Union Internationale des Sociétés
de Transport Combiné Rail-Route

COMBINED TRANSPORT
A SUCCESSFUL BUSINESS CONCEPT ?

Presentation by
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Global Rail Freight Conference
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UIRR

Freight Transportation – General Considerations

- MAJOR ANCILLARY ACTIVITY TO THE ECONOMIES
  - Supporting mobility (Labour)
  - Providing flexible industrial location
  - Linking production sites / consumer markets
- OVER PROPORTIONAL DEVELOPMENT vs. GDP
- GLOBALISATION OF TRADE
  - Concentrated intercontinental flows
- INCREASINGLY UNBALANCED MODAL SPLIT -> ROAD (EUROPE)
  - Insupportable nuisances (congestion, pollution, safety)
- ANOTHER 40% GROWTH ANTICIPATED (HORIZON 2015)

- “ Intermodal transport* where the major part of the European journey is by rail, inland waterway or sea and any initial and/or final leg carried by road are as short as possible ”

- “ An intelligent system making transport (more) endurable “

** Intermodal transport: the movement of goods in one and the same loading unit or road vehicle, which uses successively two or more modes of transport without handling the goods themselves in changing modes*

Advantages of Road-Rail CT (general)

- relief of the road network
- transfer of goods to a safer and more environment-friendly transport mode, which is also more independent from climatic conditions
- better sharing of transport volumes between modes
- recourse to available transport capacities
- co-operative activity combining the advantages of road (flexibility) and rail (more economical mass transport on longer distances)
- competitiveness in given circumstances
- less space taken up per ton carried than in full road haulage

Advantages of Road-Rail CT (for customers)

- lower manpower costs: savings on variable costs, reduced personnel needs (drivers, driving time, night work)
- competitive gains
- savings on fuel, thanks to the major part of the journey by rail
- Less wear on equipment (tires, maintenance), longer life for trucks and reduced fleet of vehicles due to investment in transferable equipment
- Exemption from, reduction or reimbursement of road vehicle taxes
- No need for shippers to change their equipment/logistics
- Increased flexibility in the management of transport flows

CREATION, AS FROM THE LATE 60's, OF COMMERCIAL STRUCTURES TO ACT AS INTERFACES BETWEEN COMPETING MODES:

- ICF, COMMON RU'S SUBSIDIARY
  (ORIGINALLY MARITIME ACCENT)
- PRIVATE COMPANIES (UIRR MEMBERS)
  (ORIGINALLY CONTINENTAL BUSINESS)

UIRR – The voice of Combined Transport in Europe

- Exclusive mission

The development of mainly Road to Rail Combined Transport

- Structure

LIAISON OFFICE BRUSSELS	MEMBER COMPANIES (18 CT operators)
• Promotion • Coordination • Service centre • Projects • Seat: Montoyerstreet 31 box 11 1000 Brussels (Belgium) www.uirr.com headoffice.brussels@uirr.com	• 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 • Seat: 15 (EU/non EU) countries

UIRR

Unaccompanied CT	Accompanied CT
	
Transhipment of the loading unit (swap body, container, semi-trailer)	Forwarding by train of the complete truck (including its driver)
86% of UIRR traffic (2009)	*14% of UIRR traffic (2009)*

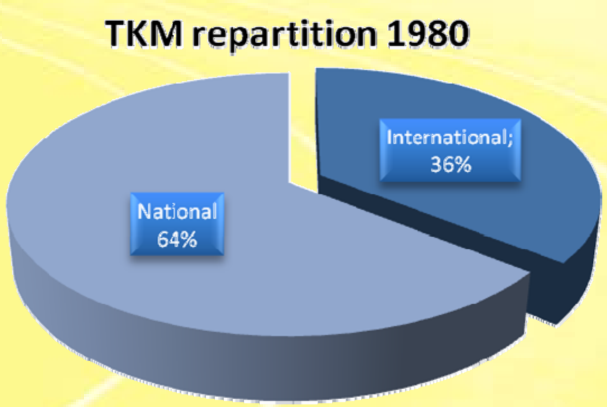
UIRR – Member Companies

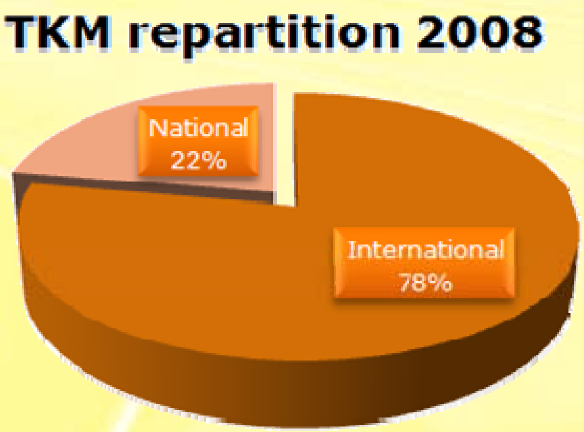
UIRR Traffic Development – 1980-2008 (1)

Traffic Performance 1980-2008 (in 1,000 TKM)

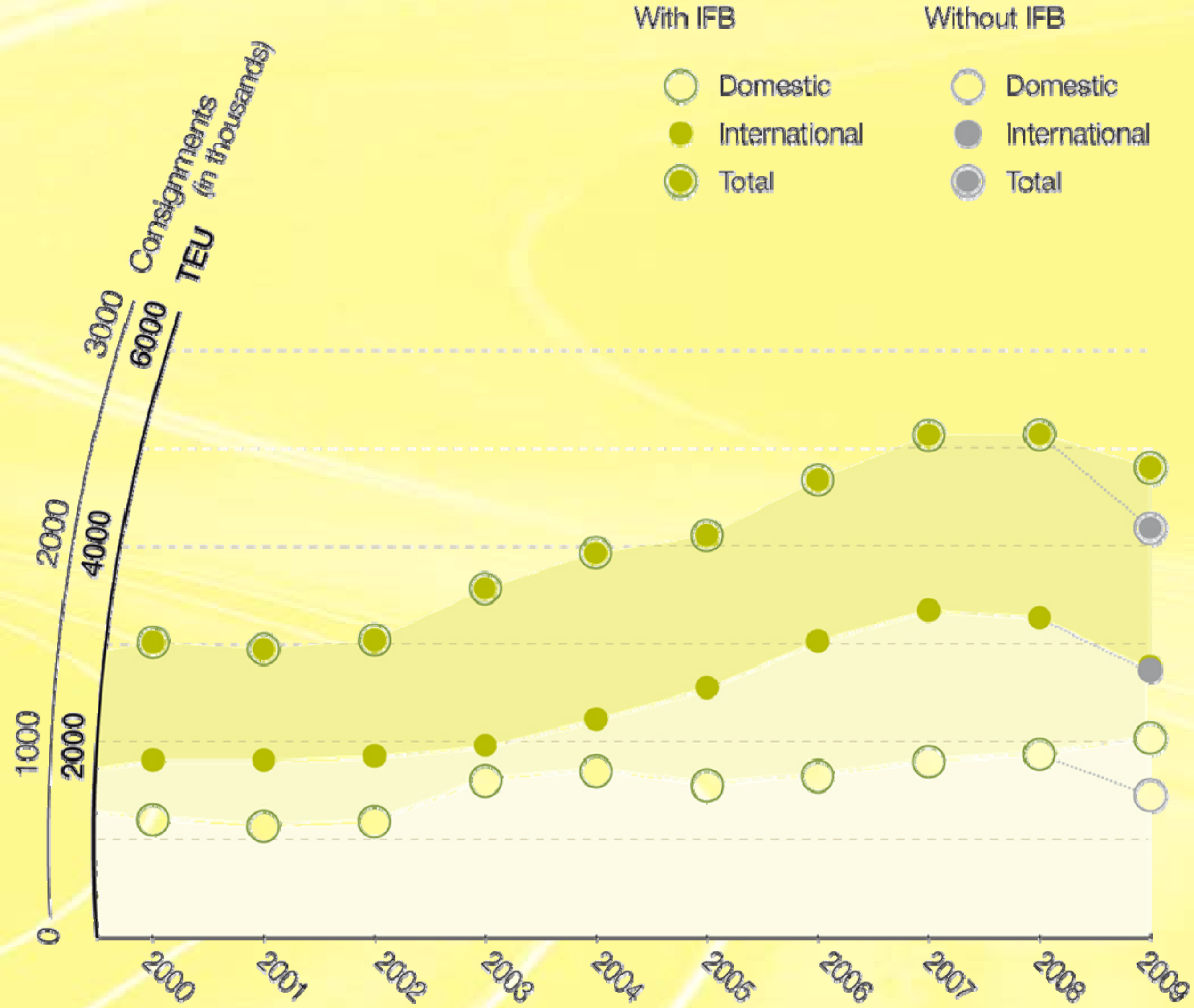
Year	International	National	Total
1980	2.152.715	3.857.310	6.010.024
1990	11.708.314	6.968.906	18.677.220
2000	24.329.830	7.216.750	31.546.580
2008	35.722.336	10.249.394	45.971.730

x 7.7

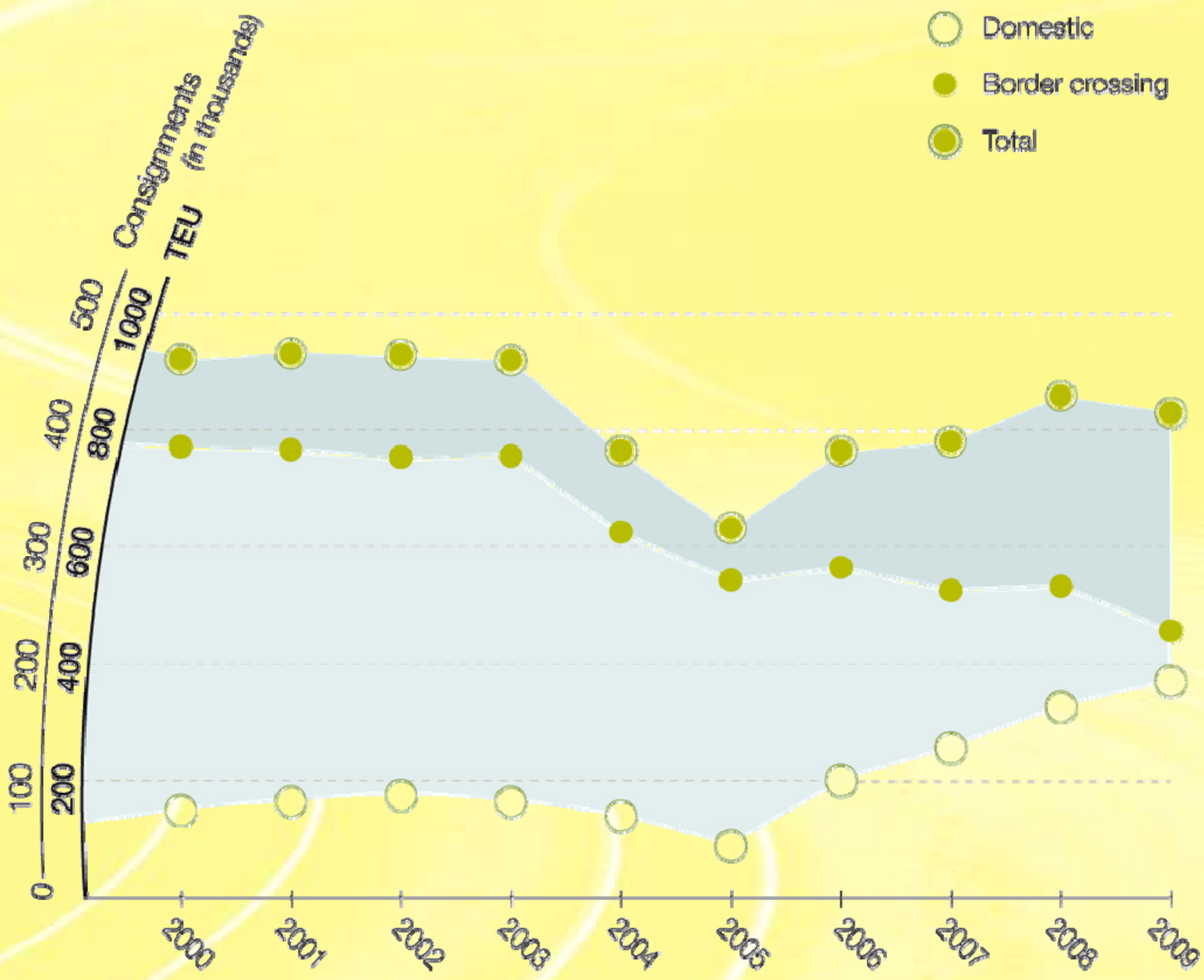




UIRR Traffic Development - Unaccompanied 2000-2009 (2)



UIRR Traffic Development – Accompanied 2000-2009 (3)



UIRR Main figures

- Europe-wide CT network, in continuous extension (mainly block trains)

- Total volume transported more than doubled in 15 years (1994-2008)
- International volume tripled in 15 years (1994-2008)
- Close to 6 million TEU transferred from road to rail in 2008
- Almost 12,000 long-distance lorries removed daily from roads

- More than 500 CT trains en route daily throughout the European Union
- More than 23,000 trains subjected to quality monitoring in 2008
- More than 13,000 wagons under own management

- More than 250 transshipment yards offered (>100 under own management)

- More than 3 mill. loading units processed in the CESAR tracking tool
- More than 9,000 regular clients

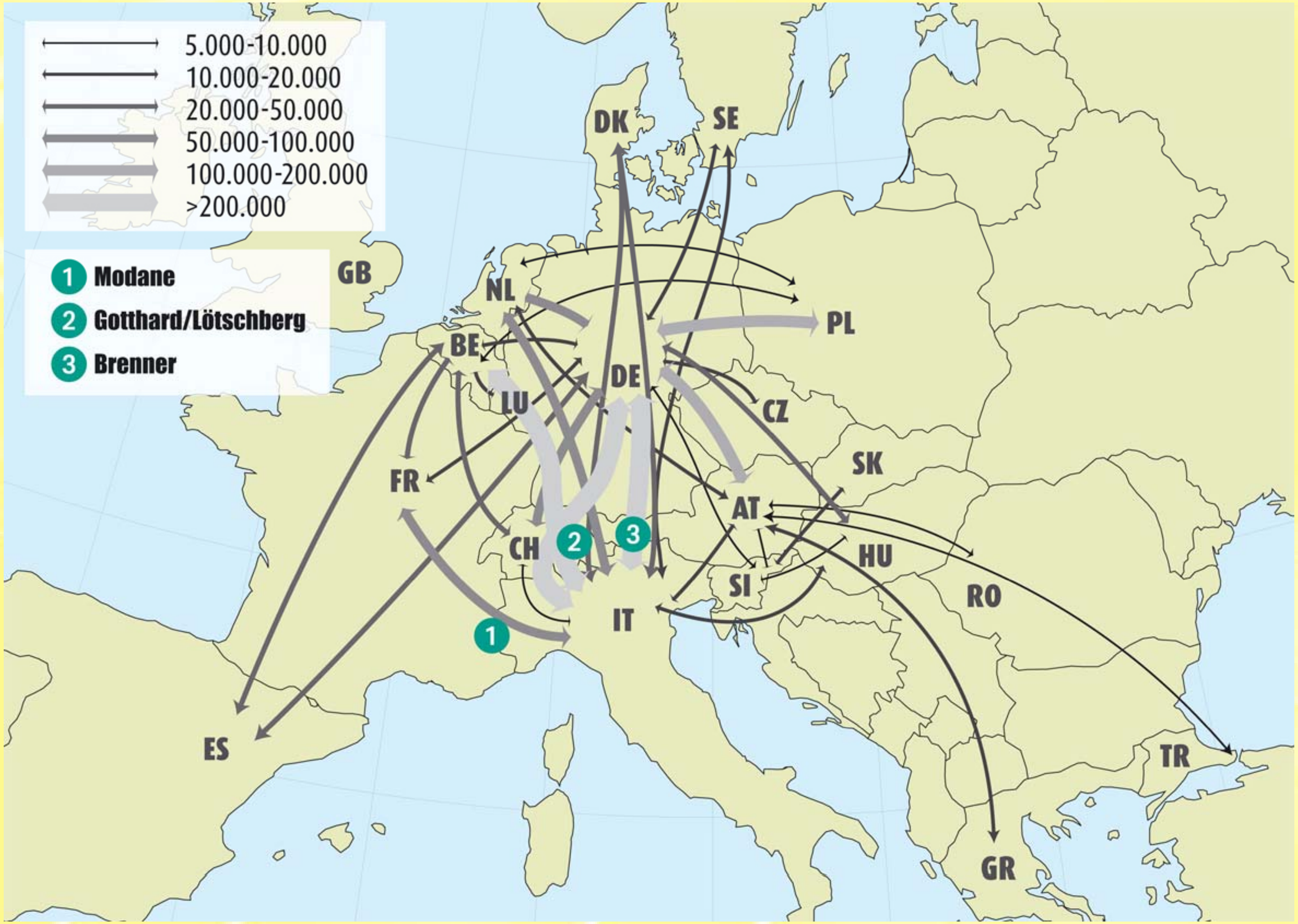
UIRR Traffic Development 2009-2010

CT Technique	2009/2008	2010/2009 (estim. 4 months)
Unaccompanied*	-19%	+6%
Accompanied	-3%	+15%
Total	**-17%**	**+7.5%**

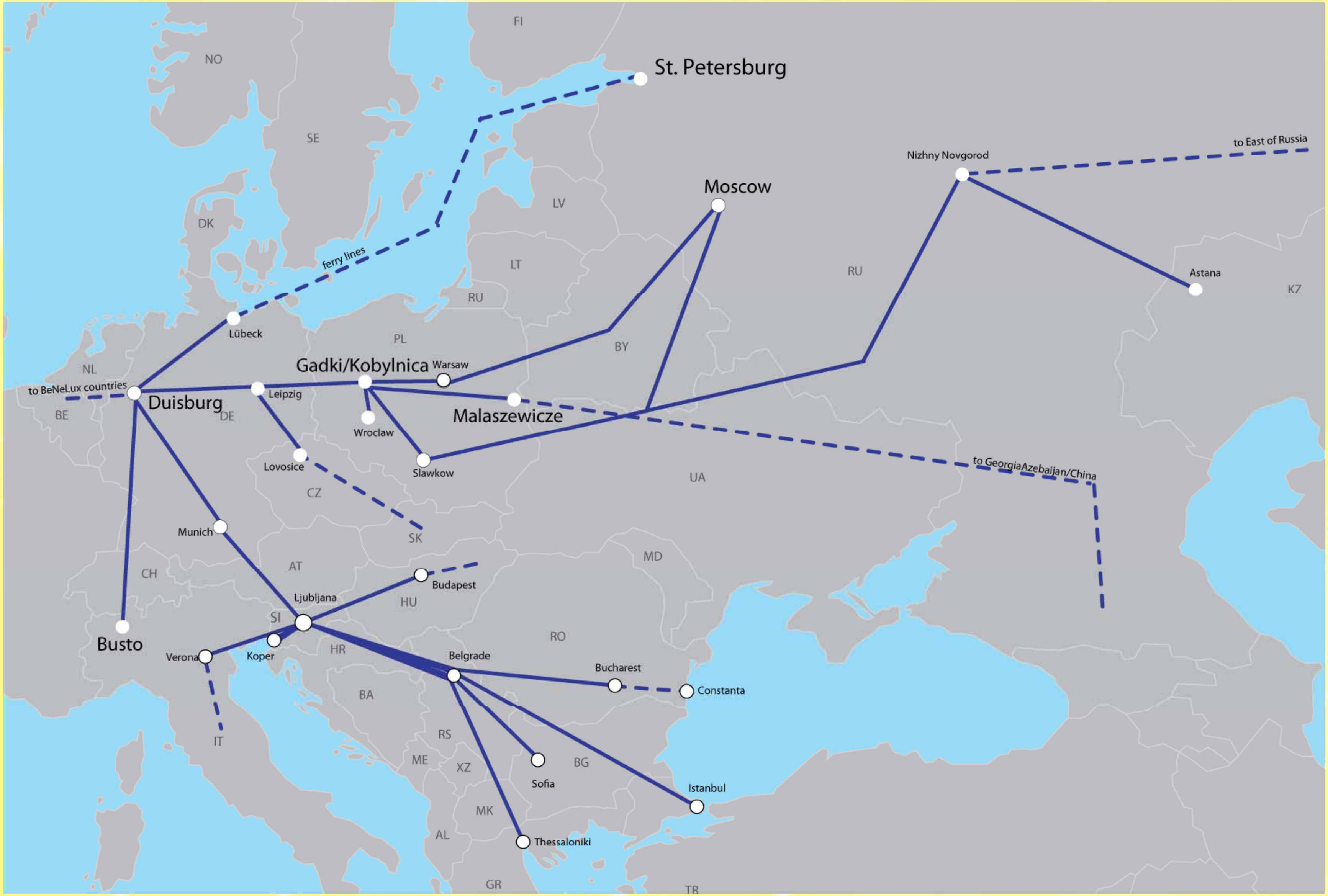
(number of UIRR consignments)

* *IFB figures left out*

UIRR – Main (unaccompanied) Traffic Flows



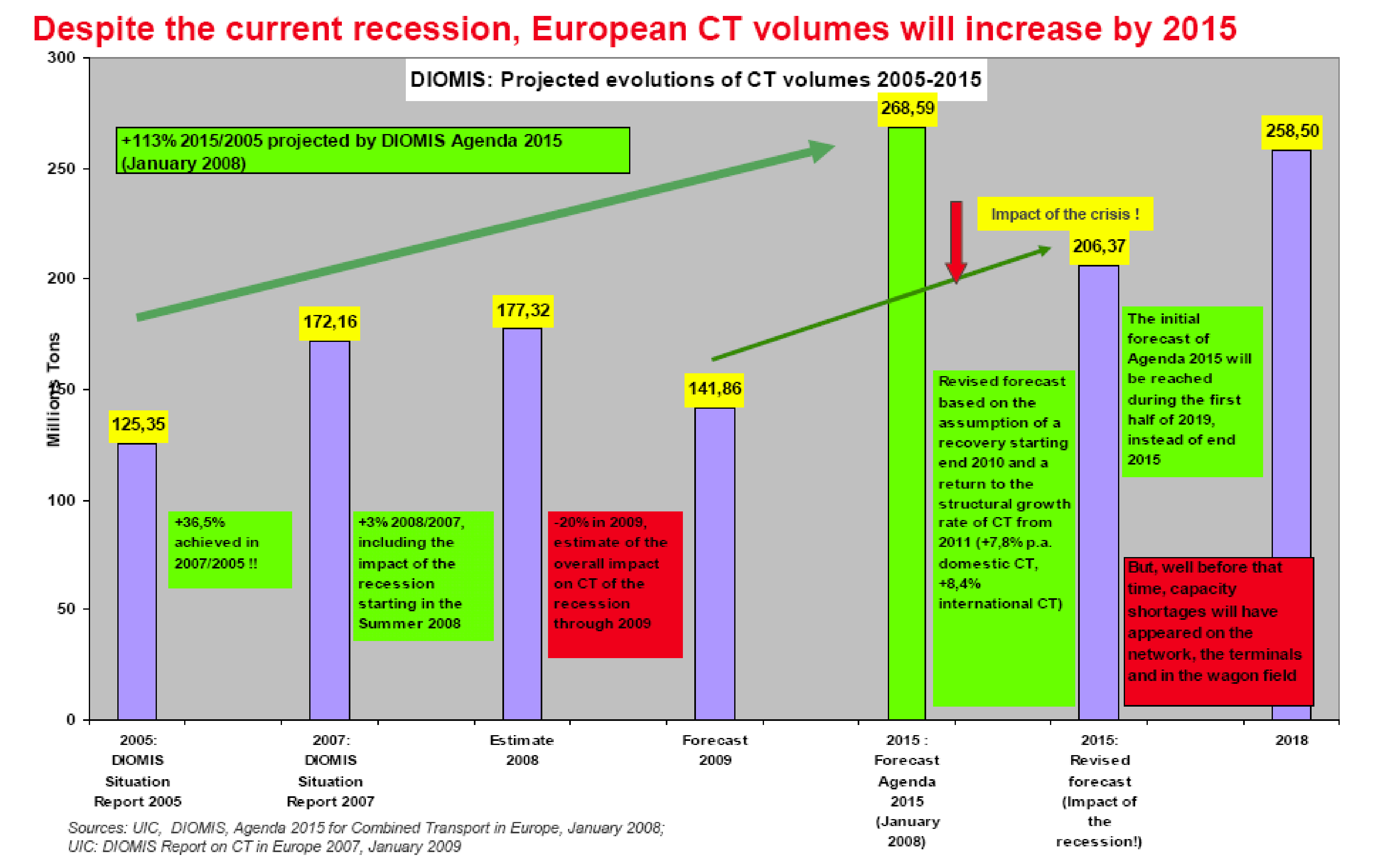
UIRR – Current CT offers to the East



More information on the websites of HUPAC, KOMBIVERKEHR and POLZUG

Combined Transport – Future outlook - General

Traffic development at the horizon 2015 (=> 2017/2018)



Combined Transport – Conditions governing growth

	Responsibilities
Provision of appropriate rail infrastructure	
– Interoperable networks (signalling, language, track width, …)	*Auth.*
– Technical efficiency (axle weight, length of trains)	*Auth./priv.*
– Confirmed access for freight trains (adequate slots)	*Auth.*
– Suitable terminals (status, location, size, access, services)	*Auth./priv.*
Supportive framework conditions – Fair intermodal competition (internalisation of external costs, usage-based road tolls) – Open intramodal rail competition (FRP re-cast) – Consistent and stable technical parameters, e.g. weights/dimensions ILUs and (road) TUs – Europe-wide balanced frame rules (security, customs, noise…) – Certification of railway rolling-stock (cross-acceptance)	*Auth.*
Performing operators	
– Rail (productivity, pricing, quality)	*Auth./priv.*
– Road (cost of positioning legs)	*Priv.*
– Supply of overall market-compatible services	*Auth./priv.*

Contribution of the CT operators (UIRR)

- Further as neutral interfaces the interests of both the road and the rail sector
- Constant search for more efficient services
- Development of polyvalent craning systems (cont./SB/S.Tr.) and wagons

  – Full trains (of which they take the financial load-factor risk)

    ⇩

  – Shuttle trains (id.)

    ⇩

  – Gateway systems, e.g. Busto (IT), Duisburg (DE), Ljubljana (S

  – Supportive state-of-the-art codifications and EDI systems

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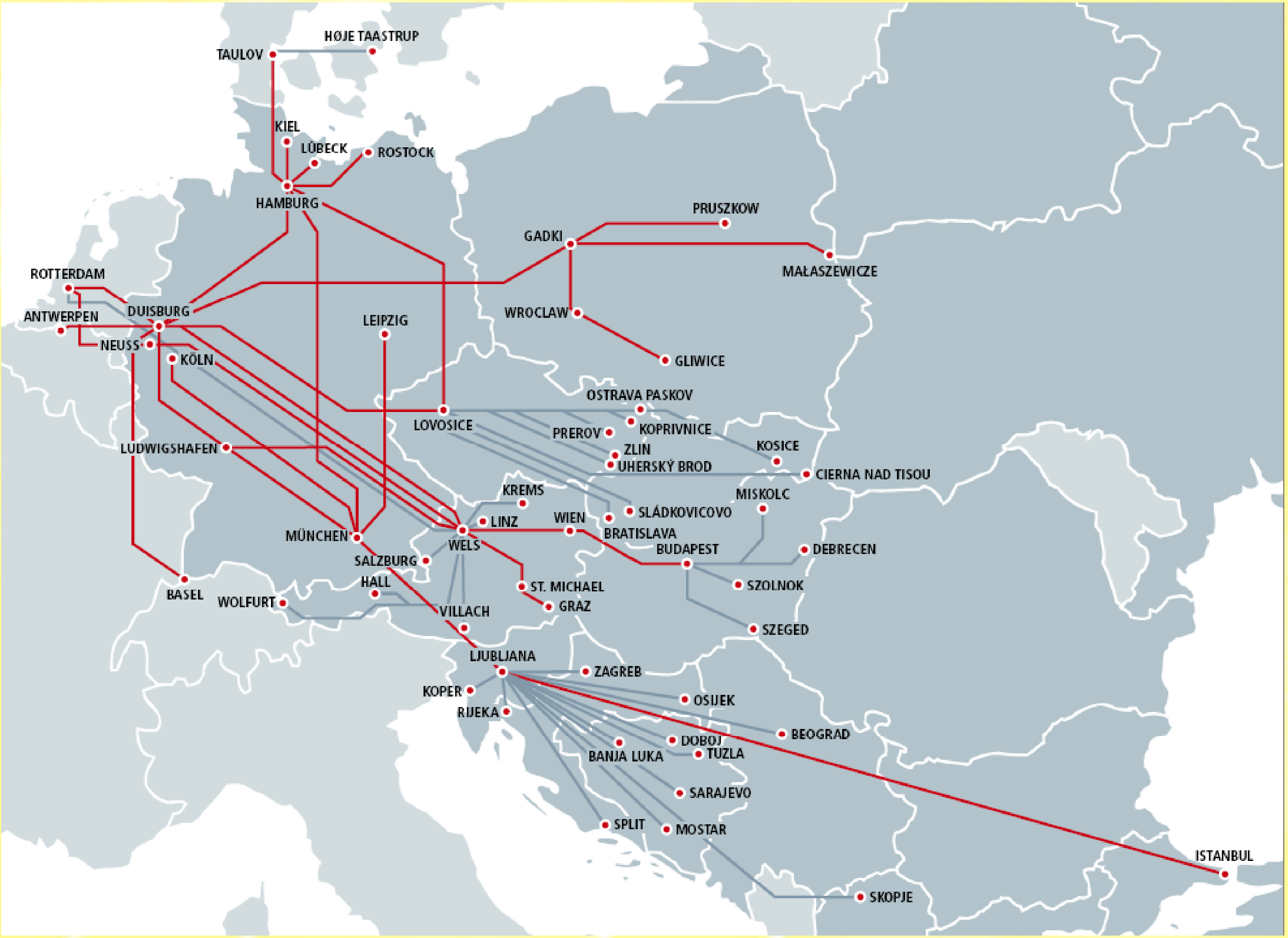
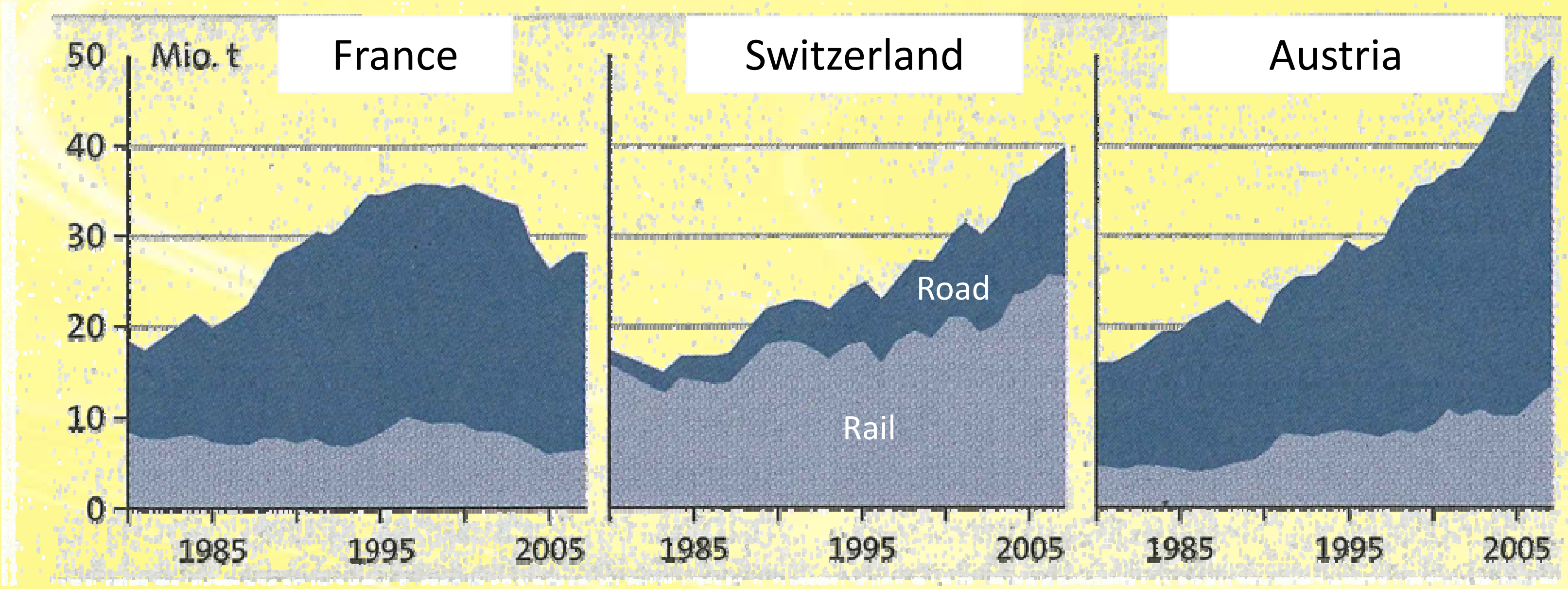
Network coverage – Member HUPAC

Network coverage (East) – Member KOMBIVERKEHR



Effect of the right policies – Increased rail (CT) share vs road

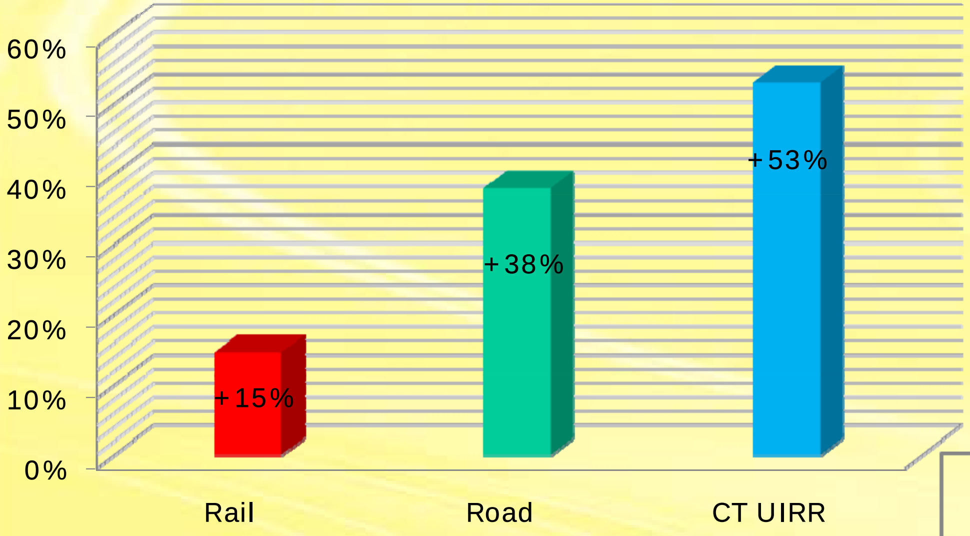
Cross-alpine traffic: market shares



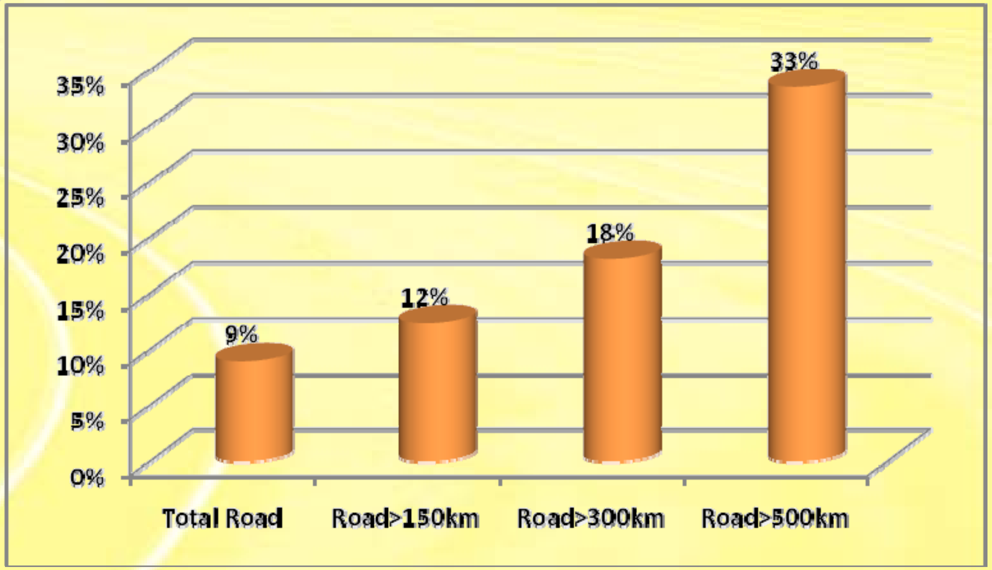
2007		2007		2007	
Road	76,6%	Road	36,0%	Road	73,3%
Rail	23,4%	Rail	64,0%	Rail	26,7%
Total	28,2 Mio. t	Total	39,5 Mio. t	Total	49,6 Mio. t

On the right track? Two illustrations

Comparative development 2007/1998 (freight)



CT as a % of Tkm-road (Germany 2006)



THANK YOU FOR YOUR ATTENTION

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