



INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

## ESC - Inland Transport Council Meeting

# INTERMODAL TRANSPORT: REGULATORY DEVELOPMENTS AND WEIGHTS



Ralf-Charley SCHULTZE  
President



1. The railway sector
2. The road sector
3. Regulatory developments in the intermodal sphere



- **Technical pillar:** enables internal productivity gains

Highlights:

- Systematic weeding of “national rules” (by ERA)
- European vehicle passport
- ERTMS strategy
- Extended ERA: Register of Infrastructure, national rules database
- Single European Safety Certificate

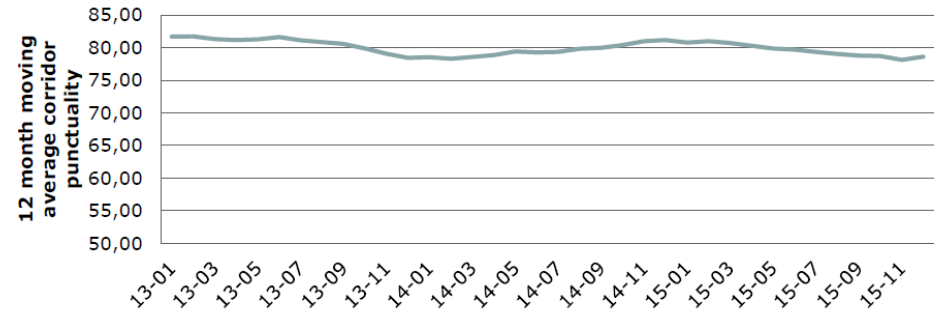
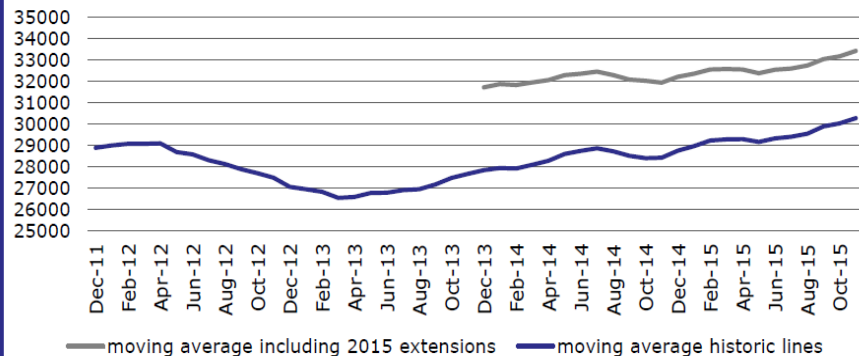
- **Political pillar:** weakens the hold of incumbents in traction service market

**Final round of political decision-making started last week  
with vote in European Council**

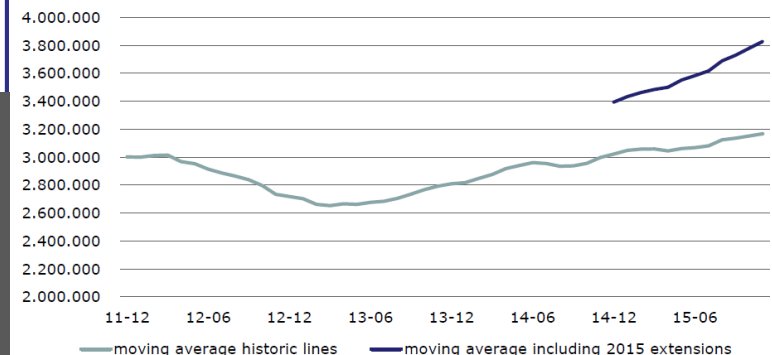
**Regulation 913/2010:** designed to address problems of European rail freight

- **All 9 corridors up and running:** the last 3 started only 10 months ago
- **Somewhat bureaucratic approach:** slow progress – RAG/TAG and COM coordination initiatives promise impetus and improved transparency
- **Positives:** more traffic – more monitoring – more transparency

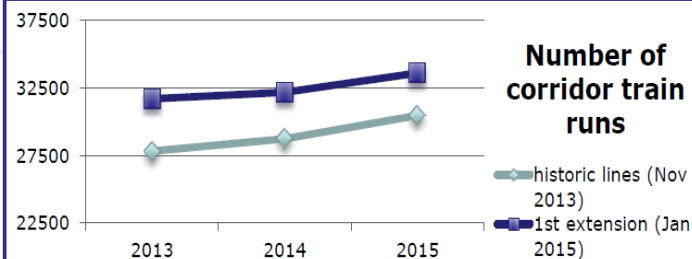
**12-month moving average (Total Corridor Traffic)**



**12 month moving average Ton-Km**



**Number of corridor train runs**



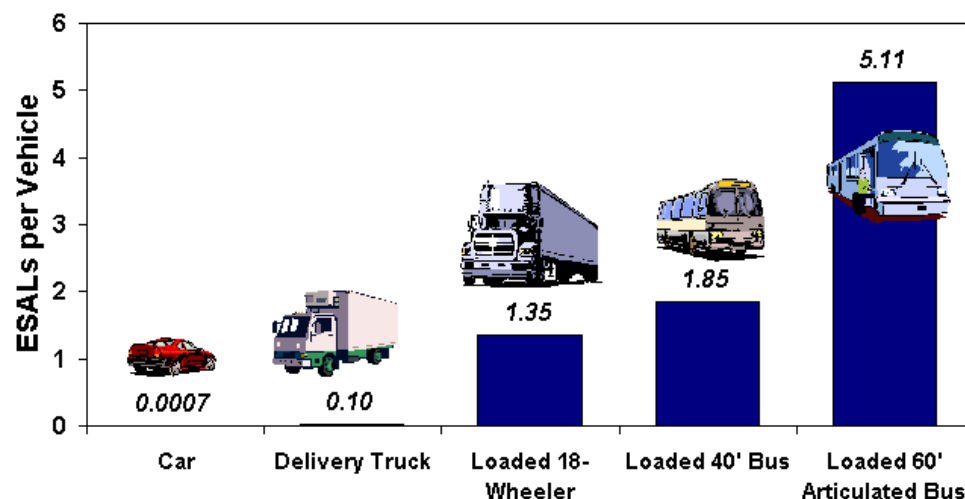
**MORE PATIENCE NEEDED**

- **TEN-T guidelines:** agreed technical parameters (1435mm gauge, 750m train length, P400 profile, 22,5kN axle load, ERTMS signalling)
- **Development funding:** mixed results
  - CEF Transport heavily subscribed, but available resources are limited
  - Excessive focus on passenger-focused projects
  - Limited Member State and regional level public resources
  - Member State regulatory frameworks do not enable the construction of bankable rail infrastructure projects (e.g. collateralisation/ownership of assets, transparency and stability of access charging – infrastructure revenues, track access and traffic priority rules – freight trains vis-à-vis passenger trains)

Rail freight focused infrastructure development is in the stranglehold of politics.  
**UIRR is calling for necessary (local) rule changes needed to offer bankable rail infrastructure projects (for EFSI-led private funding).**



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- **Severe effects:** accelerated degradation of roads and bridges caused by heavy axles
- **Maintenance backlog:** public budgets can't afford the rate of road reconstruction works (including bridge and foundation reinforcement) required by the excessive circulation of HGVs
- **Funding by users:** the EU policy is slowly, but surely trickling down to policy level – usage-based road tolling is gradually appearing across Europe and the upcoming Eurovigentte Directive revision will reinforce trend









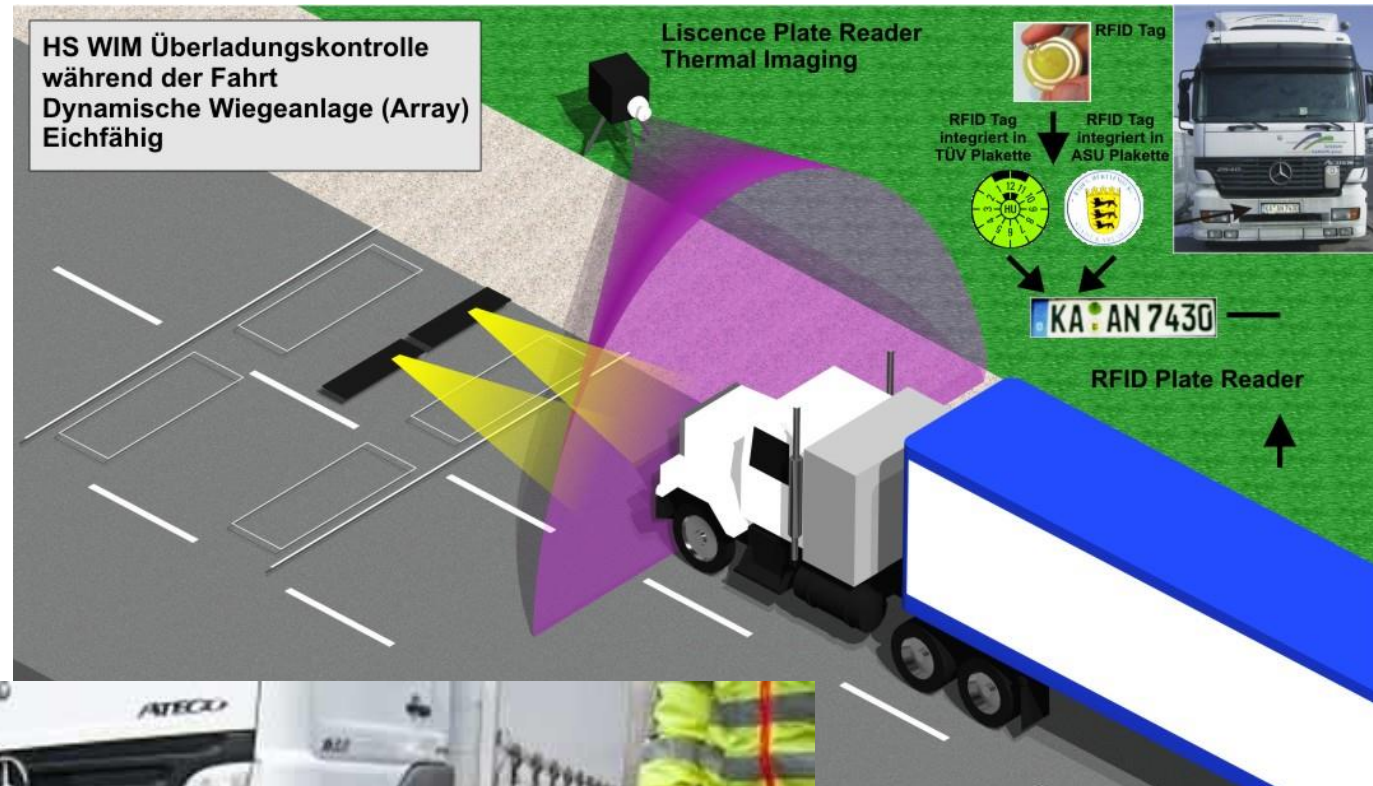
# Road: Technology to control heavy axles

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Strict enforcement expected to curtail further acceleration of degradation.

There is no support for allowing heavier road axles and HGVs.





**Public consciousness:** on the increase – leads to impetus for internalisation

- CO<sub>2</sub> emissions
- Local air pollution (NO<sub>x</sub>, O<sub>3</sub>, PM<sub>10</sub>)
- Oil dependency
- Noise
- Congestion
- Accidents
- Bio-diversity
- Land use



# The challenges of longer distance freight transport



- **Climate**: CO<sub>2</sub> and energy efficiency
- **Environment**: air and noise pollution, vibration
- **Public security**: oil dependency
- **Safety**: accident injuries/fatalities and material losses
- **The economy**: GDP loss due to congestion
- **Employment**: labour productivity
- **Infrastructure**: road degradation and spatial constraints





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- **Equal footing:** a level playing field between modes is essential to enable fair competition (based on technical merit and management excellence)
- **Temporary compensatory measures:** needed on the basis of a transparent and empirical assessment of disparities (until the level playing field is achieved)
- **An infrastructure for freight:** TEN-T parameters on the sections of rail infrastructure used by freight trains (through bankable rail infrastructure projects funded by EFSI and other market instruments)
- **Competitive traction services:** transparency within the railway sector to enable comparison and free competition of traction service providers
- **A reduction of complexity:** inherent as several players need to collaborate
  - technical (national rules, standardisation on EU level, uniform processes),
  - harmonised EU legal framework for Combined Transport (Directive 92/106),
  - sector best practice guidelines (GTC, dangerous goods, load securing, etc.),
  - digitalisation (registers, information sources, support systems, eWaybill, etc.)





*within the imminent recast of Directive 92/106*

- **Framework legislation**

- definitions and Pan-European rules for technical aspects such as codification, certification, identification, registration, Terminals, and technical annexes (to serve as standardisation mandates)

- **Temporary compensatory measures**

- to transparently counterbalance the regulatory disadvantage for as long as it continues to prevail (proportionately – based on an assessment of disparities – to reflect the status quo in each Member State)

- **Optimised infrastructure**

- complementing the large projects with small scale development aid on a Member State level to eliminate infrastructure limitations faced by consignors if wishing to shift to intermodal/combined transport

*Continued...*





*within the imminent recast of Directive 92/106*

- **Member State-level intermodal development plans**
  - encouraging the complex horizontal thinking required by intermodal/combined transport based logistics on a Member State level
- **Intermodality tests**
  - systematic test of any policy or regulatory proposal - as part of the impact assessment - to check whether an intermodal/combined transport solution could not deliver the desired policy aim more efficiently (like the SME or cost of regulation tests already in use)
- **Monitoring and reporting**
  - accurate measurement of intermodal/combined transport performance and regular feed-back to market actors, stakeholders and decision-makers

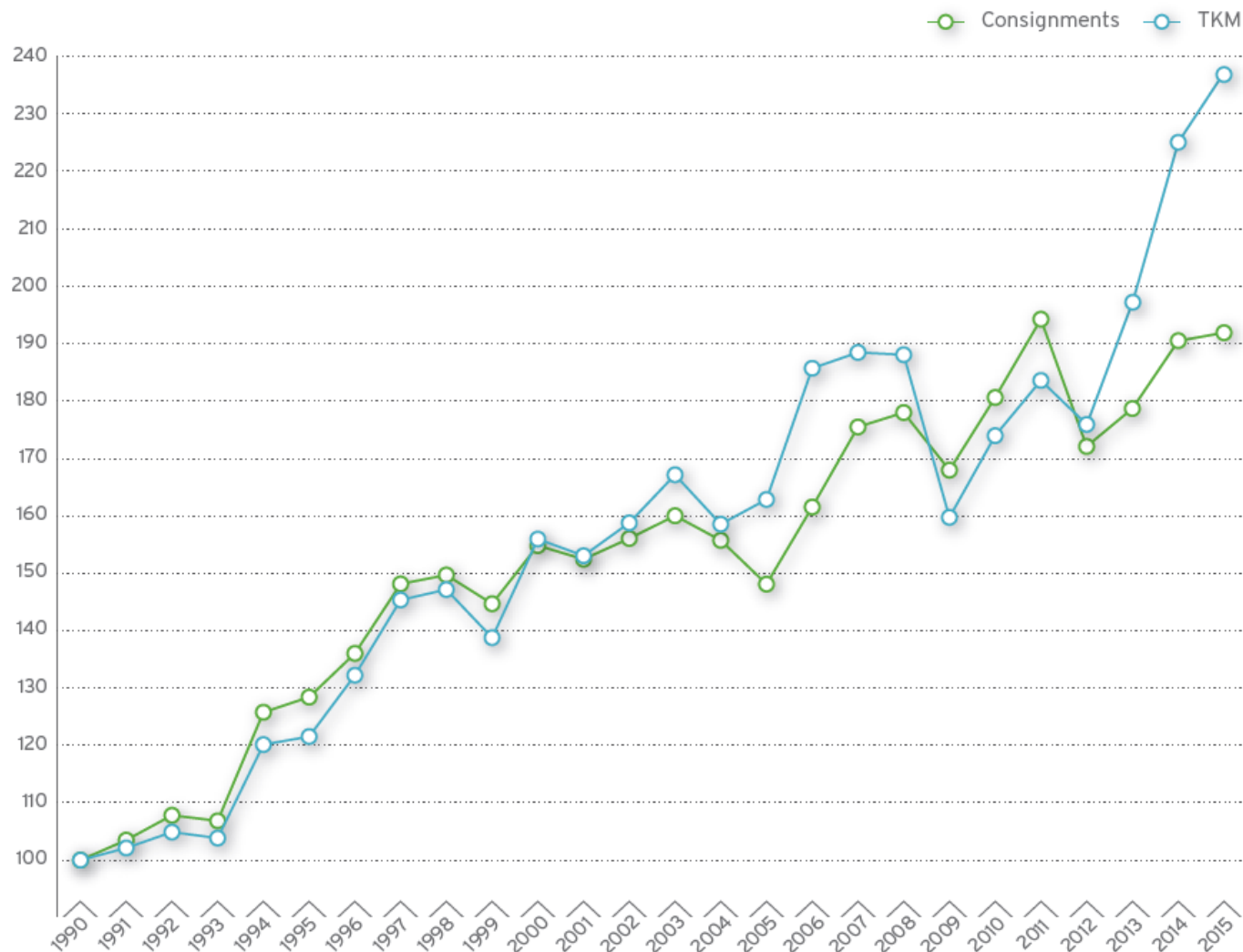
**PLEASE SUPPORT THE INTERMODAL SECTOR'S NEEDS!**

# Intermodal: Growth rate of UIRR Members 1989 – 2015

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(REFERENCE YEAR: 1990 = 100)





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# THANK YOU

## For your attention

