Union Internationale des Sociétés de Transport Combiné Rail-Route

What liberalisation has done for intermodality so far?

Improving Rail Freight Logistics
EIM/ERFA/ERFCP/UIRR
Brussels – 07.03.07
Rudy COLLE

UIRR scrl - structure

Professional Union functioning at two parallel levels with the exclusive aim to develop mainly Road-Rail CT

October 1970 – Munich

<u>LIAISON OFFICE BRUSSELS</u>

= overall promotion of CT

= coordination of members'activities

= service center (projects)

<u>MEMBER COMPANIES</u>

= organising and marketing of CT (20 in 14 countries)

constant interaction

UIRR scrl – main figures

- Gradual establishment of an **extended Europe-wide CT network**

- More than **5.6 million TEU** transferred from road to rail **in 2005**
- **Total volume** transported **doubled in 15 years** (from 1990 to 2005)
- **International volume tripled in 15 years** (from 1990 to 2005)

- More than **11,000 long-distance lorries** removed from the roads

- More than **500 CT trains** en route daily throughout the European Union
- More than **28,000 trains underwent quality inspection** in 2005

- More than **13,000 wagons under own management**

- More than **250 transhipment yards** proposed (>100 own management)

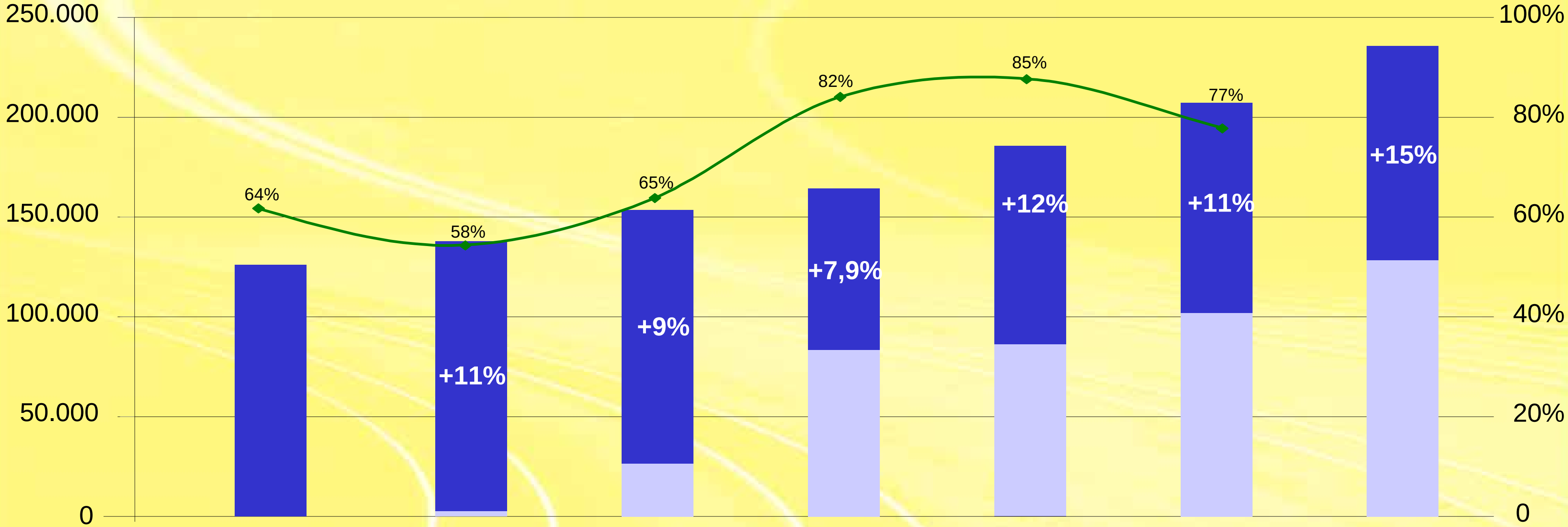
- More than **9,000 clients**

- More than **2.3 mio. loading units** processed in the **CESAR tracking tool**

- More than **50 successful projects** (PACT – R&D – Marco Polo)

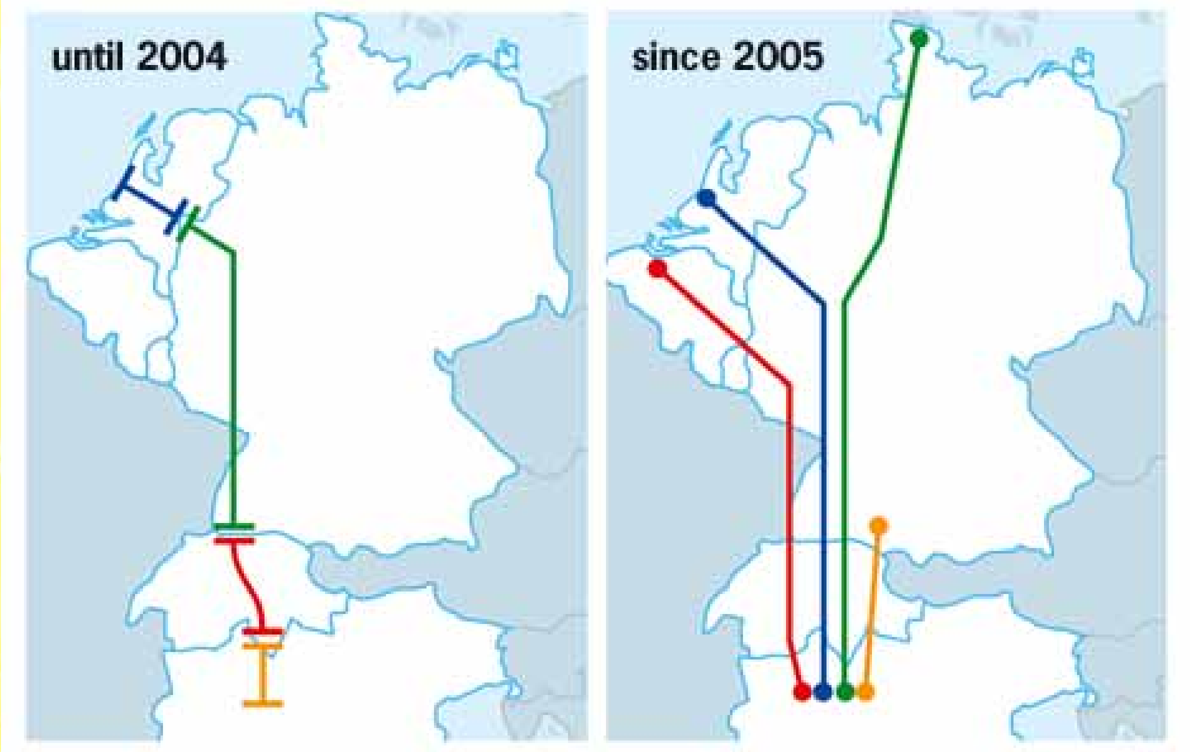
Case 1 Brenner Corridor

Traffic evolution 2000-2006
(unaccompanied traffic - loading units)



	2000	2001	2002	2003	2004	2005	2006
total	**126.700**	**140.600**	**153.200**	**165.300**	**185.500**	**206.500**	**237.000**
New entrants	0	2.000	24.000	80.000	82.000	101.000	128.700

Case 2 Gothard Corridor



Before call for tender	After call for tender
100% cooperation – SBB Cargo – Railion –Trenitalia	– SBB Cargo – Railion / *BLS Cargo* – Trenitalia / *TX Logistik* – **Rail4Chem** – **Ferrovie Nord Cargo**

Case 2 Gothard Corridor

System advantages

- **less or no changes of locomotive** at border
- **responsibility** for traction within **one railway only**
- **quicker information** in case of **irregularities** and more direct search for solutions,
- **one address for administrative handling**
- **opportunities for the RU** which proves to **offer the better quality** to gain the business on further routes, to the benefit of both that RU and the customer

Liberalisation process (stand: December 2006)

Countries	Freight & Passenger[1]		Freight Market share[2]	
	Number of licenses	Number of safety certificates	Incumbent Railways	New entrants
BE	4	5	97,00%	3,00%
AT	15	15	98,50%	1,50%
CZ	19	46	98,00%	2,00%
DK	12	12	99,99%	0,01%
EE	23	23	66,00%	34,00%
FI	1	1	100,00%	0,00%
FR	8	8	>99%	
DE	344	344	90,00%	10,00%
UK	57	57	?	?
EL	?	?	?	?
HU	9	9	>90%	
IE	?	?	100,00%	0,00%
IT	41	41	95,00%	5,00%
LV	8	8	92,00%	8,00%
LT	4	4	>99%	
LU	1	2	100,00%	0,00%
NL	16	16	85,00%	15,00%
PL	72	72	94,00%	6,00%
PT	1	1	100,00%	0,00%
SK	?	?	99,73%	0,27%
SI	1	1	100,00%	0,00%
ES	4	4	100,00%	0,00%
SE	18	18	76,00%	24,00%
CH	?	27	90,00%	10,00%

[1] *RMMS Group)*
[2] *Steer Davies & Gleave (country report)*

Liberalisation: main obstacles

- **slowness** in the transposition or implementation by Member States of EU legislation
- **protection of State railways** by means of
  - 'labyrinth' type procedures for approval of licence and/or certificate
  - unjustified demands and justifications
  - huge charges which new entrants cannot spread over several products
  - risk of unequal treatment as regards optional services
  - slow progress in standardisation and harmonisation
- **historical RUs** seeking to get **integrated control over the CT market**
- **killing lack of quality**

Liberalisation: urgent needs for…

- **more responsible and neutral national Authorities and bodies**, and historical RUs where they may still influence slot allocation, terminal handling
- **close surveillance** by the supranational Authorities as regards observance and fair implementation of rules
- **sanctions** in case of infringements or unduly delaying
- **targeted support**

Conditions for rail freight revival

- a **clear separation** between **rail infrastructure** and **rail operators**
- a **firm commitment of the Member States** to reach concrete results with respect to liberalisation
- **controlled competition**, in order to avoid monopoly misuse
- **fair modal allocation** of infrastructure and **external costs**
- a **parallel liberalisation calendar for rail and road**
- the **approval of the authorised applicant** concept and the **keeping of a register** of the actual slot user
- progress in rail interoperability and capacities
- in the short term, **targeted extended aids to CT**