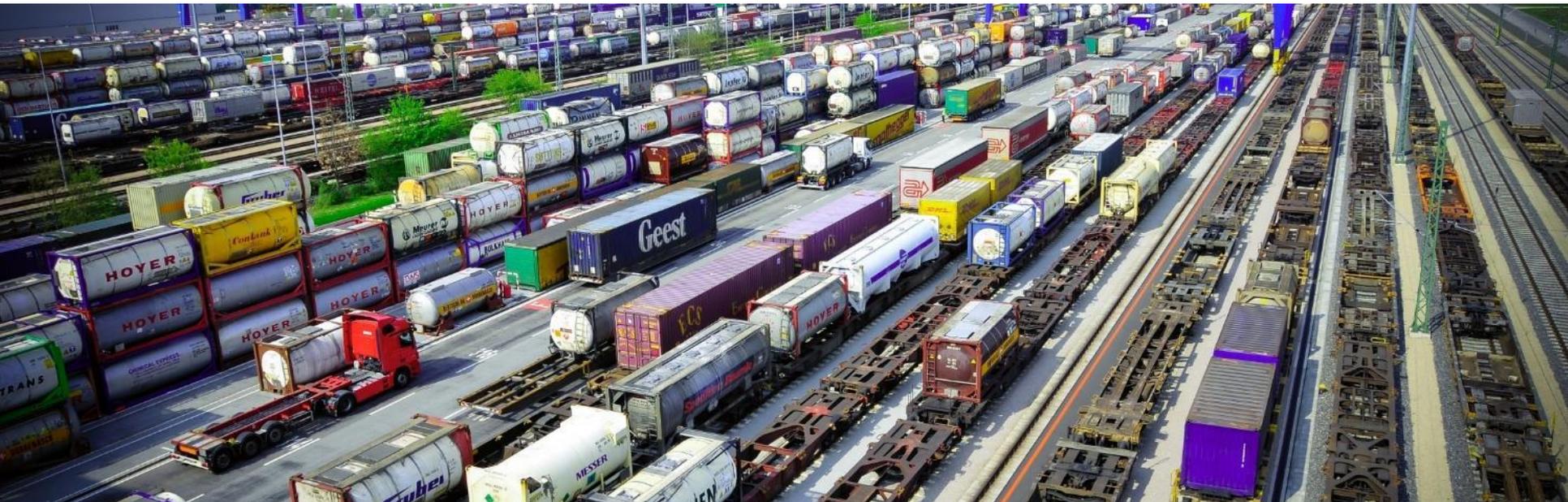




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## Study Trip – Corridor 2

# BOTTLENECKS AND THE COORDINATION NEEDED TO OVERCOME THEM



# UIRR: the industry association of intermodal freight



## PARTNERS



## MoU PEERS



## MANUFACTURER'S PLATFORM UIRR OPERATORS



## UIRR TERMINALS



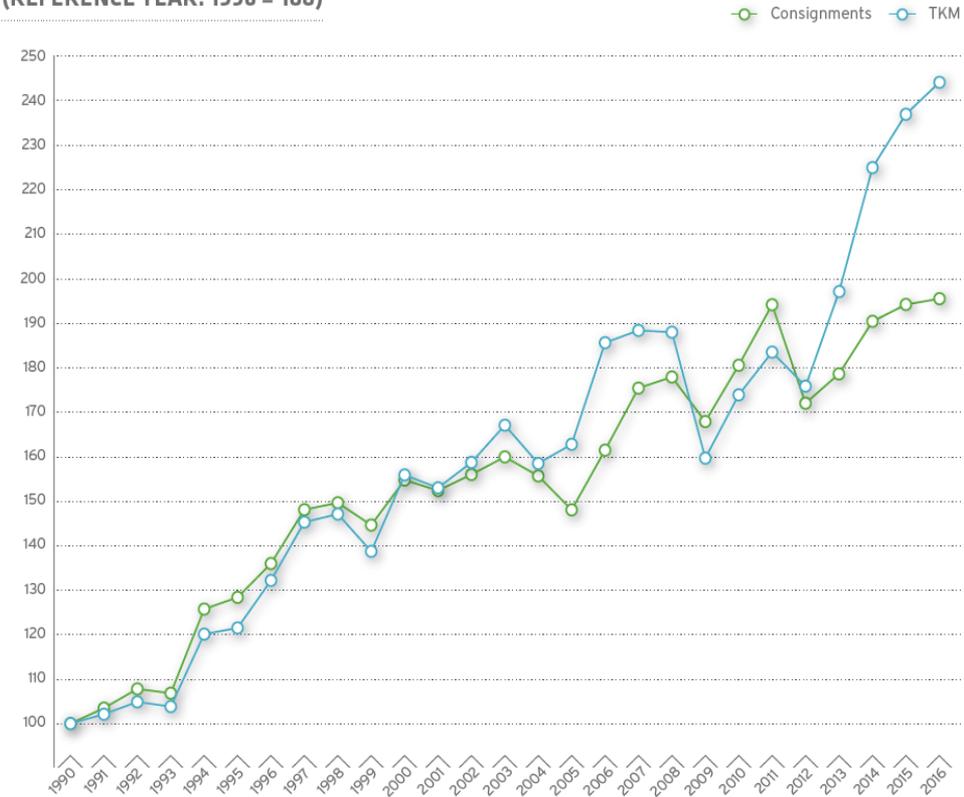
## GOVERNMENTAL BODIES



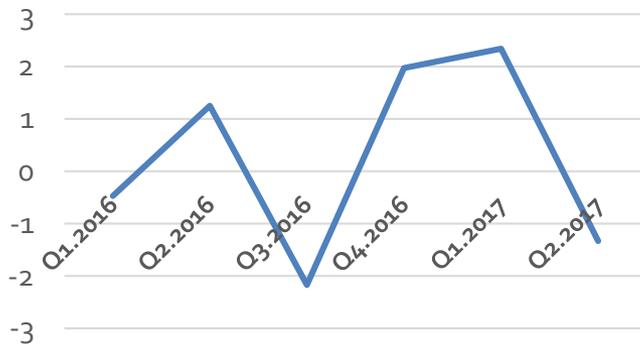
## INDUSTRY ASSOCIATION PEERS



(REFERENCE YEAR: 1990 = 100)



**UIRR Quarterly CT Performance Index since Q1.2016 (in %)**



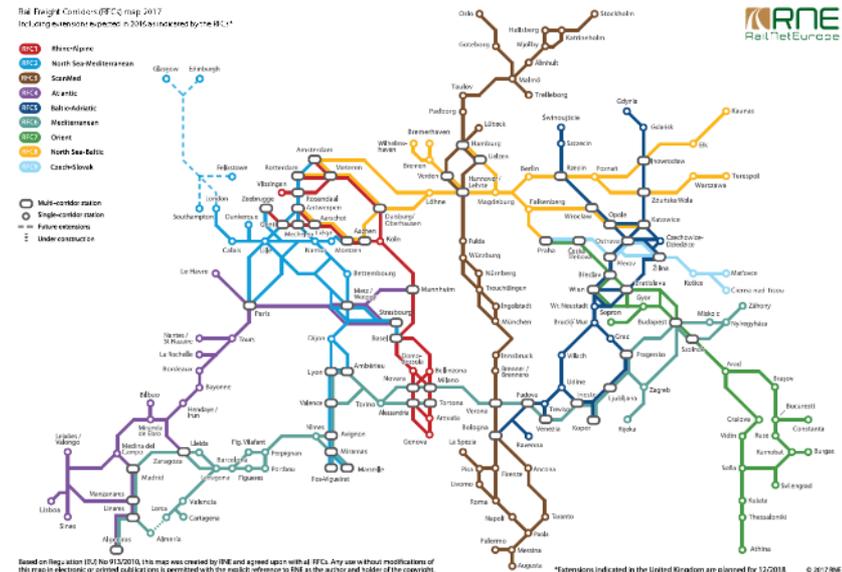


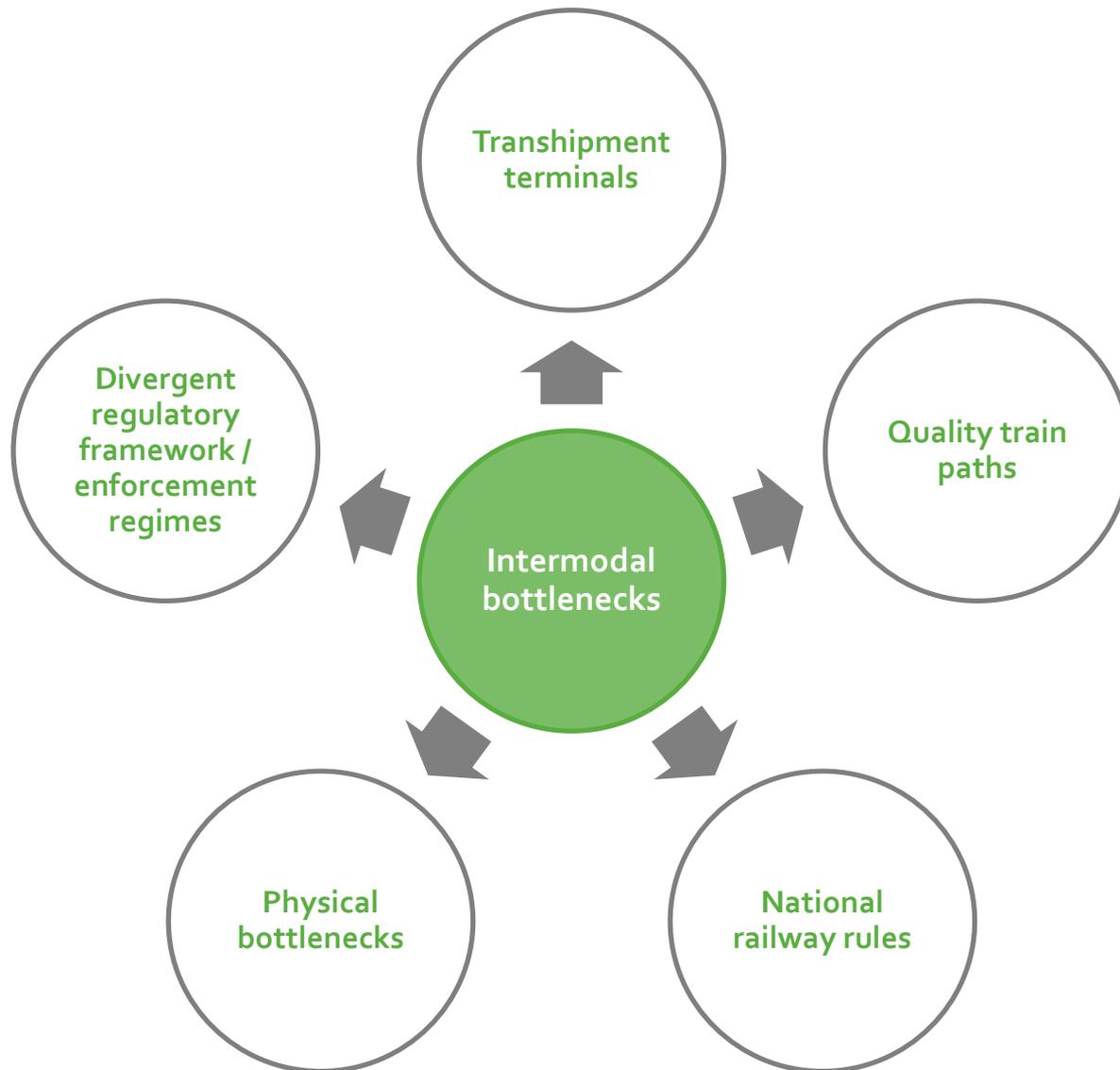
- **Regulation 913/2010:**  
designed to address problems of European rail freight
- **Advisory Groups for Terminals (TAG) and Railway Undertakings (RAG)**
  - Coordination of TAG speakers: UIRR
  - Coordination of RAG speakers: UIC
- **Sector and Ministerial positions on RFCs:**
  - Provide accurate information on the whereabouts of trains (IMs and RUs)
  - Offer reliable ETA projection
  - Fully implement TAF TSI
  - Ensure transparency through regular publication of KPIs
  - Offer similarly structured websites for easy comparability
- **Sector Statement Governance:**
  - Definition of 10 priorities
  - Monitoring
  - UIRR as coordinator of the ETA priority (ELETA project launched)

## Boosting International Rail Freight

Sector Statement on Rail Freight Corridors

Brussels, 20 May 2016



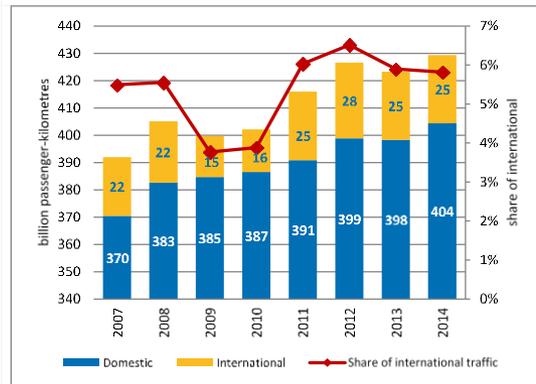


- **Uneven terminal density:** good subsidy scheme > no CAPEX support
- **Lack of urban terminals:** close to downtown to directly support city logistics
- **Quality/homogeneity:** upgrade to CNC parameters (train length, total weight, profile...)
- **Operational standards:** Implementing Act on Access to Service Facilities – common portal promoted
- **'Not in my back yard' effect:** fear of noise and traffic is hurdle to new projects
- **Lack of coherent intermodal plans and/or commitment to modal-shift:** insufficient input to encourage developers and/or to reduce risks



- **Passenger traffic:** 10% growth (no data of trainkm growth) | punctuality: 80-85% (to 5 minute)

Figure 1 – Evolution of rail passenger traffic volumes



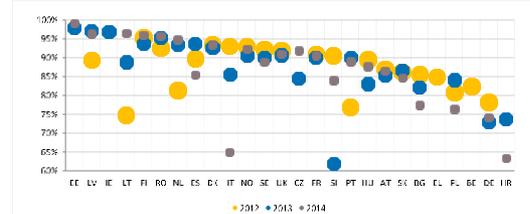
Source: RMMS



Figure 1 – Punctuality of regional and local passenger services, percentage of services on time

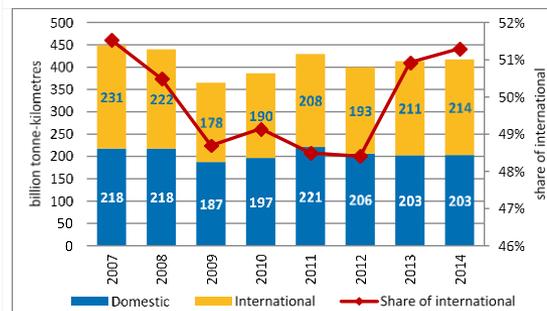


Figure 1 – Punctuality of long distance passenger services, percentage of services on time



- **Freight traffic:** 10% shrinking (no data of trainkm growth) | punctuality: n/a

Figure 1 – Evolution of rail freight traffic volumes



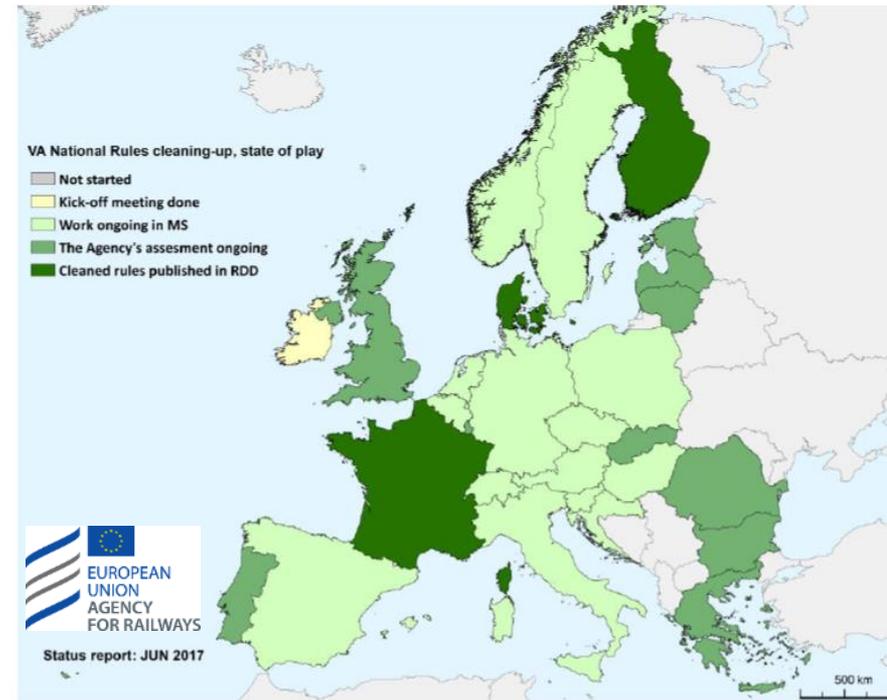
Source: RMMS



**Rail freight quality:**

- The EU RMMS Report does not contain data
- Sector data collection (UIRR, RFCs) shows great variations with average est. below 50% (to 30 minute standard)

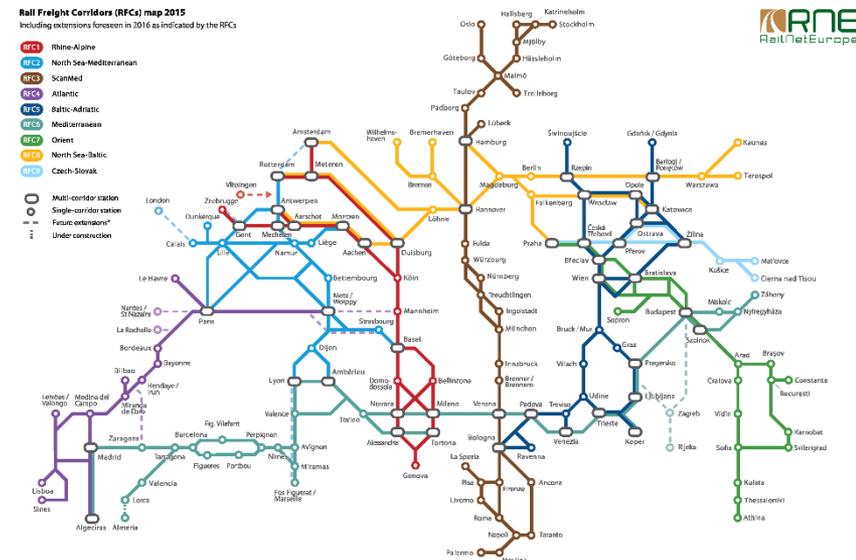
- **Clean-up of national rules:** work in progress at ERA – core countries lagging behind
- **UIC Leaflets vs ERA TSIs:** persistent lack of clarity; some progress in changing UIC Leaflets
- **Traffic rules:** no European priority rules, passenger traffic is prioritised over freight (even when latter is on time)
- **Path allocation rules:** freight comes after passenger when deciding access to the tracks – without proper social benefit analysis
- **Infrastructure development:** lack of fair competition for investment resources between freight and passenger needs and between transport modes



- **Symbolic infrastructure**: uneven progress – some big projects advance faster than others
- **Connecting lines**: uncoordinated upgrades of connecting lines to/from symbolic infrastructure like Gotthard Base Tunnel
- **TEN-T parameters**: inconsistent progress in train length, axle load and profile gauge upgrades and ERTMS implementation
- **Small-scale bottlenecks**: replacement of switches, extension of bypass lines, completion of missing electrification progresses slowly and often lacks funding
- **Coordination of works**: deficiencies both in the coordination of planning and the implementation of works is a shortfall of cooperation foreseen under the Rail Freight Corridors – European Supervision and Crisis Management needed



**Rail Freight Corridors (RFCs) map 2015**  
Including extensions foreseen in 2016 as indicated by the RFCs

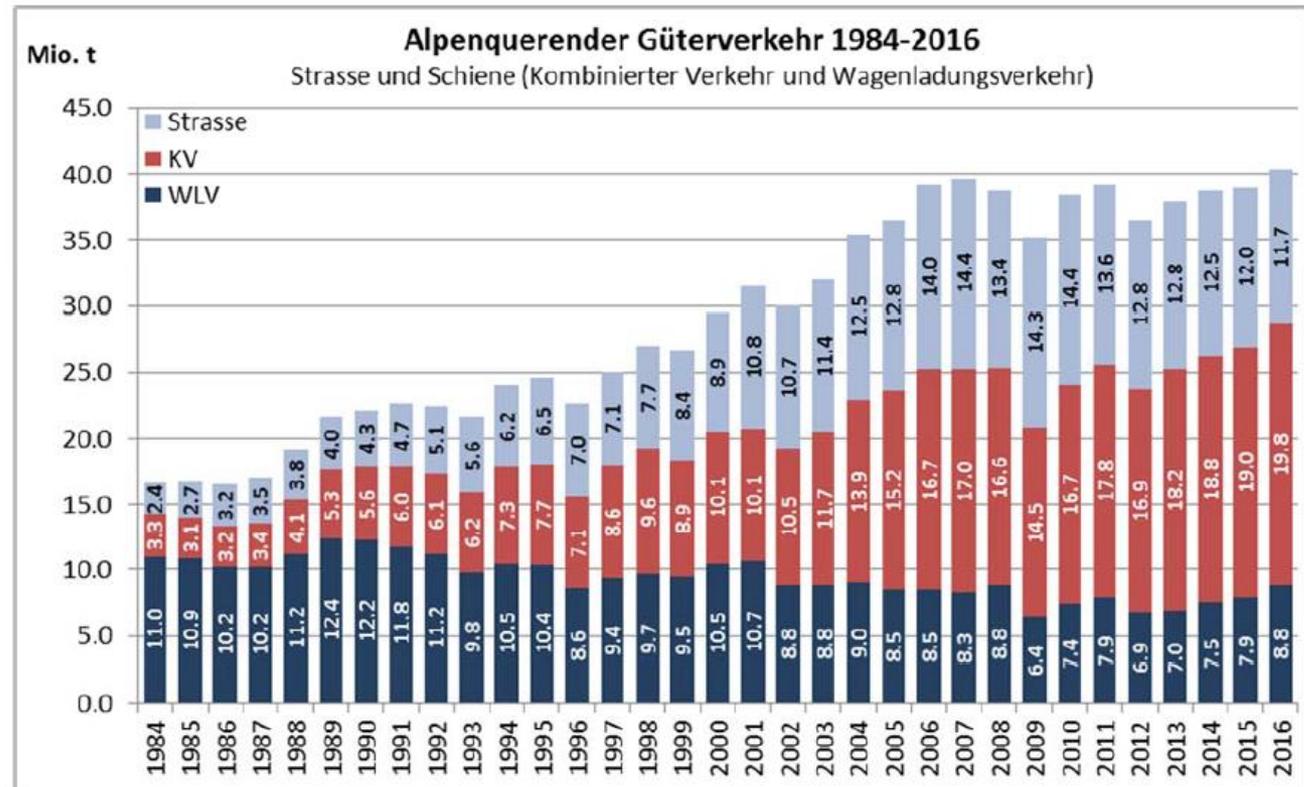




## ...if and where the framework conditions are right

- ✓ Rail infrastructure is developed coherently with strategic goals
- ✓ Recognition of freight: train path capacity allocation and traffic rules
- ✓ Development of capacities: lines and terminals (infrastructure)
- ✓ Intermodal rules are clearly defined and predictable compensation is offered

Transalpine  
traffic  
through  
Switzerland  
1984 – 2016





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# THANK YOU

For your attention

