



INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

FERRMED Conference

# EFFICIENT MULTIMODAL TRANSPORT IN EUROPE THROUGH FERRMED STANDARDS



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BRUSSELS

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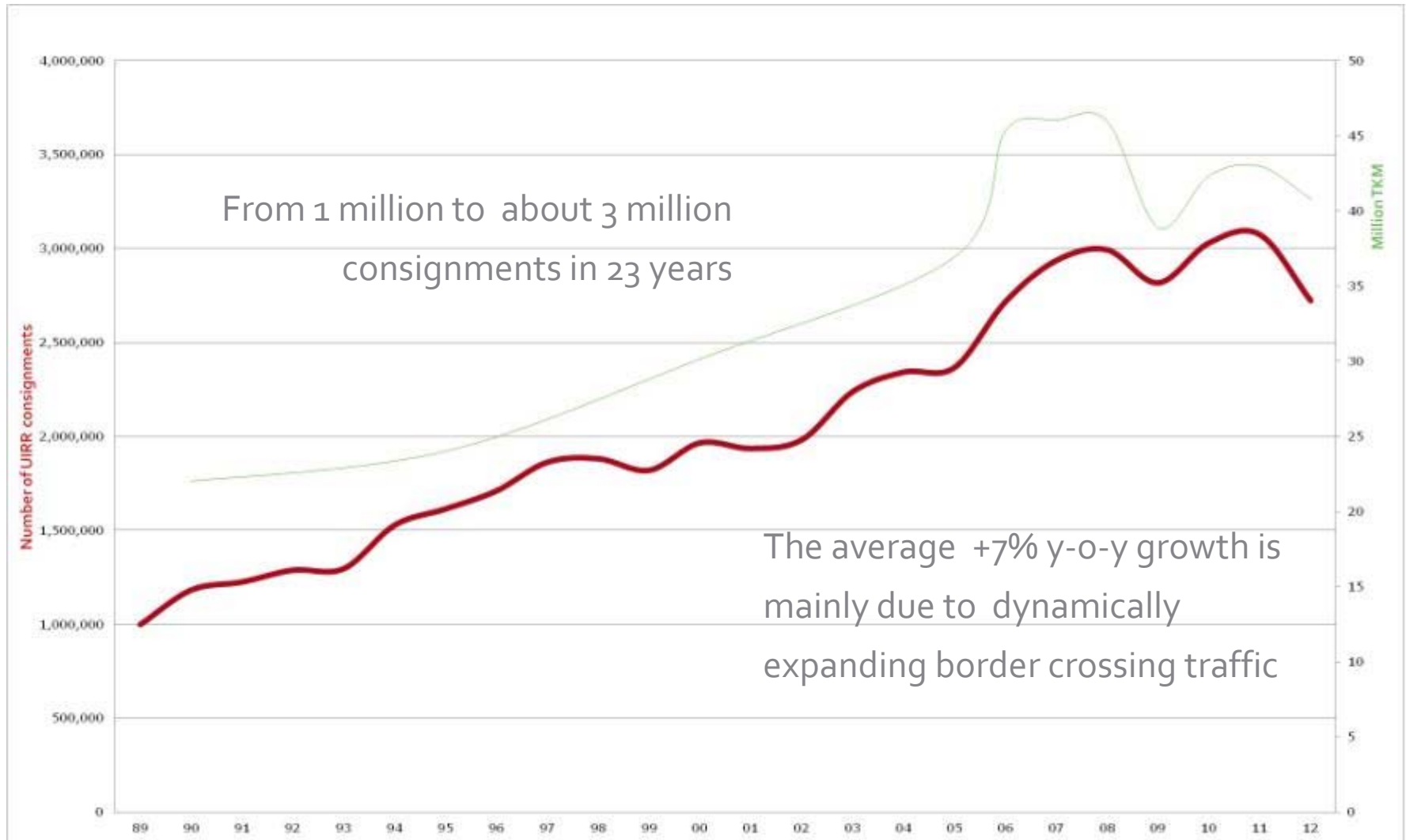
- **Members: CT-Operators and Terminal-Managers**  
(CT-Operators and Terminal Managers are the link between road and rail)
- **UIRR: recognised representative body of freight customers at the European Railway Agency (ERA)**
- **Common interest of the CT sector: shifting long(er) distance transports from pure road to rail-road using electrified rail**
- **Logistics companies and road hauliers role: customers as well as shareholders of UIRR members**
- **UIRR-members handled in 2012 about 50% of European road-rail Combined Transport**
- **UIRR was founded in 1970;**  
Liaison Office in Brussels since 1988



# Combined Transport of UIRR Members: 1989 – 2012



One UIRR - consignment is equal to one truck capacity on the road (2.0 TEU).





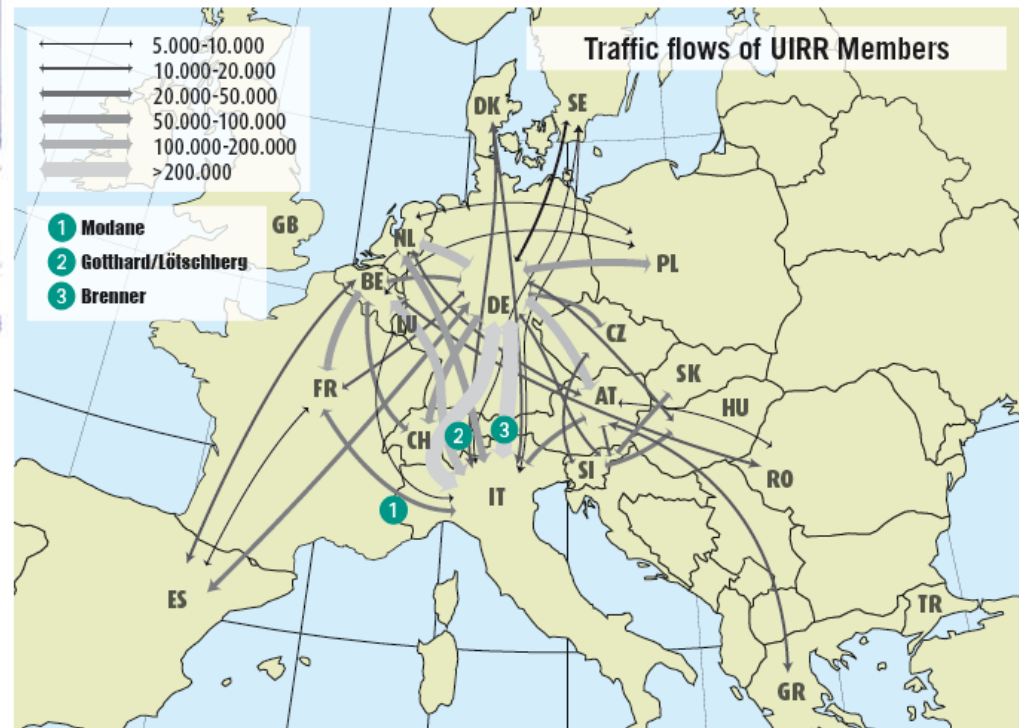
## European CT flows:

- 90% of European CT traffic takes place along the FERRMED axis
- Most important relations: Northwest ports to Northern Italy (Transalpine = 55%)
- Developing relations: east- and southeast directions



## FERRMED Network:

- Limited to the European Union (Turkish, Ukrainian and Belorussian relations missing.)





- ✓ Harmonised development plans
- ✓ Coordination mechanisms for operations
- ✓ Management standards and KPIs

Four European Rail Freight Corridors (5, 6, 7 and 9) fall at least partially outside the scope of FERRMED.

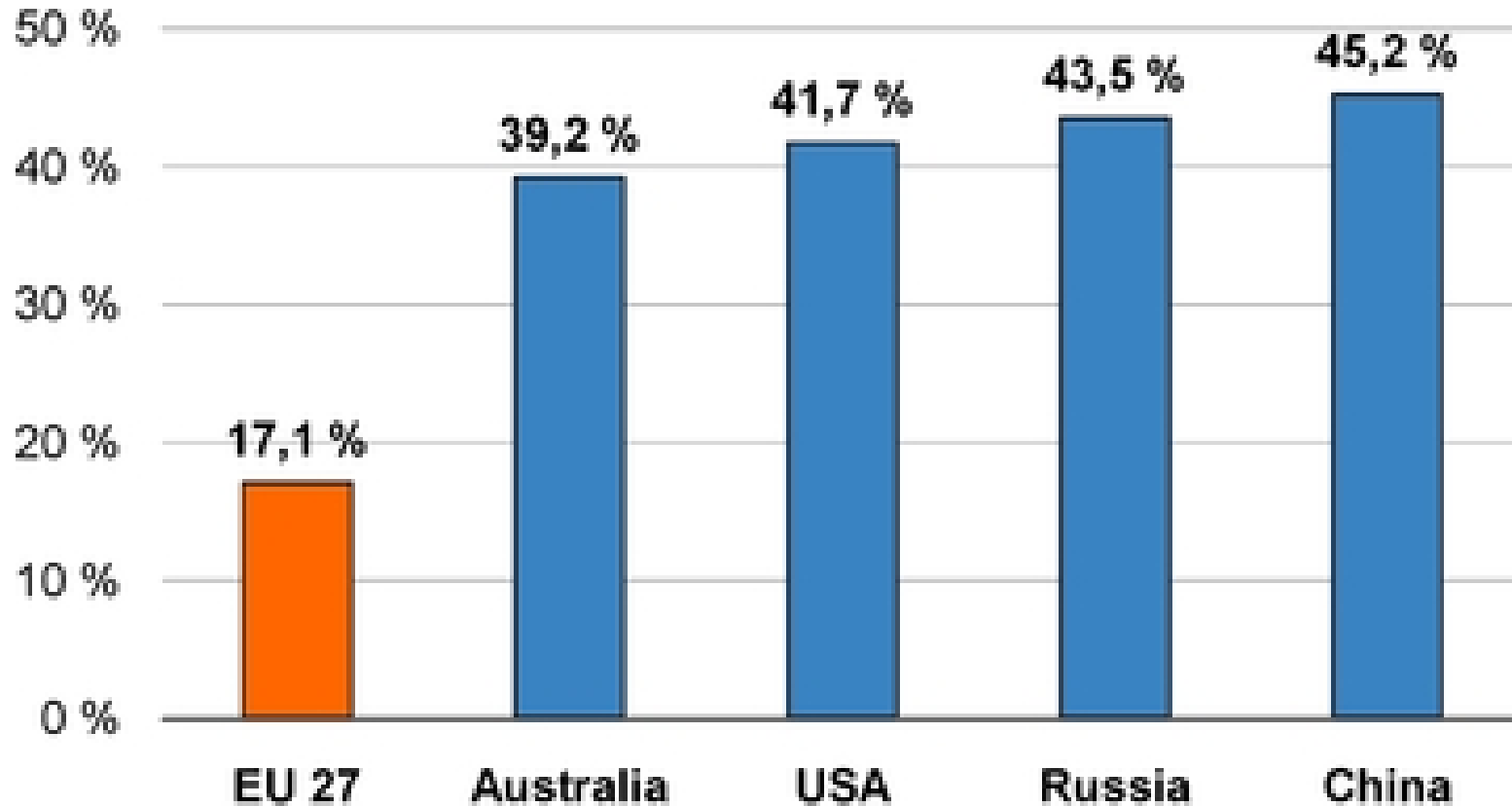


FERRMED	Reality
Electrified lines (25kV preferred)	<i>no progress</i>
1435mm track gauge	<i>minimal progress</i>
UIC-C loading gauge	<i>minimal progress</i>
Axle load: 22,5-25t	<i>minimal progress</i>
ERTMS Level 2	<i>minimal progress</i>
Train lengths (1500m) and gross weight (3.600 - 5.000t)	<i>minimal progress</i>
Free competition	???

**UNECE European Agreement on Important International CT Lines and Related Installations (20 October 1993):** definition of infrastructure standards for new lines not respected since then...

# Market shares of rail freight - global comparison

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

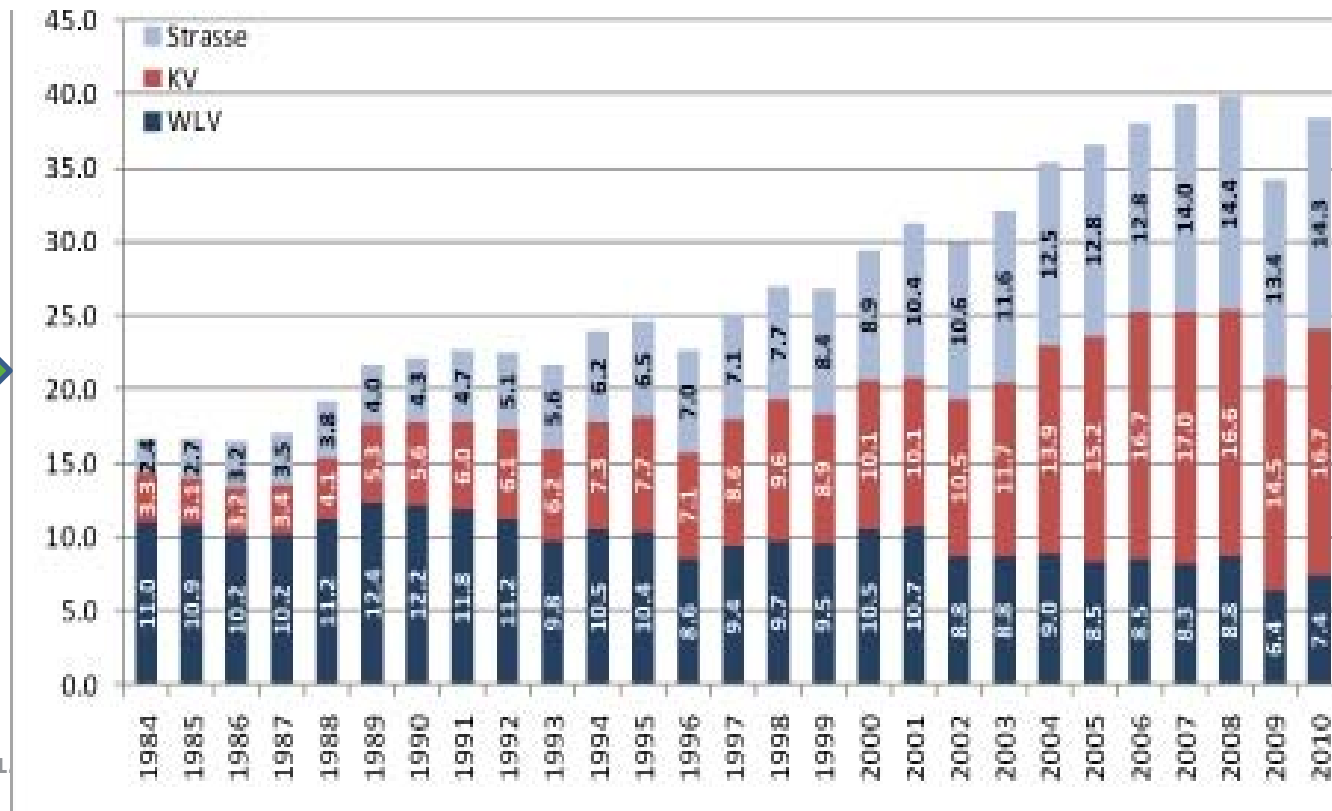
No surprise that Europe is lagging in the share of rail freight as compared to those regions which deliver the necessary level of infrastructure...



...if and where the framework conditions are right

- ✓ Competition and transparency: level playingfield for the different modes
- ✓ Recognition of freight: train path capacity allocation
- ✓ Development of capacities: lines and terminals
- ✓ Quality and accountability

Transalpine traffic through Switzerland 1984 – 2010







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# THANK YOU

For your attention

