Road-Rail Combined Transport:
new developments and best practices

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Combined Transport: **UIRR figures 2011**

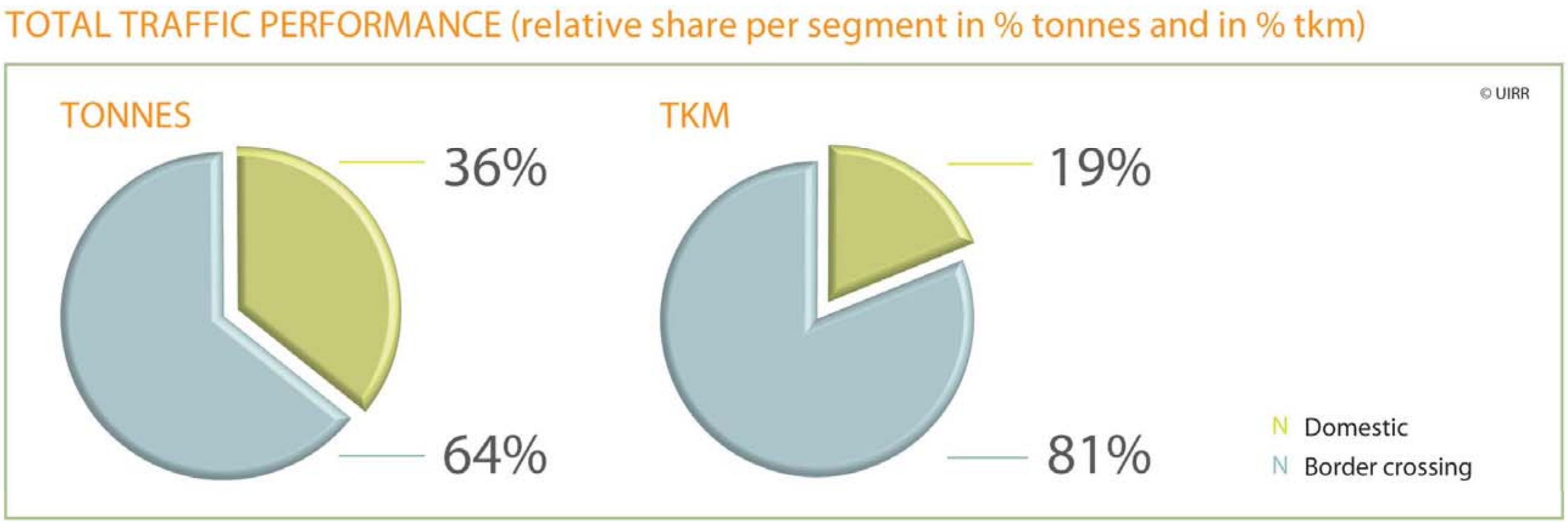
	Border Crossing			Domestic			Total		
	2010	2011	% 11-10	2010	2011	% 11-10	2010	2011	% 11-10
Unaccompanied									
Consignments	1 509 152	1 655 651	10%	1 073 461	1 132 193	5%	2 582 613	2 787 844	8%
TEU	3 018 303	3 311 302	10%	2 146 922	2 264 386	5%	5 165 225	5 575 688	8%
mln TKM	29 892	32 458	9%	8 337	8 036	-4%	38 229	40 494	6%
Accompanied									
Consignments	250 663	277 170	11%	197 589	149 153	-25%	448 252	426 323	-5%
TEU	501 326	554 340	11%	395 178	298 306	-25%	896 504	852 646	-5%
mln TKM	3 346	3 623	8%	792	594	-25%	4 138	4 217	2%
TOTAL									
Consignments	1 759 815	1 932 821	10%	1 271 050	1 281 346	1%	3 030 865	3 214 167	6%
TEU	3 519 629	3 865 642	10%	2 542 100	2 562 692	1%	6 061 729	6 428 334	6%
mln TKM	33 238	36 081	9%	9 129	8 630	-5%	42 367	44 711	6%

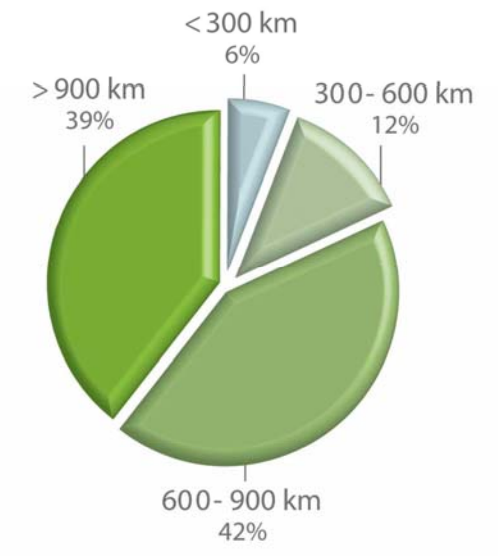
Remark: include only the rail section of the Combined Transport (terminal-to-terminal)

2011 Summary

- Overall increase of 6% with 2008 levels nearly reached in TKM / exceed in UIRR consignments
- Unaccompanied: +8% (reinforcement of the core network, maritime gateways and expansion to the East)
- Accompanied: -5% (positive results on all border-crossing lines – important decrease on domestic lines)

Combined Transport: **importance of cross-border traffic**

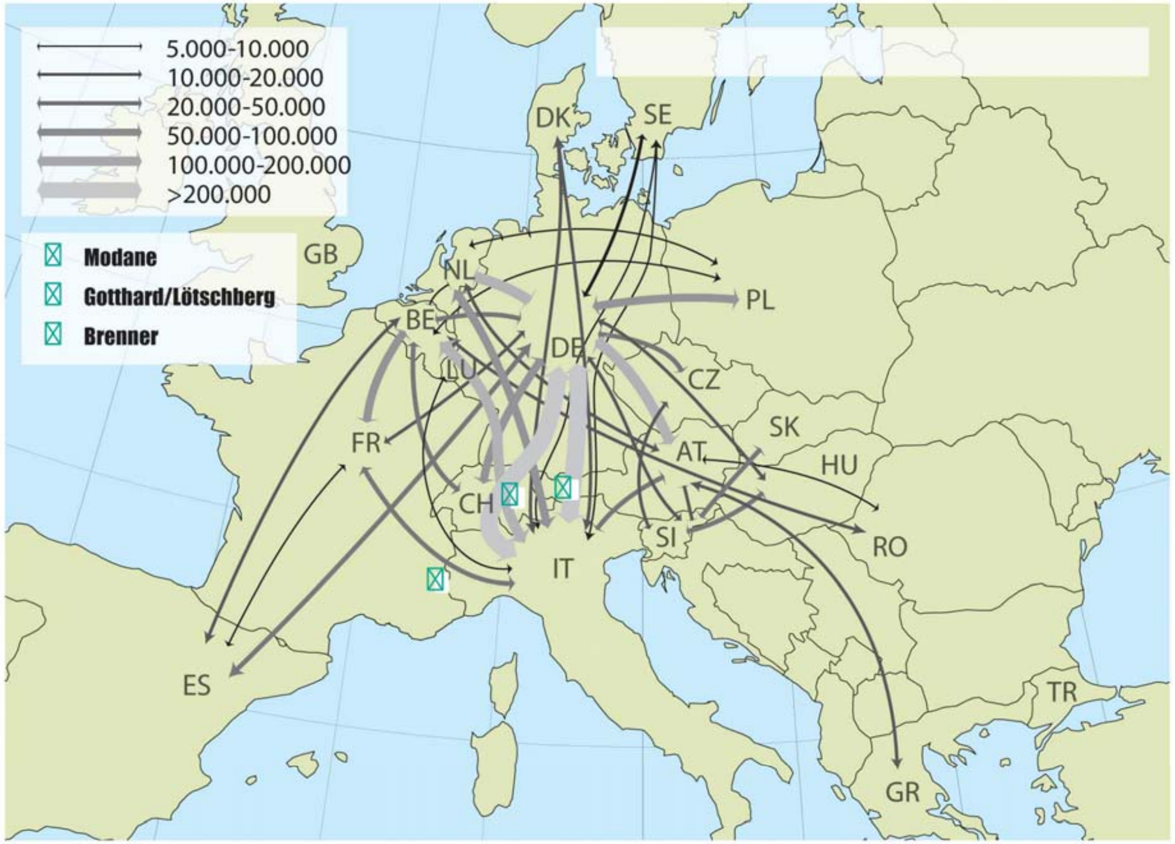




2011 Summary

- 81% of the overall performance in TKM are achieved with border-crossing relations
- Average Distances: 630 km (all) – 900 km (border crossing)
- 94% of CT traffic over distances of 300 km
- UIRR companies: about 50% of all border-crossing CT volumes in Europe

Combined Transport: **UIRR Traffic Flows 2011**

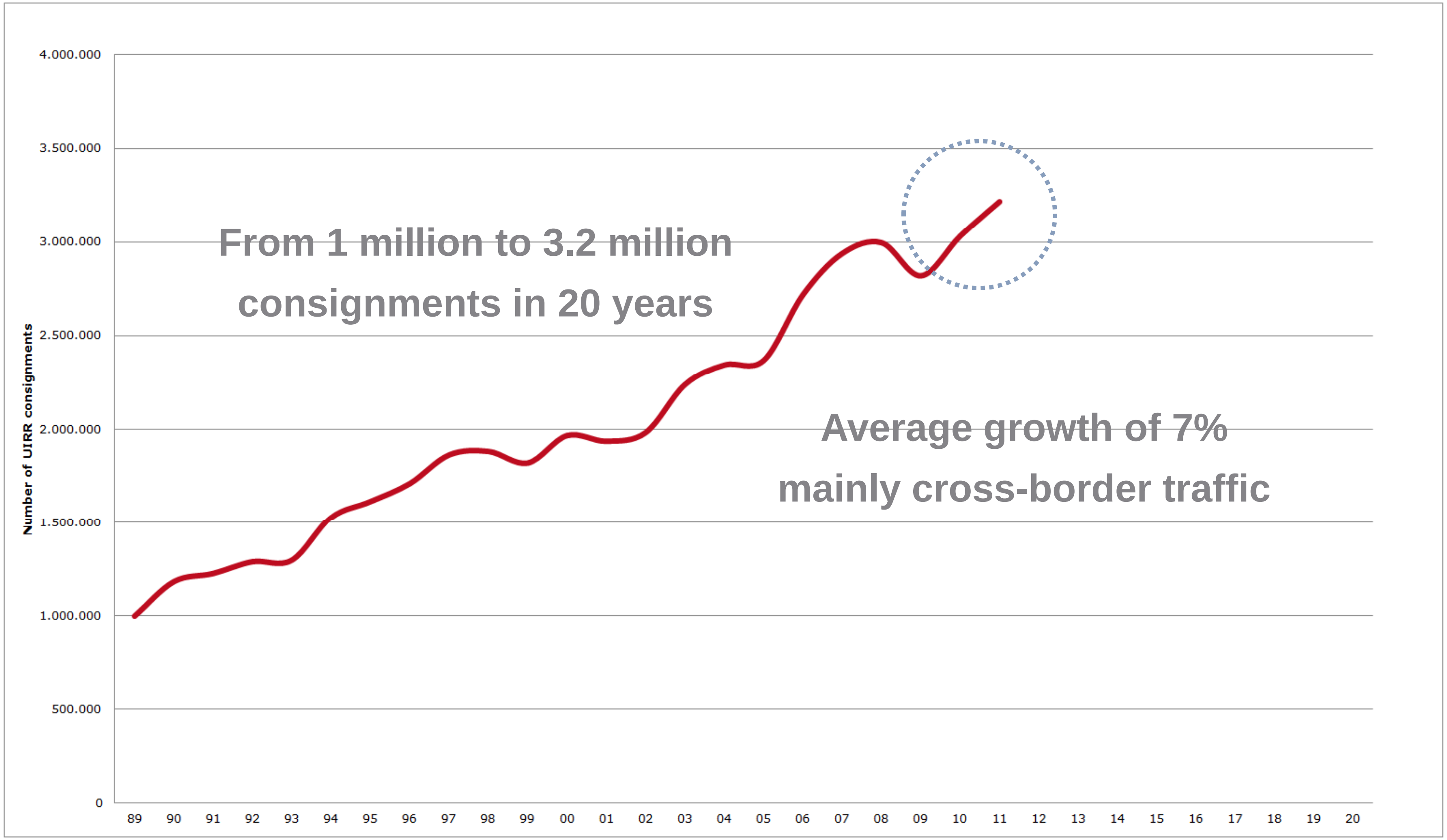


2011 Summary

- Mainly North-South relations
- 100 relations in total
- 2/3 transalpine corridors (Brenner-Gotthard)
  - Better framework conditions
  - More competition
  - Improvement of the railway infrastructure

Combined Transport: **performance 1989 – 2011** (in consignments)

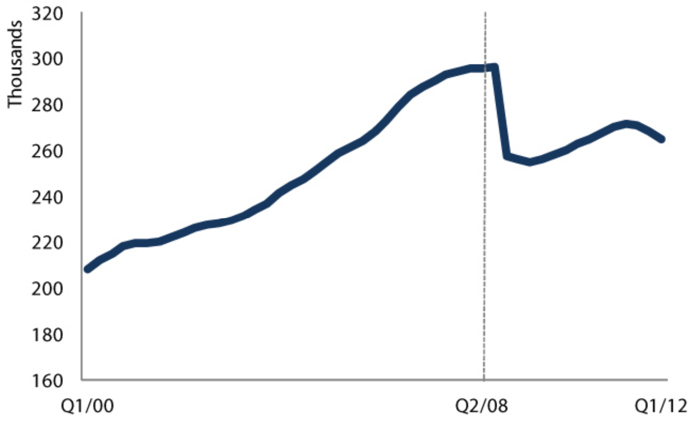
A UIRR consignment corresponds to the transport capacity of one lorry on the road (equivalent to 2.3 TEU).



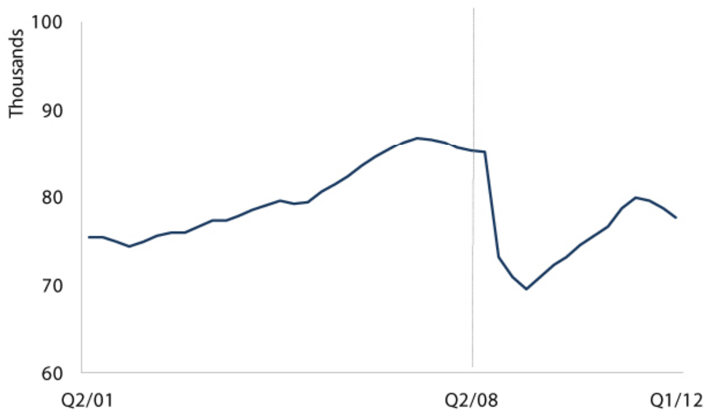
2011 summary: UIRR operators recovered their pre-crisis peak.

Outlook and corresponding markets (road and rail)

Road (million TKM)



Rail (million TKM)



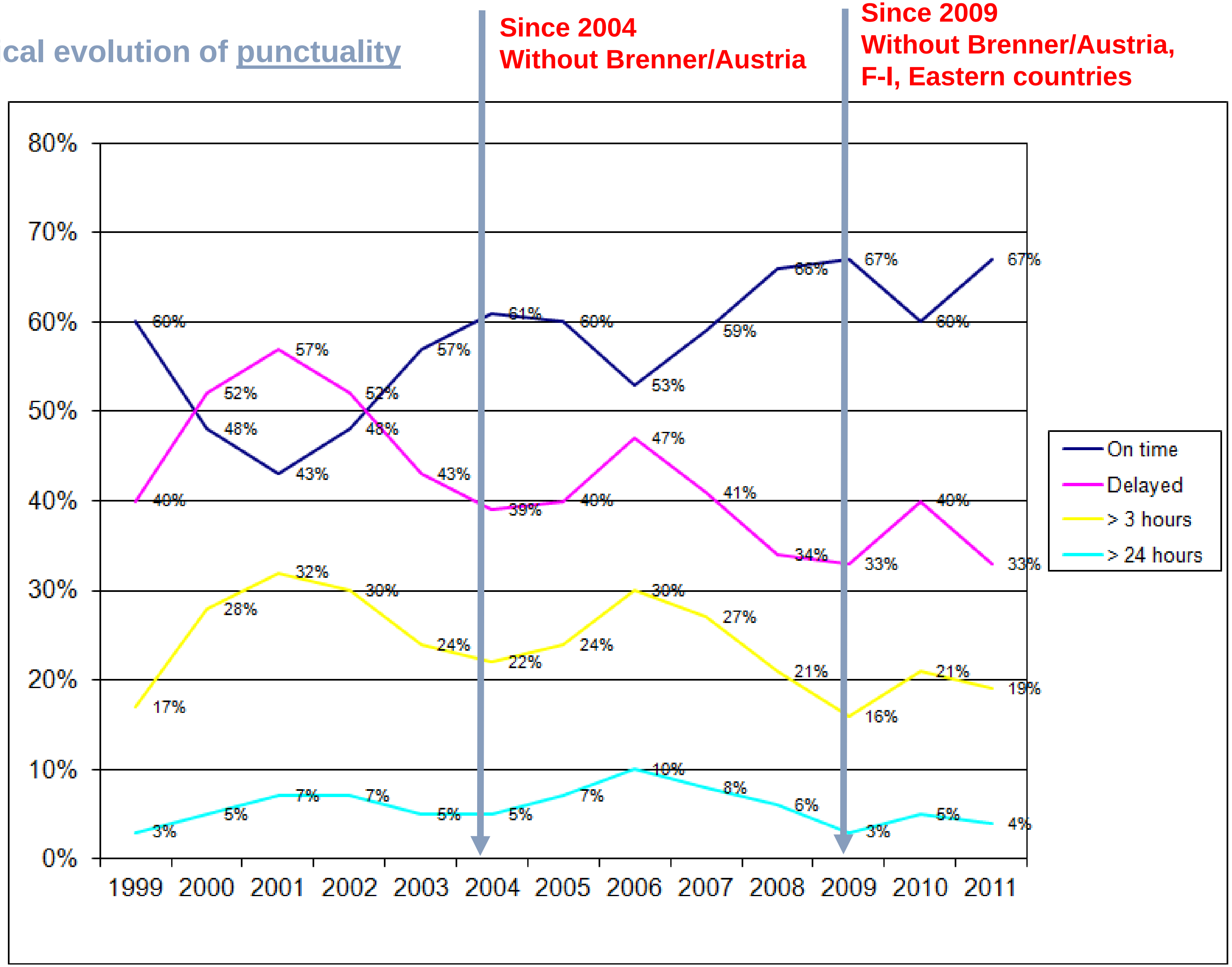
Combined Transport

Q1 /Q2/Q3 - 2012

Q4/2012 - 2013

Combined Transport: **Quality Monitoring System 1999 - 2011**

- **Historical evolution of punctuality**



Combined Transport: **QMS – Conclusions**

10 years of quality train monitoring with consolidated statistics

- 2011 punctuality rates just above the levels of 1999 but still unsatisfactory
- Percentage of trains delayed by over 3 and 24 hours is higher than the levels of 1999 despite
  - the creation of quality working groups on the main CT corridors
  - numerous sector initiatives and projects towards a better quality of services
- Reasons for delays are not transmitted anymore (since 2005).
- Data for several routes are not transmitted any more.

Quality Contracts

- Contractually the tolerances for punctuality are 60 minutes instead of 30mn
- A lot of delay reasons are excluded (inevitable events, exceptional circumstances, strikes and measures of IMs, …)
- ‘Threshold’ rule: rebates only apply if punctuality rates are less than xx%
- Rebates for delays are rather small

Creating a European Railway Market

Combined Transport is a competitor to long distance road haulage.

An efficient and technically harmonised European rail system is the most important prerequisite for modal-shift to rail.

Hundreds of logistics companies are shareholders of UIRR companies, thousands are already CT-customers.

Logistics companies will shift more traffic to rail if its efficiency and service quality rises.

The solution

- Completion of rail market opening and its implementation
- Technical harmonisation to ensure genuine interoperability
- Investment in railway lines and terminals (productivity: longer and heavier trains, removal of bottlenecks, GC loading gauge, etc.)
- Fair and equal conditions for every rail actor, incumbent and newcomer

EU Policy: **White Paper - Tasks for the Decades to come**

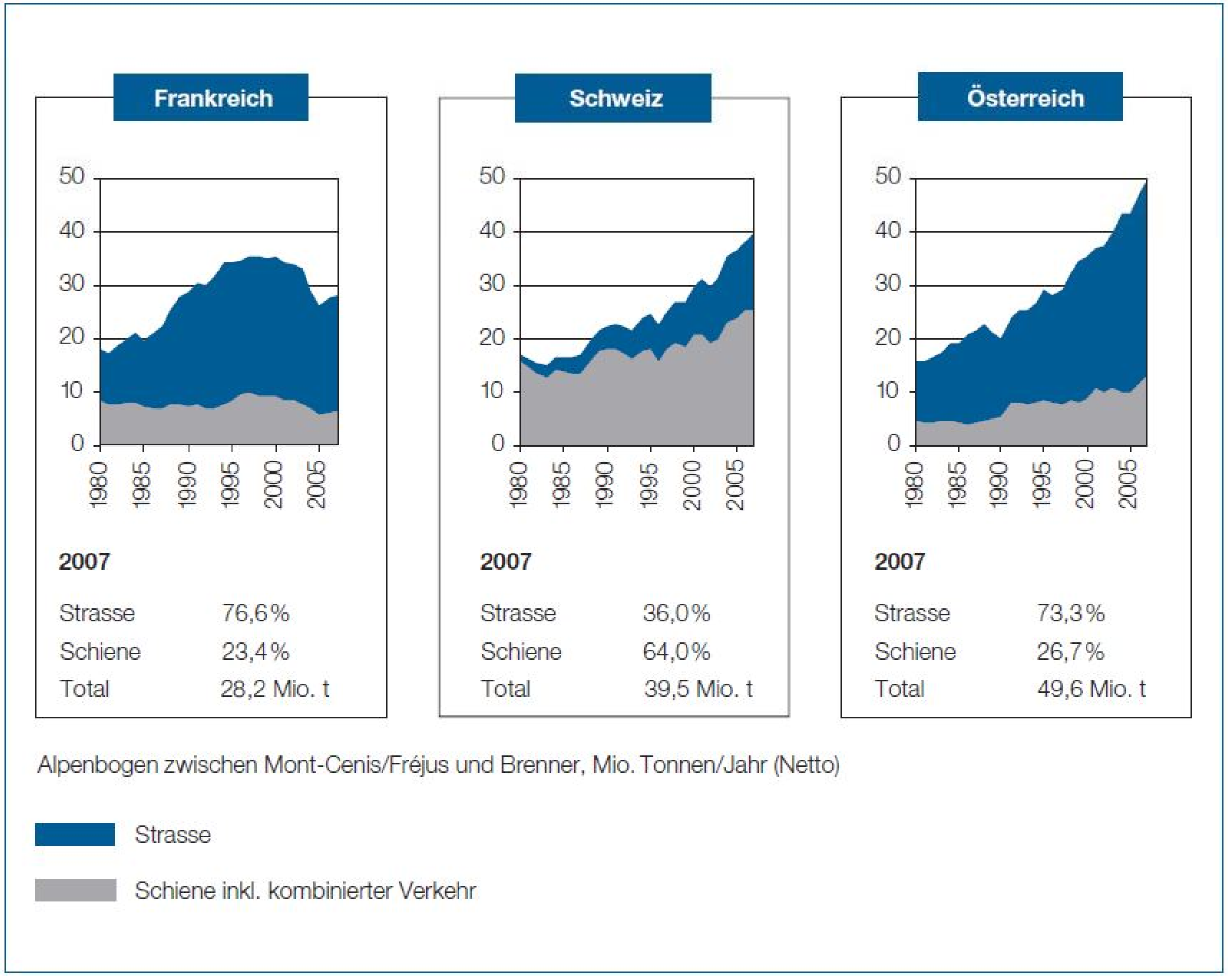
2011 Transport White Paper objectives

- Aim of shifting 30% of long-distance (=“longer than 30km”) road tonne-kilometres to rail by 2030 and 50% by 2050
- Reducing the oil dependency of our economies through modal shift
- Significant reduction of GHG emissions of transport

Fulfilling the European Commission’s vision would require the tripling of rail freight’s prevailing market by 2050. But in 40 years a lot is possible.
If we look back 40 years: Containerisation just began in maritime transport.
UIRR was founded 1970 and Combined Transport rail road began to develop.
Today it represents 1/3 of rail freight in tkm.

One example in the centre of Europe is already showing today that such a high share of rail is not an illusion, if investments are made and framework conditions are set accordingly the objectives.

CT and Rail Best Practice: Transalpine Traffic



Alpenquerender Güterverkehr 1930 bis 2007.

Summary

- Rail freight (mainly CT) assumes a substantial market share in transalpine traffic already today
- The absolute market share of CT (rail freight) depends mainly on the framework conditions
- **In Switzerland nearly 2½-times as high as in Austria and France with a share of 2/3 rail.**

Operators do their part: Investment in new wagons

Small wheels for transport of
high volume mega-trailers

Pocket wagon for Mega-Trailers: Very low
pocket platform: 270 mm above top of rail

in order to be able to transport 4 m high semi-trailers

Other activities: standardisation

Standardisation is a great way to enhance the efficiency by a commonly agreed, homogeneous best practice.This is particularly true in intermodal transport which involves numerous actors.

- **Standards can only deliver their beneficial effects if they are applied and become a part of daily best practice.**

- **The DESTINY project proposes to facilitate the deployment of existing standards related to:**
  - EN13044-1 Identification of intermodal loading units (ILU-Code)
  - EN 13044 2+3 Codification of swap-bodies and semi-trailers
  - Safety - Cargo Securing
  - Dangerous Goods

DESTINY

MARCO POLO
NEW WAYS TO A GREEN HORIZON

Application of standards

Dissemination and training

TOPIC 1

Marking and identification of intermodal loading units

TOPIC 2

Codification of intermodal loading units

TOPIC 3

Load securing provisions

TOPIC 4

Handling of dangerous goods in intermodal transport

TOPIC 5

Horizontal Activities

OCR Technologies - European Database of ILUs

Legal and Business requirements - Common E-Learning Tool Platform

DESTINY

The project started in September 2012

Unique Dissemination Network

DESTINY
DEployment of STandards for INtermondal efficiencY
(a Marco Polo Common Learning initiative)

Project Partners

15 Associations officially support DESTINY
(more will join the network during project duration)

THANK YOU FOR YOUR ATTENTION!

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