



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

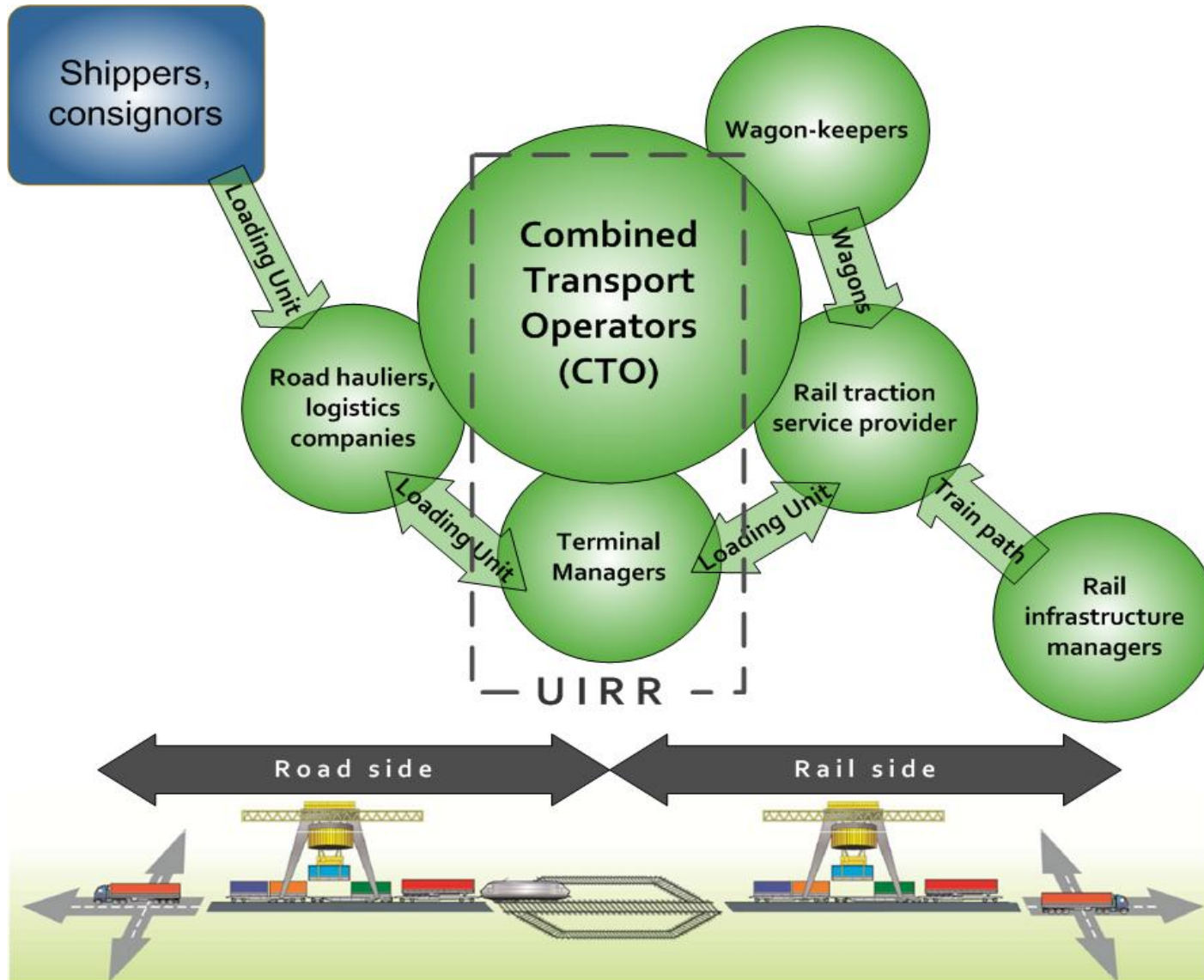
Mediterranean Logistics and Transport Summit

COMBINED TRANSPORT SOLUTIONS INVOLVING RAIL IN THE MEDITERRANEAN AREA



Ralf-Charley SCHULTZE
President

1. **UIRR in brief:** the industry association for Road-Rail Combined Transport
2. European Road-Rail CT in the Mediterranean region
3. **Best Practice examples:** (i) West-Med: Busto-Barcelona connection
(ii) East-Med: SS to Trieste and beyond
(iii) China's Silk Road Project
4. Summary and conclusions

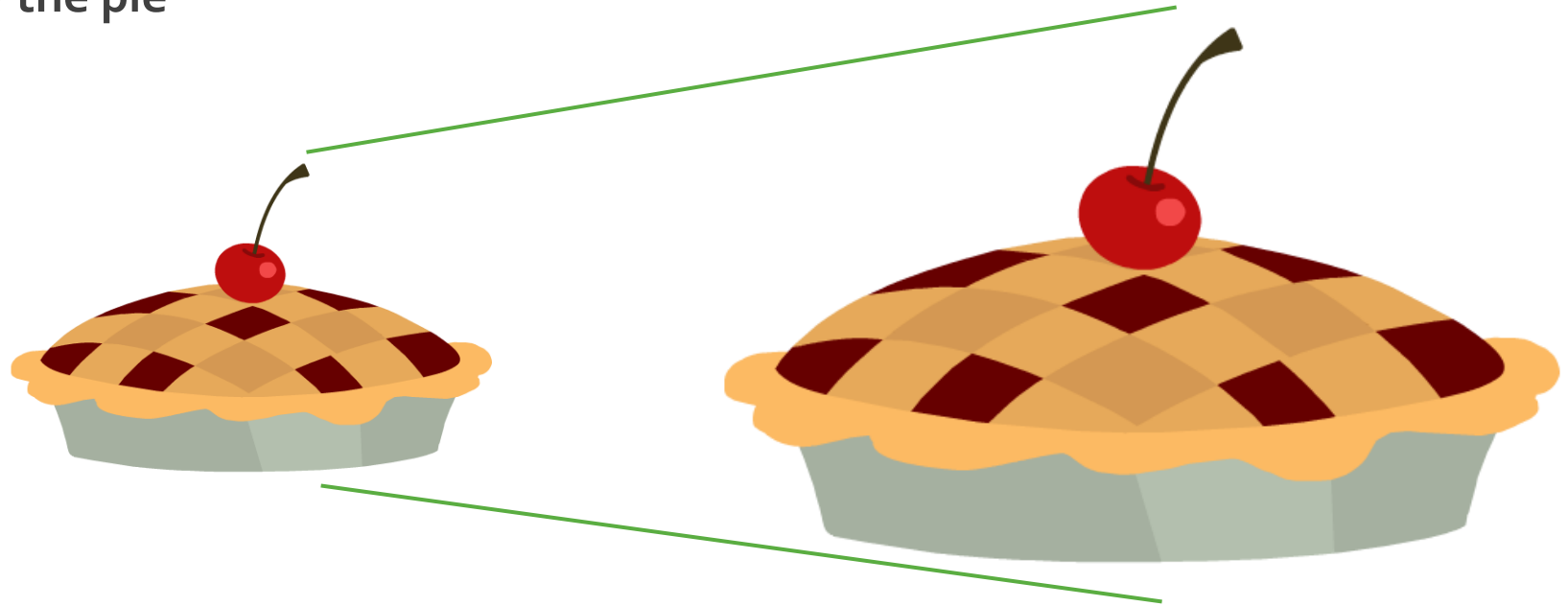




- Members: Combined Transport Operators and Terminal Managers
- Homogeneous interest of all members: modal shift from road to rail
- UIRR Members: the link between road and rail
- Logistics companies: customers as well as shareholders of UIRR Members
- UIRR Members handle 2014 about 50% of Combined Transport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



Grow the pie



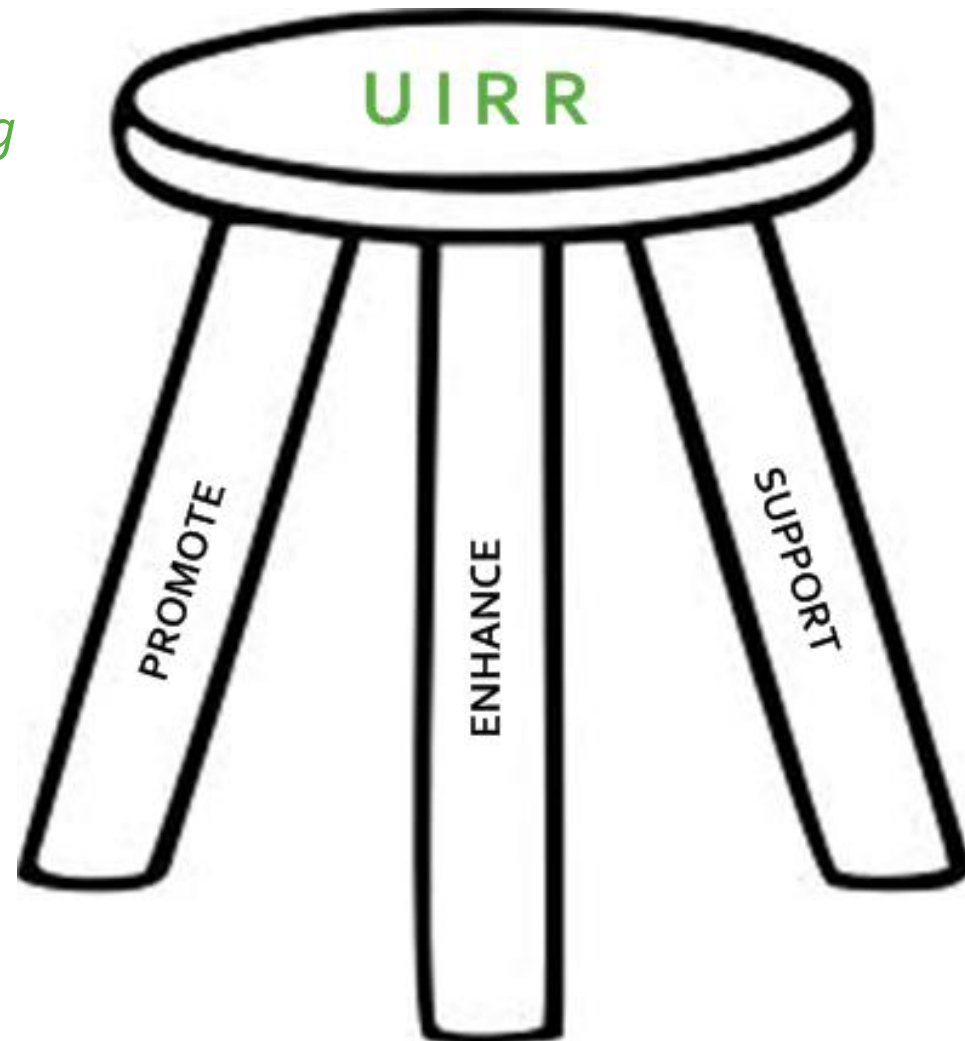
through **fair competition** on the basis of

- 1) **technical merit**, as an enabler of economic prosperity
- 2) the **competence** (professionalism) of those who organise CT
- 3) UIRR as the **industry association** of the sector

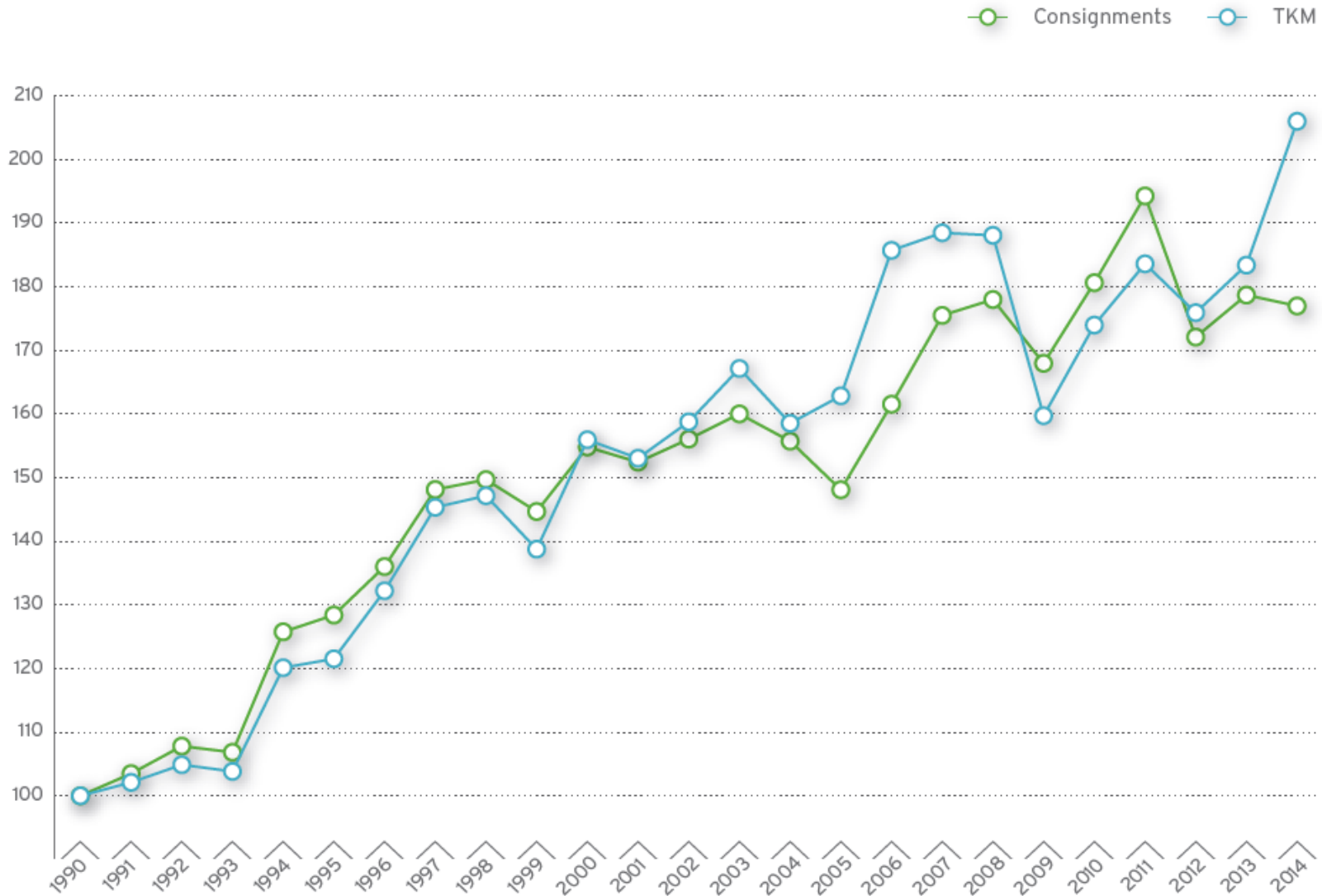


UIRR is an industry association which

- **PROMOTES** the public understanding and appreciation of Road-Rail Combined Transport,
- **ENHANCES** its development and the proliferation of industry best practice, as well as to
- **SUPPORTS** the daily operation of European Combined Transport with a series of services

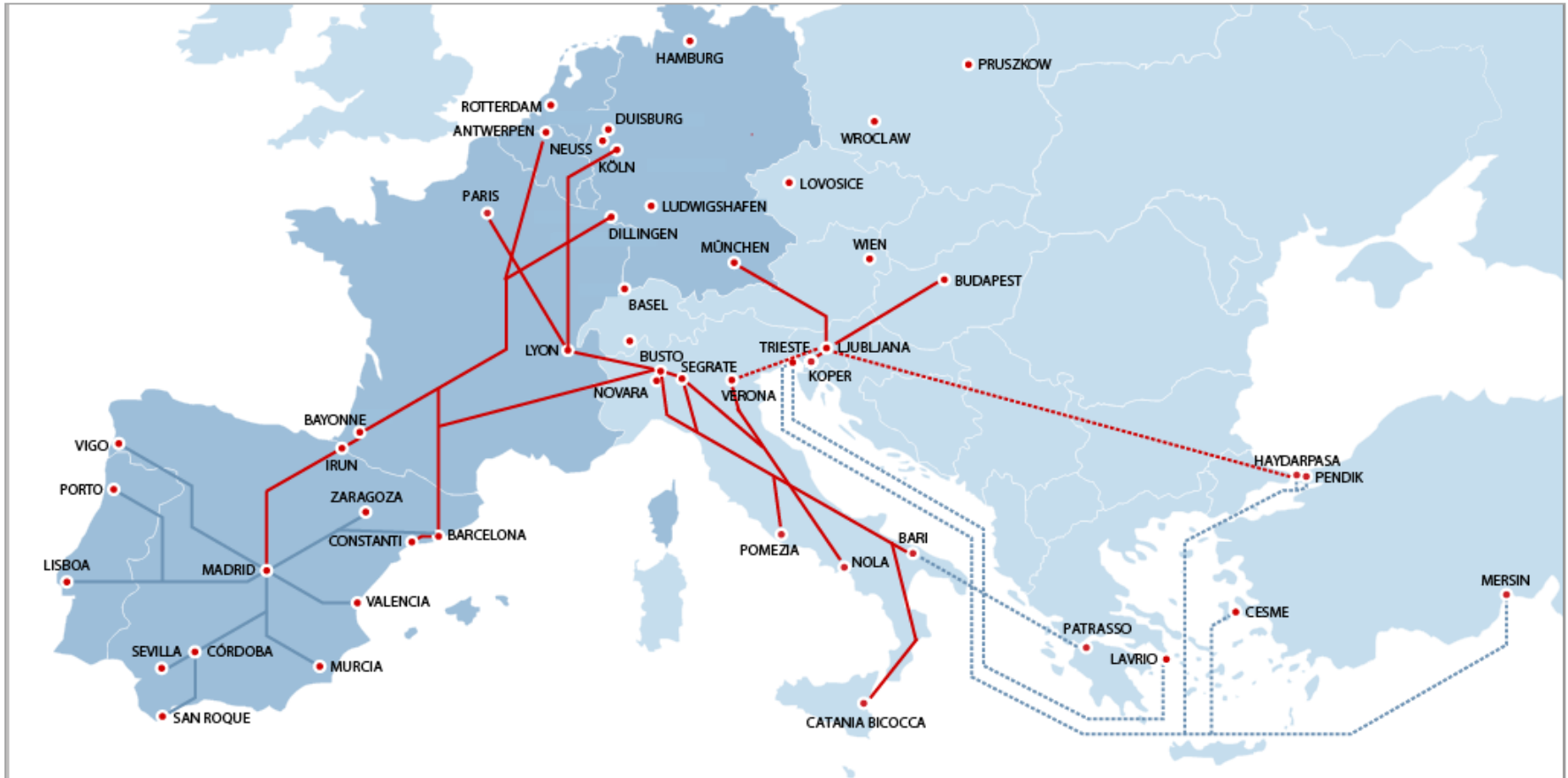


UIRR – Growth rate of Members 1990 – 2014





1. **UIRR in brief:** the industry association for Road-Rail Combined Transport
2. **European Road-Rail CT in the Mediterranean region**
3. **Best Practice examples:** (i) West-Med: Busto-Barcelona connection
(ii) East-Med: SS to Trieste and beyond
(iii) China's Silk Road Project
4. **Summary and conclusions**



Rail Freight Corridor 6 ("Mediterranean") and 7 ("Orient-East Med") offers additional capacities and potential - if the demand (and quality) is there

1. **Transport White Paper 2011**

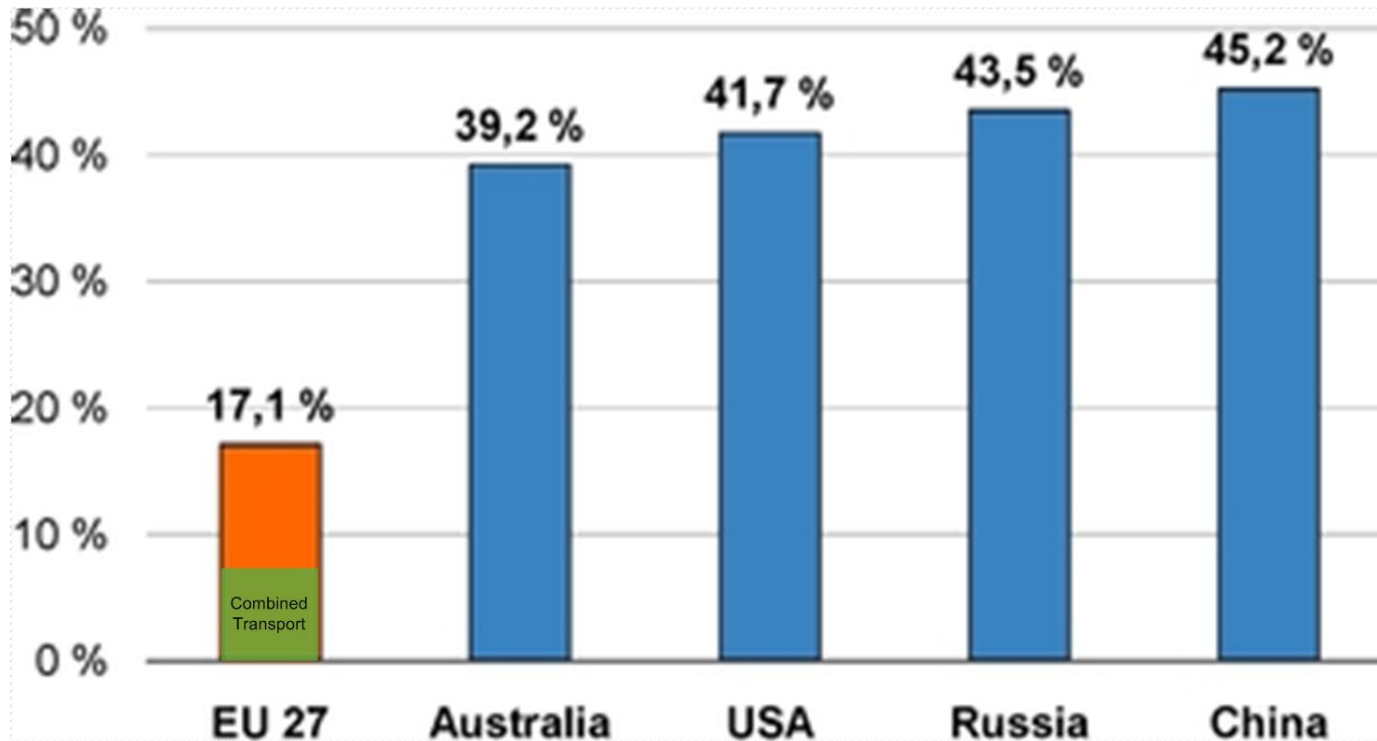
modal shift to sustainable modes:

- 30% of tonne-kilometres on distances longer than 300km by 2030
- 50% by 2050

2. **New TEN-T infrastructure development guidelines (Regulation 1315/2013)**

- improve the rail access of seaports
- eliminate bottlenecks, harmonise technical parameters (profile gauge maximum length and axle load) and build urban bypasses for freight trains
- financial support to the construction of new terminals and the extension of existing ones

THE SUPPORT OF EUROPEAN TRANSPORT POLITICS NEEDED TO IMPROVE THE INFRASTRUCTURE AND TO DEVELOP SERVICES IS THERE



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

**THE RELATIVELY LOW SHARE OF RAIL FREIGHT IN EUROPE
PROMISES A CONSIDERABLE UPSIDE POTENTIAL FOR GROWTH**



1. **UIRR in brief:** the industry association for Road-Rail Combined Transport
2. **European Road-Rail CT** in the Mediterranean region
3. **Best Practice examples:** (i) West-Med: Busto-Barcelona connection
(ii) East-Med: SSS to Trieste and beyond
(iii) China's Silk Road Project
4. **Summary and conclusions**



- Service started in 2013
- Uses Perpignan-Tarragona standard gauge line (1435mm) THAT REACHES BEYOND Barcelona port
- Competitiveness curtailed by maximum train length currently limited to 490m
- Over 3,000 consignments transported in 2014



RAIL FREIGHT CORRIDOR 6 - "Mediterranean Corridor" -

PROMISES A SOLUTION TO THE MOST PRESSING PRODUCTIVITY ISSUE OF HARMONISING TECHNICAL PARAMETERS, INCLUDING THE EXTENSION OF MAXIMUM PERMITTED TRAIN LENGTH TO 750M

Competitive connections between Turkey and Northwest EU destinations



- EKOL's RoRo services bring semi-trailers to Trieste
- Transshipment is done at EMT's terminal
- Second section by kombiverkehr's CT trains

China recently announced over €60 billion investment into the creation of a sea and an overland infrastructure that will transform Eurasia trade:

- Piraeus: the hub of the sea route – to be completed by Road-Rail CT of the consignments
- Istanbul: will be the point of entry for the overland connection (by rail) into Europe

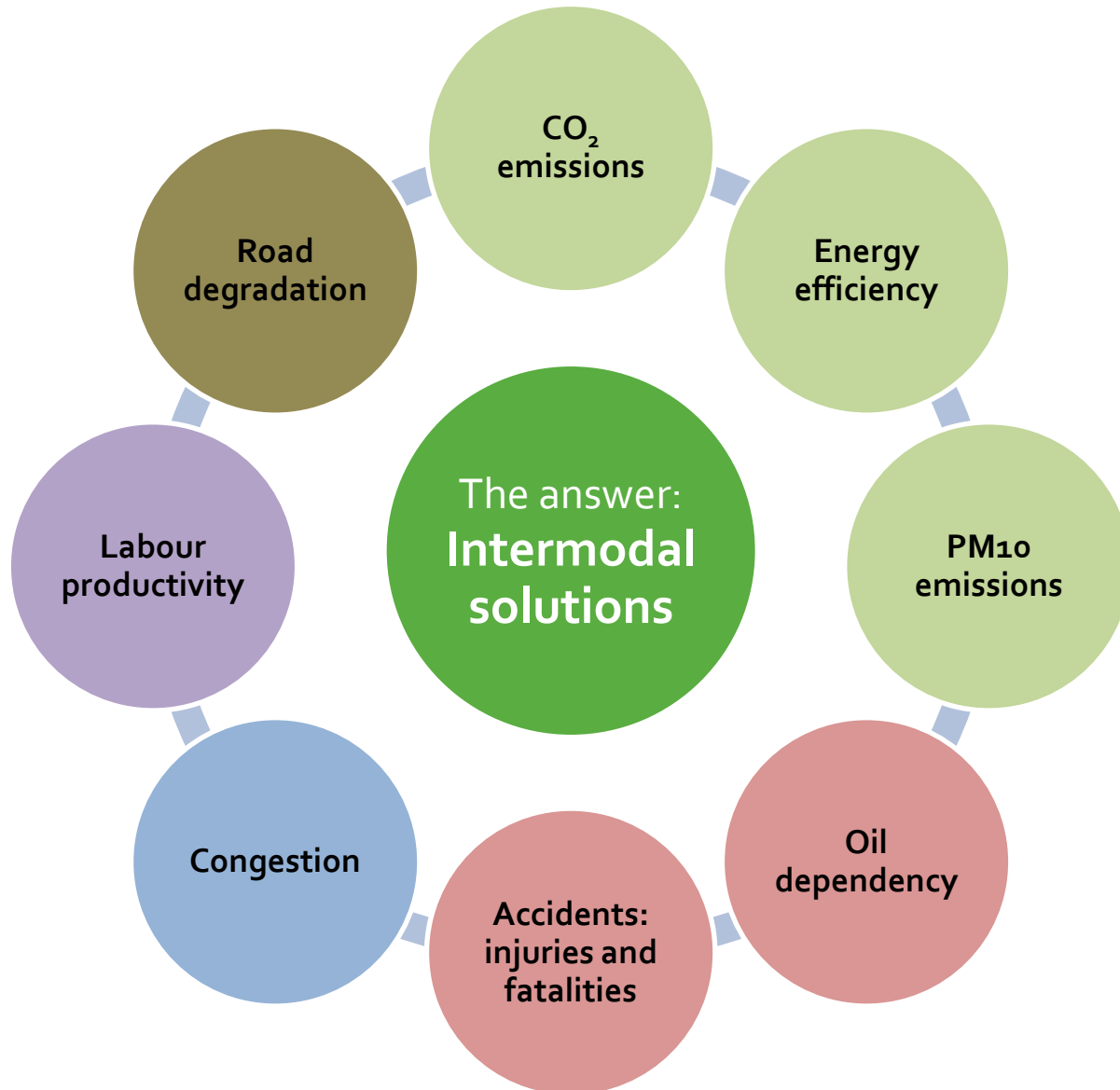




1. **UIRR in brief:** the industry association for Road-Rail Combined Transport
2. **European Road-Rail CT** in the Mediterranean region
3. **Best Practice examples:** (i) West-Med: Busto-Barcelona connection
(ii) East-Med: SS to Trieste and beyond
(iii) China's Silk Road Project
4. **Summary and conclusions**



- 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
- 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



Combined Transport can do the job...

19



...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





INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

THANK YOU

For your attention

