

BEWAG Seminar – 26.04.2017

TASK FORCE 'INTERMODAL TRANSPORT'



- **UIRR:** founded in 1970
- seat in Brussels since 1988
- **Members:** Combined Transport Operators and Terminal Managers, who enable the efficient insertion of rail into transport-chains (31 in total)
- **Logistics companies, road hauliers:** customers as well as shareholders of UIRR Members
- **Performance:** 50% of European Combined Transport in 2015
- **Mission / Strategy:**
 - PROMOTES the public understanding and appreciation of Road-Rail Combined Transport,
 - ENHANCES its development and the proliferation of industry best practice,
 - SUPPORTS the daily operation of European Combined Transport with a series of services
- **UIRR: long history in wagon development (vertical and horizontal)**
 - 1973: development of the first pocket-wagon
 - 1981: developemeny of the first RoLa wagon
 - 1987: developement of the first articulated vehicle
 -
 - 2016: more than 12,000 CT wagons(owner/keeper and/or long-term leasing)



CT market segment	Transport volume		Tonnes lifted (gross tonnes)	Tonnes moved (bn tonne-km)	
	(TEU)	(units)		Only non-road legs ^a	Road and non-road legs
Intra-MS	4.843.100	3.229.000	41.589.800	20	23
Intra-EU	8.687.200	5.791.000	86.198.000	66	76
International	14.339.500	9.560.000	143.026.700	67	77
Total CT	27.869.800	18.580.000	270.814.500	153	175
Total excluding CT short sea/road	22.358.800	14.906.000	233.629.500	126	144

Source: Analysis of the EU Combined Transport – Final Report, 15 January 2015

Importance of intermodal: CT Road-Rail

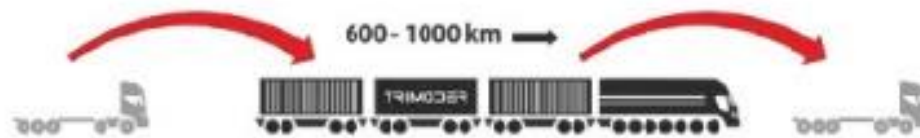


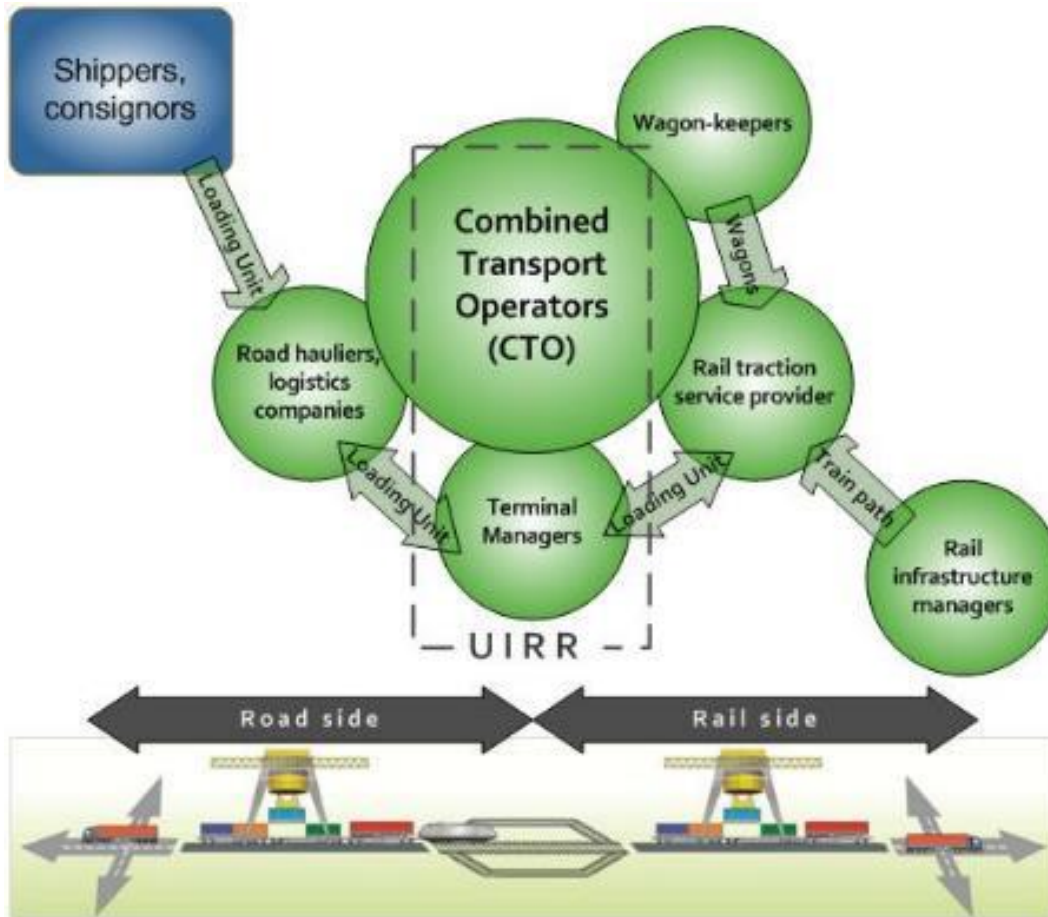
CT market segment	Transport volume (TEU)	Tonnes lifted (gross tonnes)	Tonnes moved *) (bn tonne-km)
Intra-MS	3.218.110	33.260.800	17
Intra-EU	4.856.170	60.355.980	51
International	9.133.520	92.141.720	47
Total	17.207.800	185.758.500	115

**CT Road-Rail:
about 60% of the total
intermodal traffic**

CT market segment	Ø load factor (tonnes/TEU)	Ø rail distance (km)	Ø transport performance (tonne-km/TEU)
Intra-MS	10,3	514	5.314
Intra-EU	12,4	850	10.564
International	10,1	509	5.135
Total	10,8	621	6.700

Source: Analysis of the EU Combined Transport – Final Report, 15 January 2015





- Various (land) transport modes
- Various actors
- Physical assets (units, wagons, terminals, railway infrastructure)
- Information flow / data
- Policy environment (eg road versus rail)



- **Directive 92/106: under revision**

- Framework conditions for CT/intermodal transport
- UIRR non paper submitted to Commission
- Various public consultations
- Sustainable Round Table with key stakeholders to accompany the revision
- EC Work program 2017/2018

- **Strategic Vision of the European Union Agency for Railways (ERA)**

- Paper: <http://www.era.europa.eu/Communication/News/Pages/Strategic-vision-for-the-European-Railway-Agency.aspx>
- Future evolution of the Agency (before 2030): multi-modal integrated transport is common.... Agency evolving to a European Land Transport Authority.

- **Commissioner Mrs. Bulc announced '2018 as the year of intermodal transport' (UIRR General Assembly)**



- **Objectives**

- Identify short-term and mid- and long-term issues of intermodal transport impacting one or several TSIs
- Assess the identified topics
- Mandate the TSI working group for modification

- **Planning**

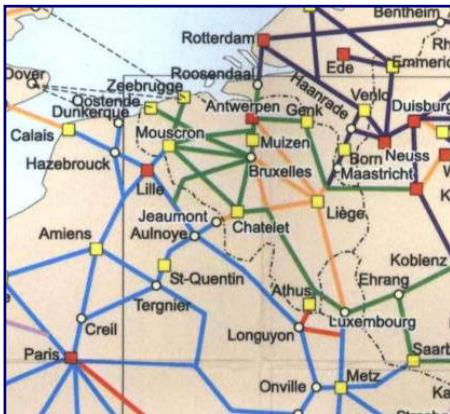
- Brainstorming meeting: June 2017
- Official kick-off: 2nd half 2017

- **Identified topics**

- Codification system in Combined Transport
- Data exchange (consignment, ETA)
- Registers / links to other applications

CODIFICATION IN CT: INTRODUCTION

- Combined Transport with loading units, or road vehicles on railway wagons, exceeds the G1 UIC loading gauge (it ideally requires the larger GC gauge), hence railway lines must be codified to determine the accurate gauge for CT.
- Alongside the codification regime for railway lines, a system of codification of loading units and wagons has been established to enable a smooth flow of CT trains



Codification of lines



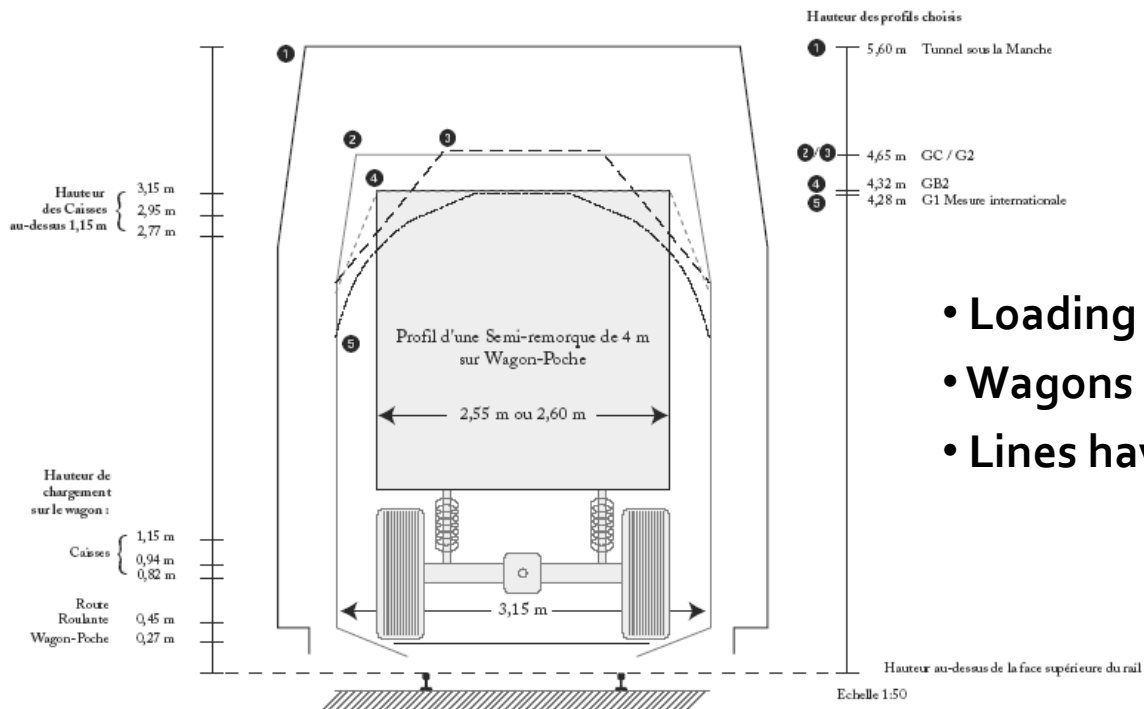
Codification of loading units



Codification of wagons

COMBINED TRANSPORT: PILLAR 4

COMBINED TRANSPORT IS ONLY POSSIBLE IF "LINE + WAGON ≥ ILU"



- Loading units have been codified
- Wagons have been codified
- Lines have been codified

Not explained in TSI WAG

Container / box traffic

Craneable semi-trailers



Wagon compatibility code (double marking is possible)

“C” stands for the transportation of containers and swap bodies

“P” stands for the transportation of semi-trailers


“C” means that only codified loading units marked with C might be transported on railway lines codified with C


“P” means that only codified semi-trailers marked with P might be transported on the railway lines codified with P

Not explained in TSI WAG and should be part of the vehicle authorisation

Container / box traffic

Craneable semi-trailers

	
SNCF	-3
FS	-2
DB - DSB - NS - NSB SBB - SJ - SNCB - ÖBB	0

	
FS	-2
DB - DSB - NS - NSB SBB - SJ - SNCB - ÖBB	0

Corrective figures (when the wagon differs from the characteristics of the reference wagon – optional if positive – mandatory if negative)

If the company (or the country) is not mentioned in the table, the wagon is not allowed to circulate in this specific country.



Measuring and upgrading the clearance gauges of railway lines

<https://ec.europa.eu/transport/sites/transport/files/2017-report-clearance-gauge-railway-lines.zip>

- **feasibility study: identification of sections allowing a significant development of Combined Transport (focus on P400 lines)**
- **assessment of information systems and procedures**

In absence of a universal codification system, defining at least a standardized measurement/codification method is crucial and wished by all, in the current complexity and variety of gauging and line or wagon codification systems, which are currently mostly accessible to experts.

- **best practice guide**

the harmonization of the methodology for the line codification represents a real enhancement for the stakeholders. Actually, few experts are able to compute the line codification, and the codification methods are different depending on the country and the stakeholders (IM/RU). A common methodology would enable to have a codification information understandable by each stakeholder, and later on to have the revision of line codifications performed by other stakeholders than IMs.



- EU Regulation 1299/2014:
<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R1299&from=EN>
- Guide:
<http://www.era.europa.eu/Document-Register/Pages/TSI-Application-Guide-INF-TSI.aspx>

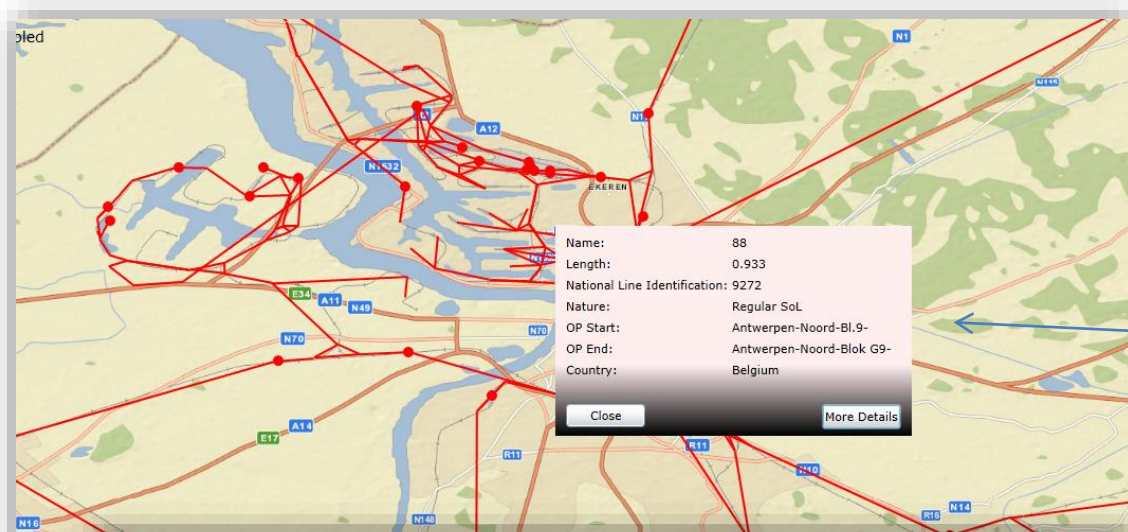
Table 3

Performance parameters for freight traffic

Traffic code	Gauge	Axle load [t]	Line speed [km/h]	Train length [m]
F1	GC	22,5 (³)	100-120	740-1050
F2	GB	22,5 (³)	100-120	600-1050
F3	GA	20 (³)	60-100	500-1050
F4	G1	18 (³)	n.a.	n.a.
F1520	S	25 (³)	50-120	1050
F1600	IRL1	22,5 (³)	50-100	150-450

ONLY THE GENERIC PROFILES ARE MENTIONED – NO REFERENCE TO THE COMBINED TRANSPORT PROFILES (C and P profiles) AND THUS NO HARMONISED METHODOLOGY IN THE RELATE EN STANDARD

RINF (Infrastructure register): requirements for Combined Transport



Example in Belgium

RINF interface: possibility to visualise a specific line but not to query a route

Line layout	
Interoperable gauge	GA
Multinational gauges	
National gauges	
Standard combined transport profile number for swap bodies	
Standard combined transport profile number for semi-trailers	
Gradient profile	+0.8(8.260)

Data needed for each IM and for each line/route !! (mandatory fields)

Thank you for your attention

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