail ²	1 200 000	1152
Accident occurrences: (i) HGVs, (ii) freight trains	31 per 100M vkm ²	1,05 per 100M vkm ³
Accident externality cost of (i) HGVs on motorways, and (ii) trains	€68 667 per 100M tkm ⁴	€238 per 100M tkm ⁵

Road haulage is 30-times as accident prone as rail

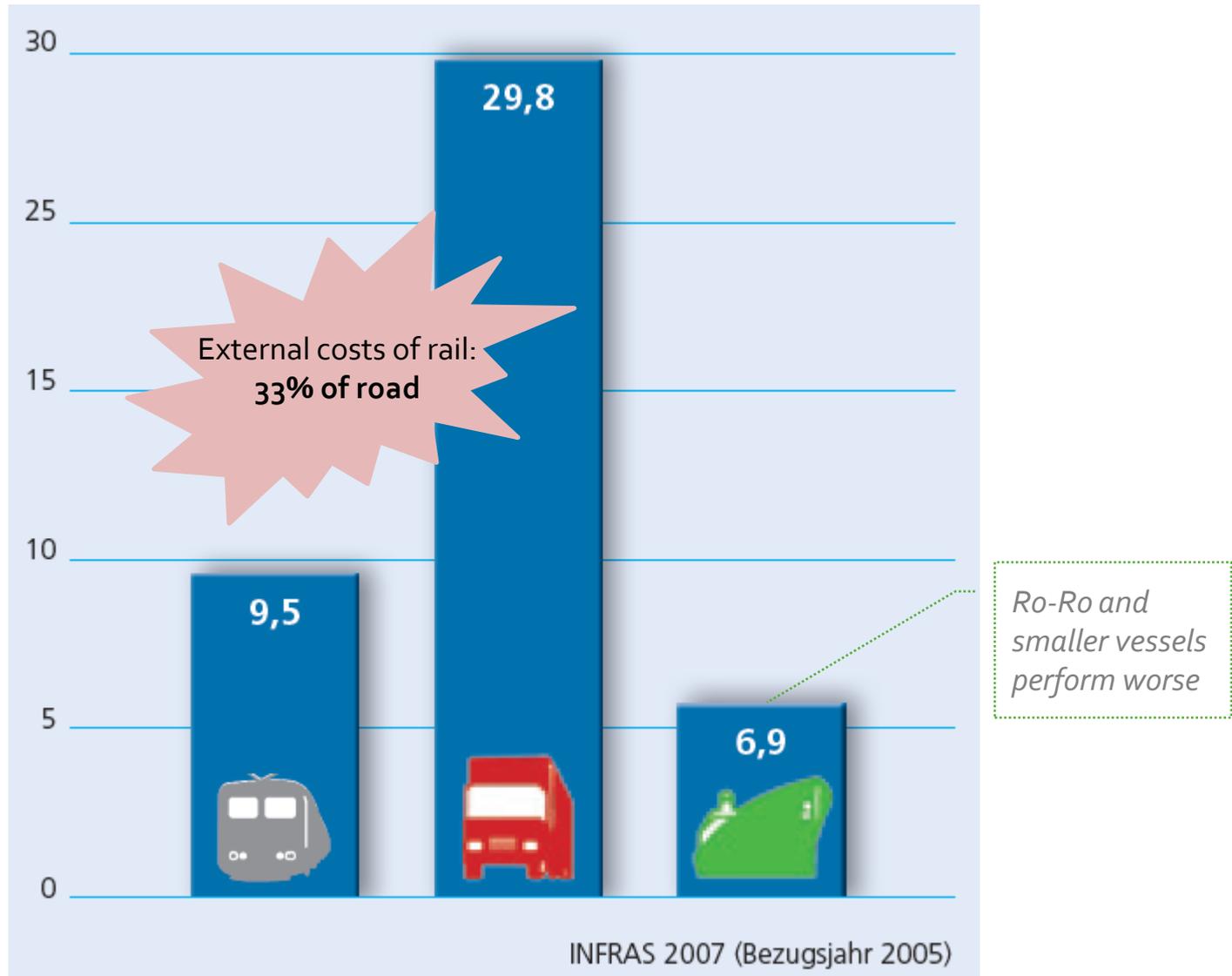
¹ Source: EC EU transport in figures [2011]

² Source: Alan C McKinnon at 2nd IRU/EU Road Transport Conference: "31 per 100M vkm" [2012]

³ Source: ERA 2011 Rail Safety report figure (tkm) converted to (HGV) vkm @ 30t/vehicle rate [2011]

⁴ Source: CE Delft IMPACT Study (internalisation handbook) converted into tkm @ 30t/vehicle rate [2008]

⁵ Source: CE Delft IMPACT Study (internalisation handbook) converted into tkm @ 800t/train rate [2008]

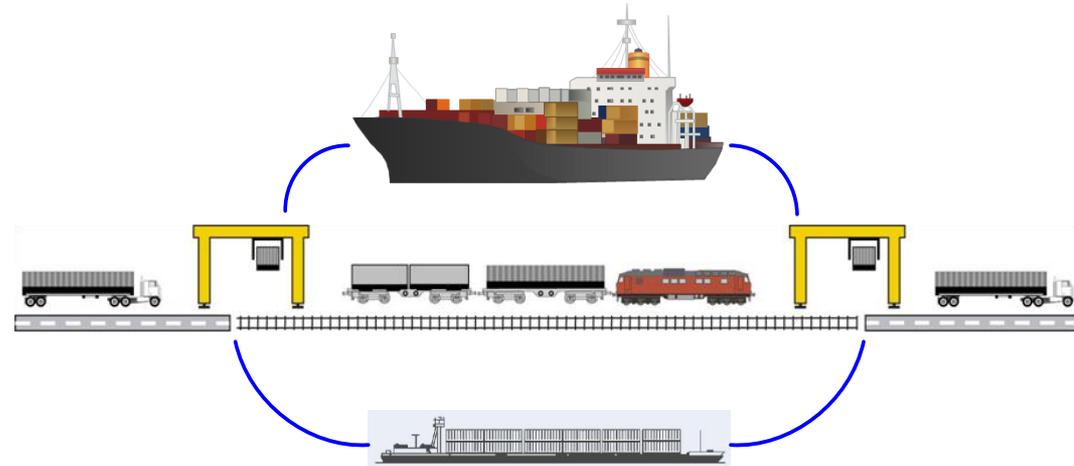


Distance based eTolling everywhere



Intermodal Transport:

The most efficient way to insert ecologically sustainable modes of transport – like electric rail, inland navigation and short sea shipping – into long(er) distance transport-chains (especially the ones based on a truckload).



Intermodal/Combined Transport in Europe





- Legislative initiatives are under way to **correct the regulatory imbalances, which disadvantage rail and the other sustainable modes** as compared to road transport: infrastructure access charging, internalisation, enforcement
- **Infrastructure development** targeted at the greatest impediments of rail freight (bottlenecks, profile gauge, bypasses) is under organisation driven by the new TEN-T guidelines and the Freight Corridor Regulation
- Measures are under development to **enhance competition within rail**, and thus the level of efficiency and productivity (Fourth Railway Package)
- The imminent recast of Directive 92/106 Combined Transport should contain a series of **temporary relief measures** to (at least partially) compensate for the disadvantages suffered, while provide for **a uniform regulatory framework** for Combined Transport
- Several **sector initiatives** are in progress (or under planning) - like standardisation, process homogenisation, and various IT solutions - that will reinforce the competitiveness of European Combined Transport



within the imminent recast of Directive 92/106

- **Framework legislation**

- definitions and Pan-European rules for technical aspects such as codification, certification, registration, and a Technical Annex to serve standardisation

- **Temporary benefits**

- to counterbalance the regulatory disadvantage for as long as it continues to prevail (proportionately to the status quo in each Member State)

- **Optimised infrastructure**

- complementing the large CEF Transport 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...

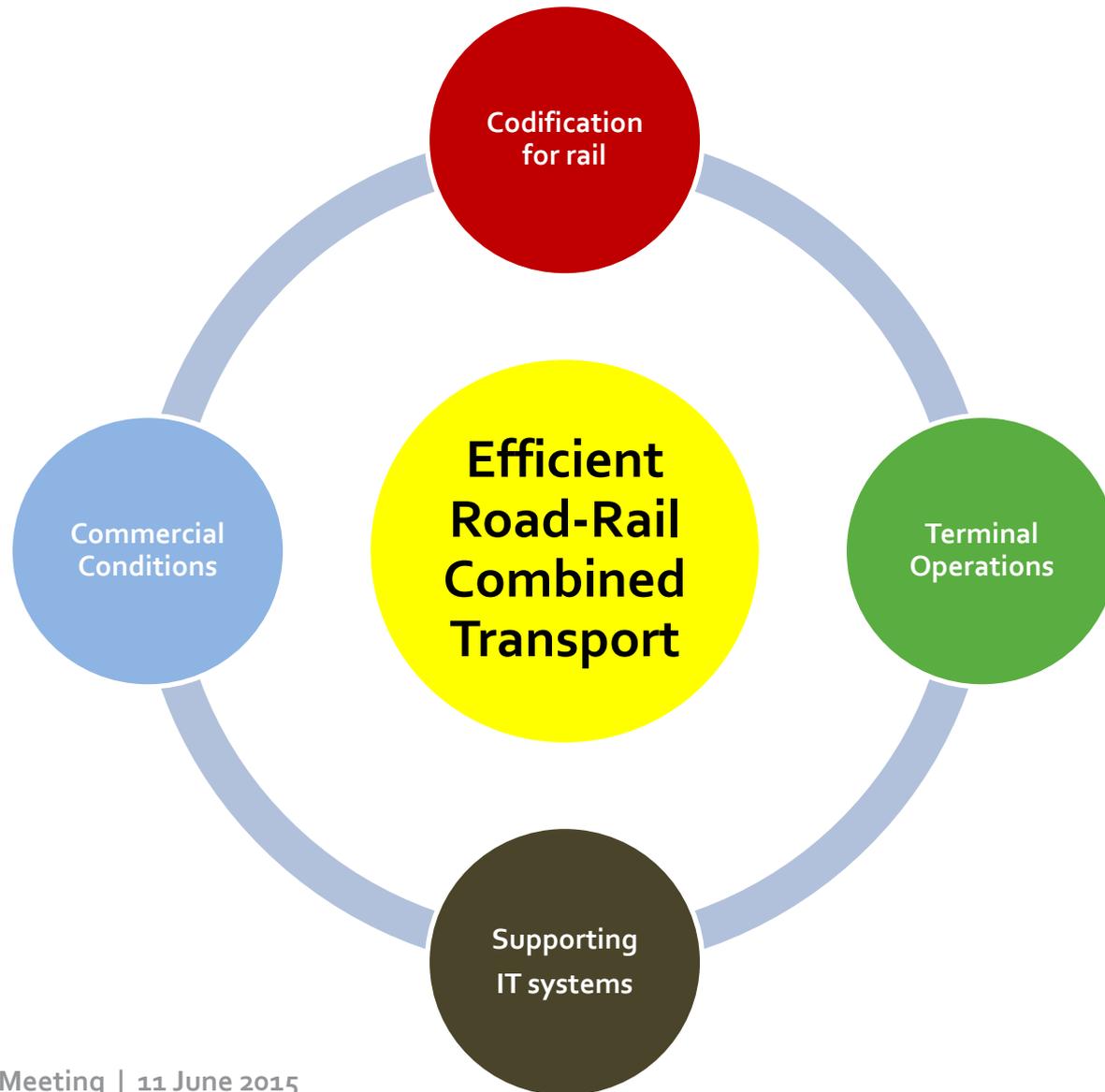


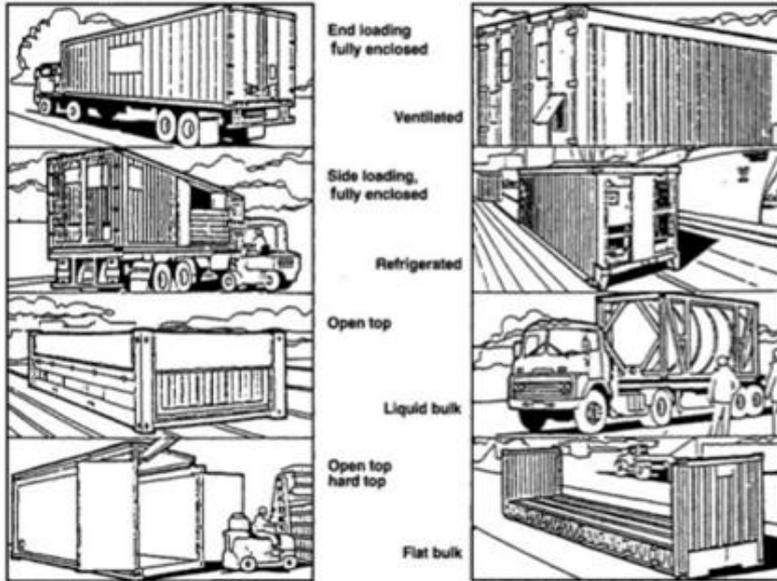
within the imminent recast of Directive 92/106

- **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
- **Monitoring and reporting**
 - accurate measurement of intermodal/combined transport performance and regular feed-back to market actors, stakeholders and decision-makers

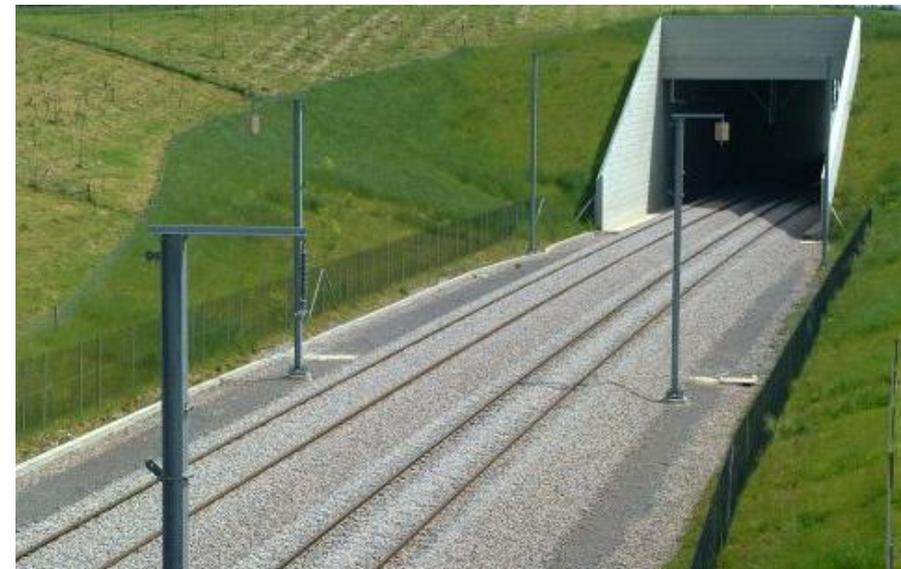


EUROPEAN RAIL FREIGHT CORRIDORS WILL BRING PROGRESS IN LONG-DISTANCE RAIL FREIGHT





To determine if a
loading unit + wagon combination
can travel on a particular railway line



- **Gaining access: allocation of terminal slots**
 - especially on *Open Access Terminals*
- **Contents of a terminal slot:** basic services / extra services
- **Conditions of entry onto the premises**
- **Complaint mechanism**





Standardisation needs

- **UIRR data-message format**
 - customer codes
 - terminal codes
- **ILU identification**
 - ILU-Code and BIC
 - Register of loading units
- **Data entry**
 - OCR
 - RFID
- **Interfaces**
 - RNE TiS data
 - TAF TSI data



CT route planners

Terminal Systems

Tracking & Tracing

Customs administration

■ Legal framework

- Intergovernmental agreements (through OTIF and CIT): COTIF, CIM, CIV
- UNECE Glossary of Terms
- EU law: Railway legislation, Rail Freight Corridors, recently revised Directive 96/53, soon-to-be recast Directive 92/106
- ERA TSIs, UIC leaflets, ISO and EN standards, industry best practice guidelines

■ UIRR General Terms and Conditions





SMALL CARBON FOOTPRINT

WEATHER RESILIENCE

LABOUR EFFICIENCY

EASY-TO-USE



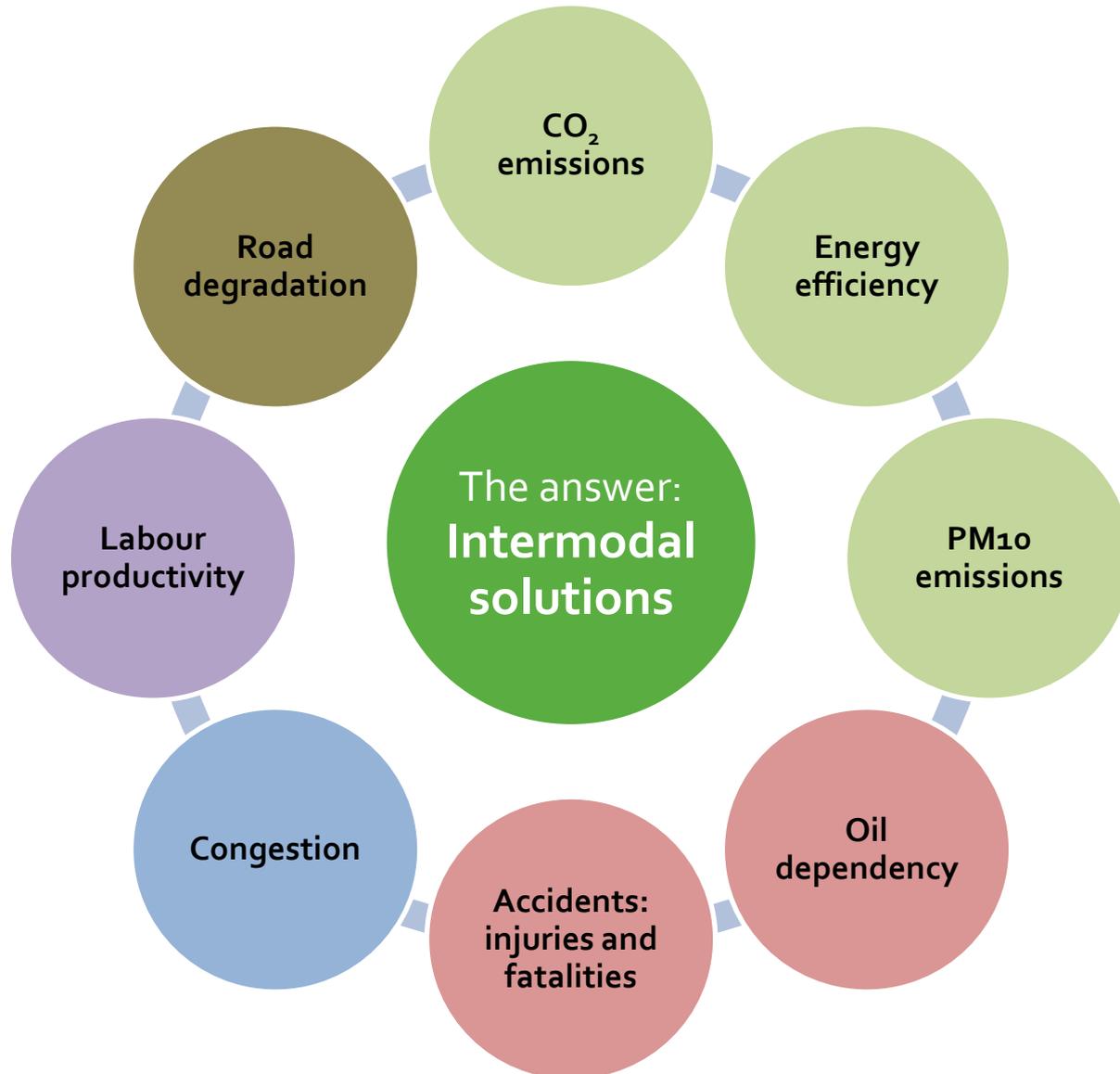
RELIABILITY

SPEED

OUTSTANDING SAFETY

ENERGY EFFICIENCY

SUPERIOR SECURITY



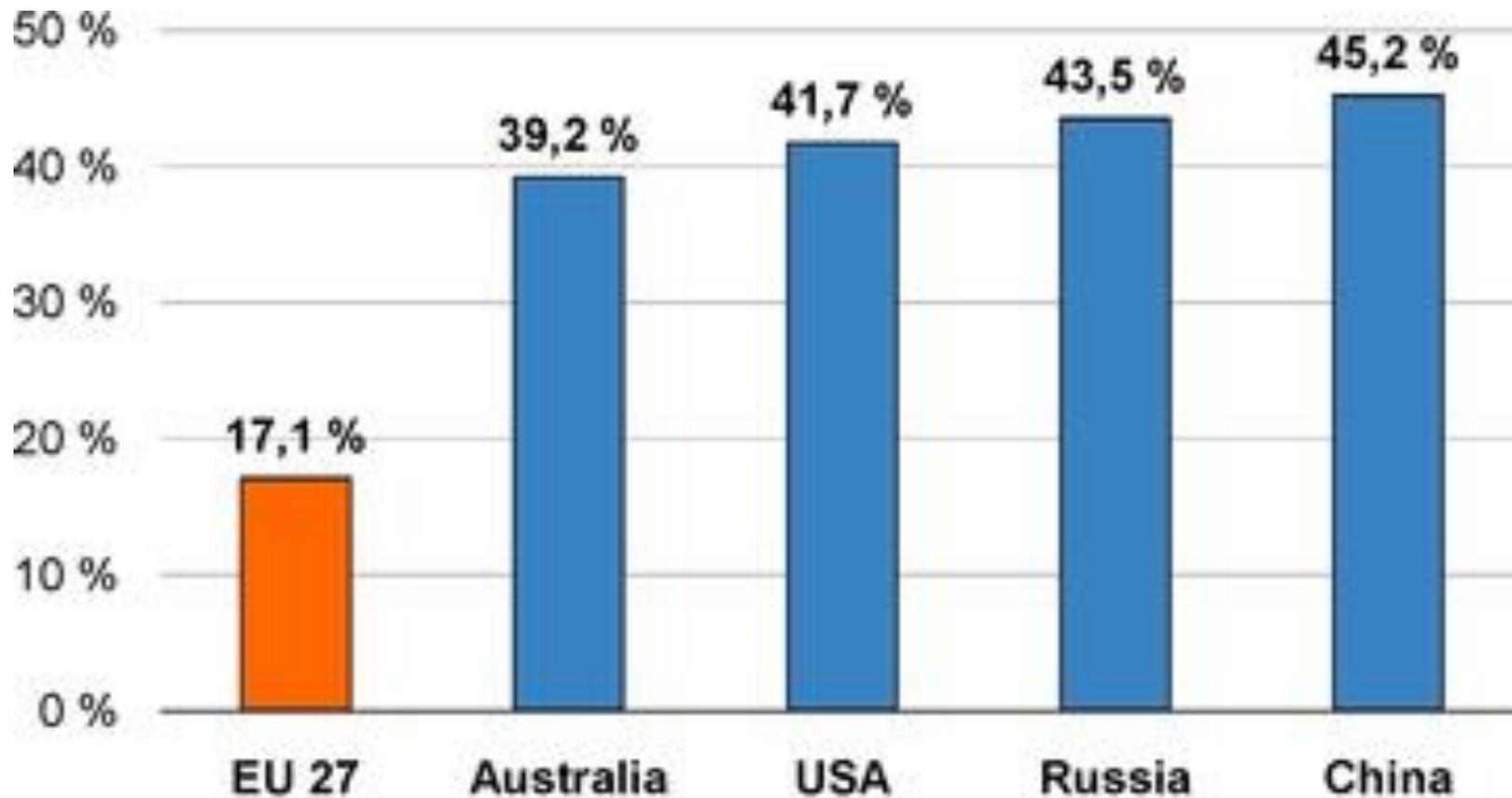


	Unimodal solution	Intermodality
Short-haul (positioning/distribution traffic)	trucks	trucks
Terminals	road logistics centres	intermodal terminals
Long-haul	road-only (megatrucks)	rail, SSS, IWW
Containerisation (using intermodal loading units)	not necessary	<i>prerequisite</i>
Consignors, logistics service providers	business as usual	<i>creative, innovative thinking</i>

INTERMODALITY = CREATIVE, INNOVATIVE THINKING IN TRANSPORT



Plenty of room for European rail freight to improve...



Sources: Pro-Rail Alliance, Base year for EU27, Germany and Russia 2008, all other countries 2007



The four pillars of GNH

- Promotion of **sustainable development**
- Preservation and promotion of cultural values
- Conservation of the **natural environment**
- Establishment of good governance

Scientific work done by Oxford University and Columbia University (Earth Institute)

See the 3rd World Happiness Report here:

<http://www.earth.columbia.edu/sitefiles/file/Sachs%20Writing/2012/World%20Happiness%20Report.pdf>



**GROSS NATIONAL
HAPPINESS**

The essence of the
philosophy of Gross
National Happiness is the
peace and happiness of
our people and the
security and sovereignty
of the nation.





INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

THANK YOU

For your attention

