

# Railway Pro Investment Summit

## INTERMODAL: THE MEANS BY WHICH TO SHIFT FROM ROAD TO RAIL



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President

# UIRR: the industry association of intermodal freight

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## PARTNERS



## MoU PEERS



## MANUFACTURER'S PLATFORM



## UIRR TERMINALS



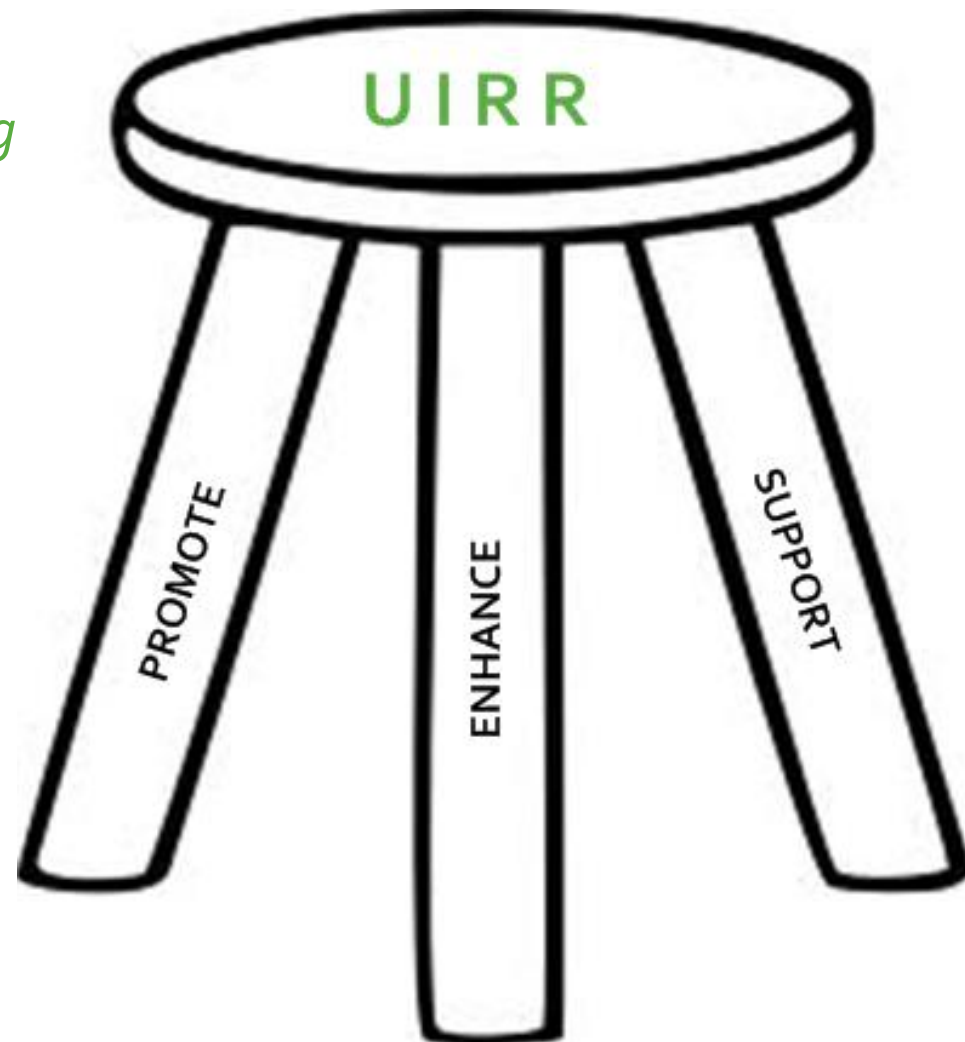
## GOVERNMENTAL BODIES



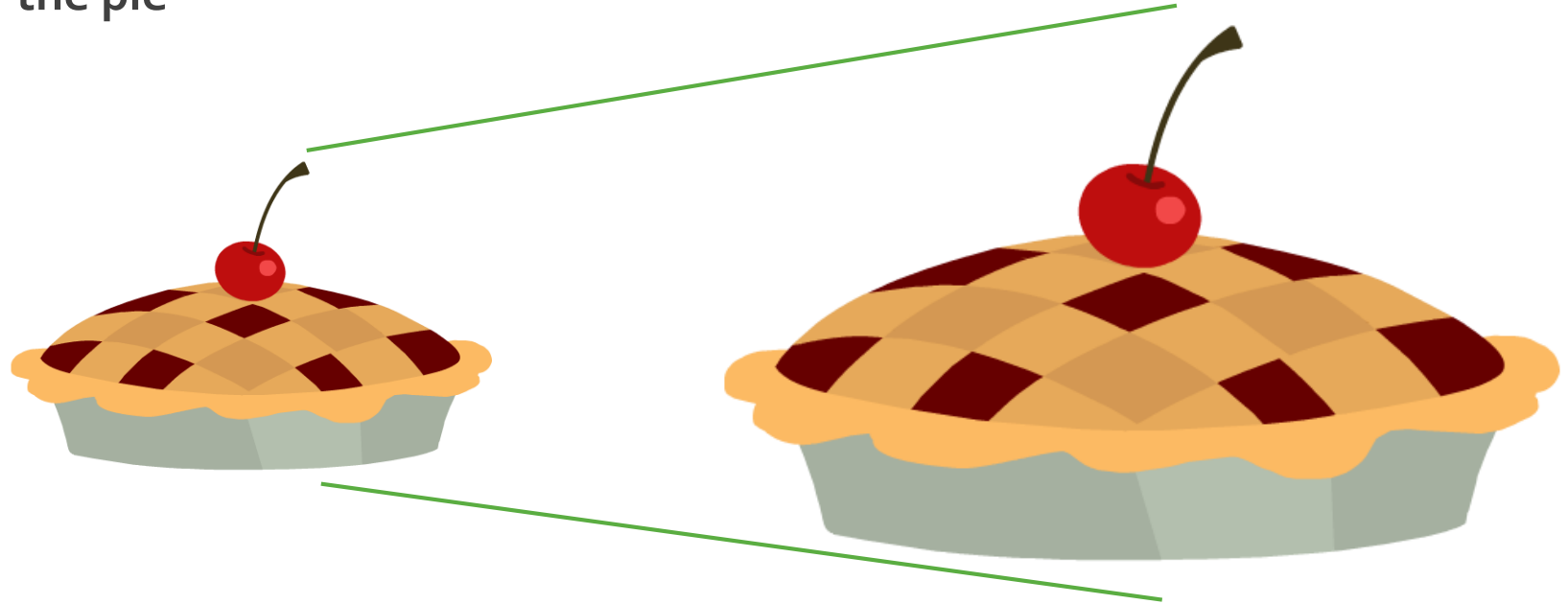
## INDUSTRY ASSOCIATION PEERS

*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,*
- **SUPPORTS** the daily operation of European Combined Transport with a series of services*



## Grow the pie

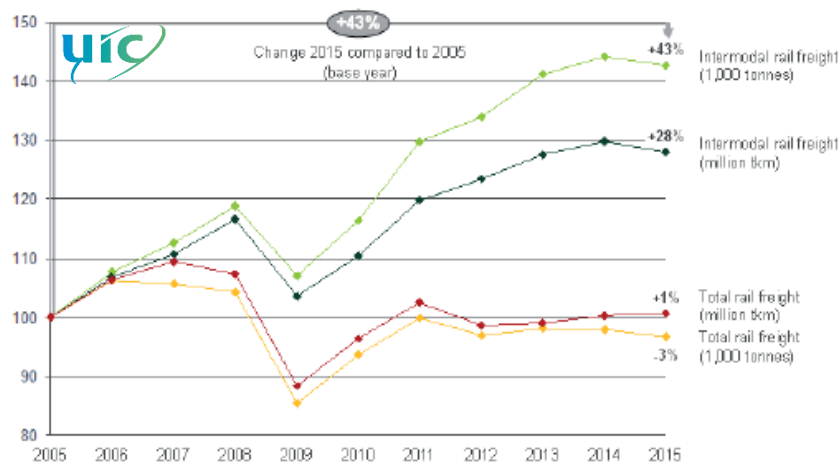


through enabling **competition and cooperation** on the basis of

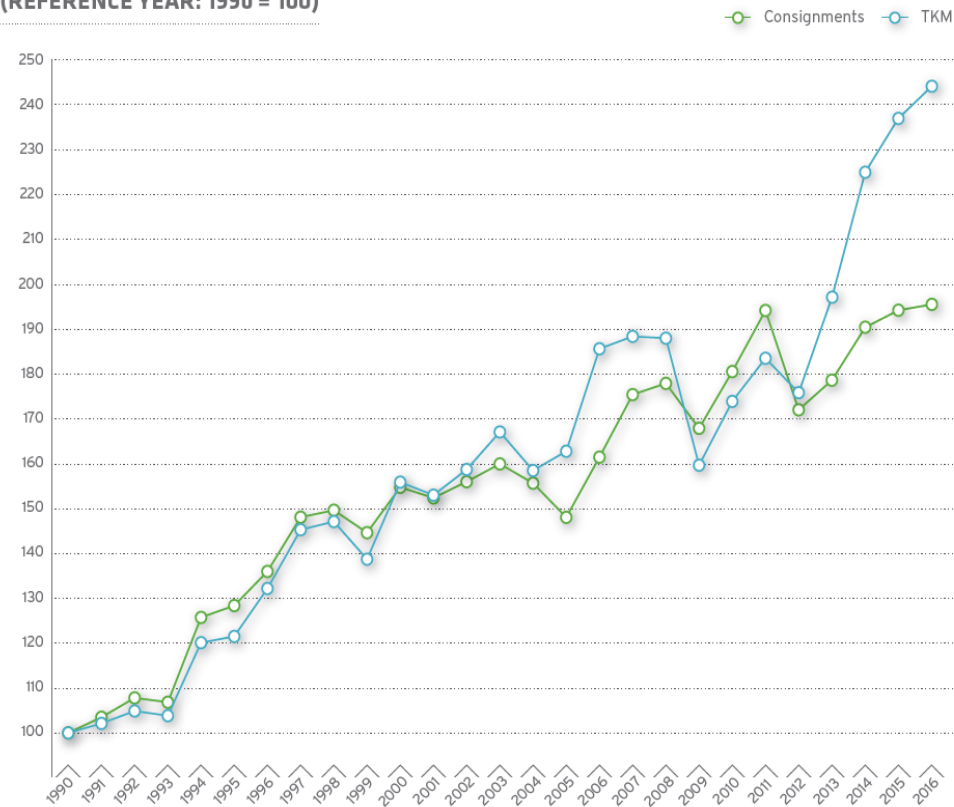
- 1) technical merit – of the particular freight transport solution offered
- 2) competence (professionalism) of those who organize CT
- 3) with UIRR as the collective voice of the intermodal sector

# Development of Combined Transport

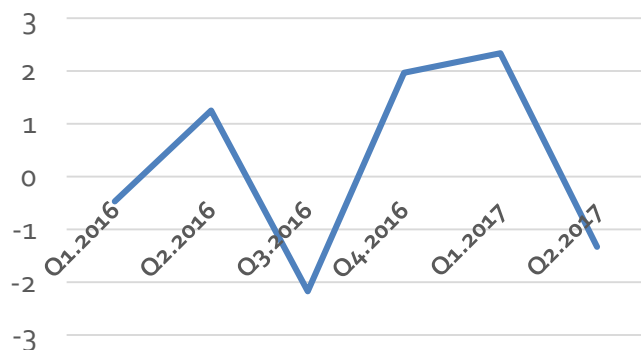
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(REFERENCE YEAR: 1990 = 100)



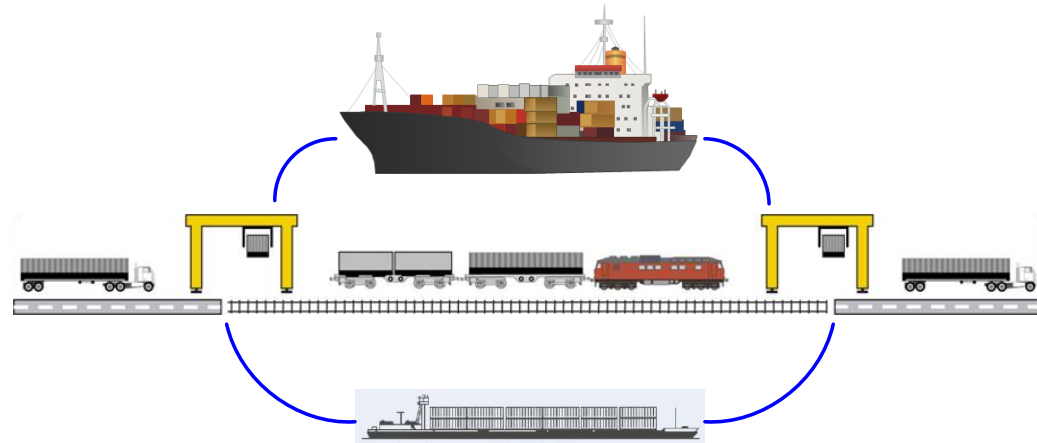
**UIRR Quarterly CT Performance Index since Q1.2016 (in %)**





## Intermodal Transport: brings the best out of each mode of transport

Intermodal is the most efficient way to insert ecologically sustainable modes of transport – like electric rail, inland navigation and short sea shipping – into long(er) distance transport-chains.



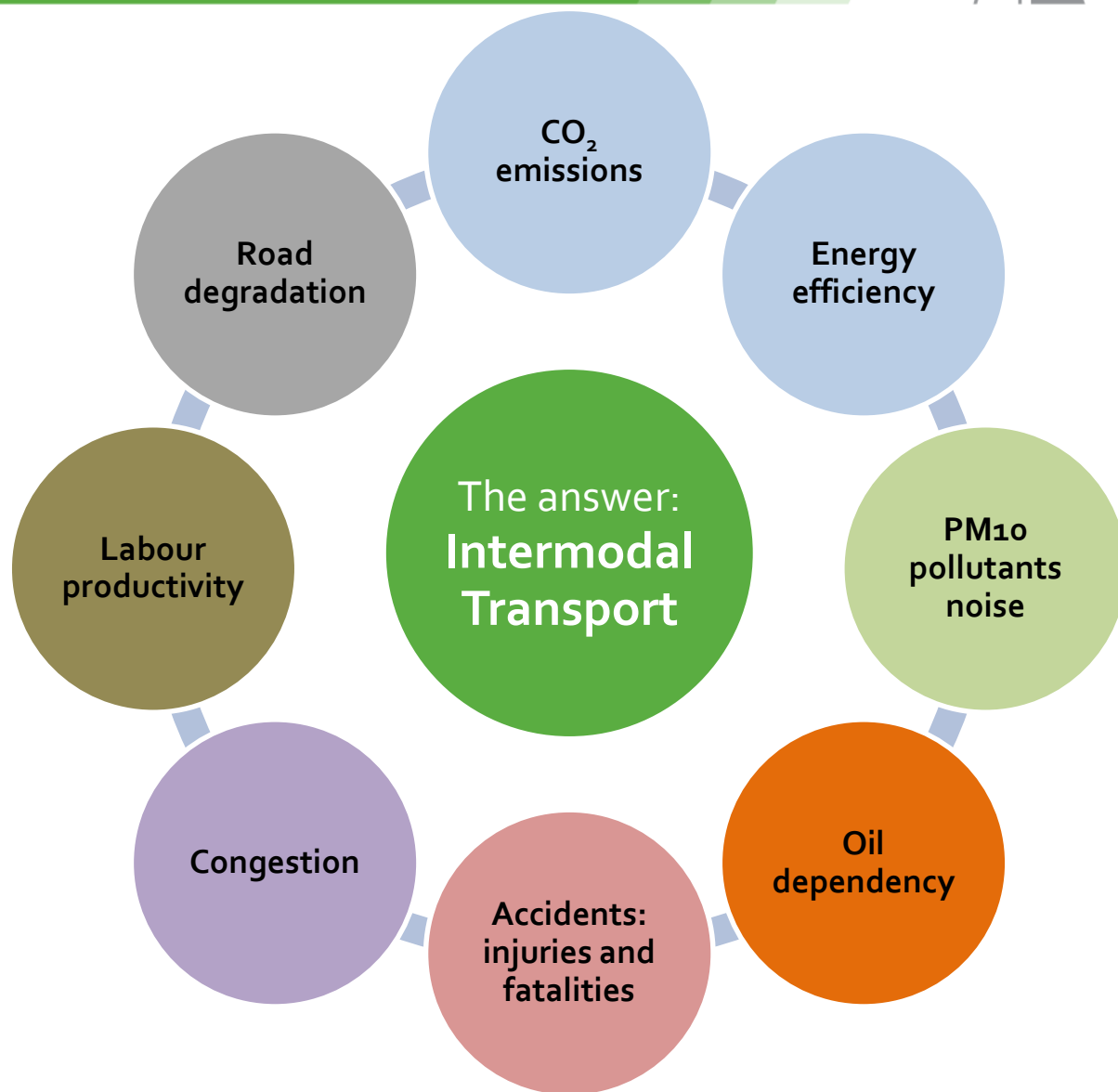
Intermodal/Combined Transport in Europe

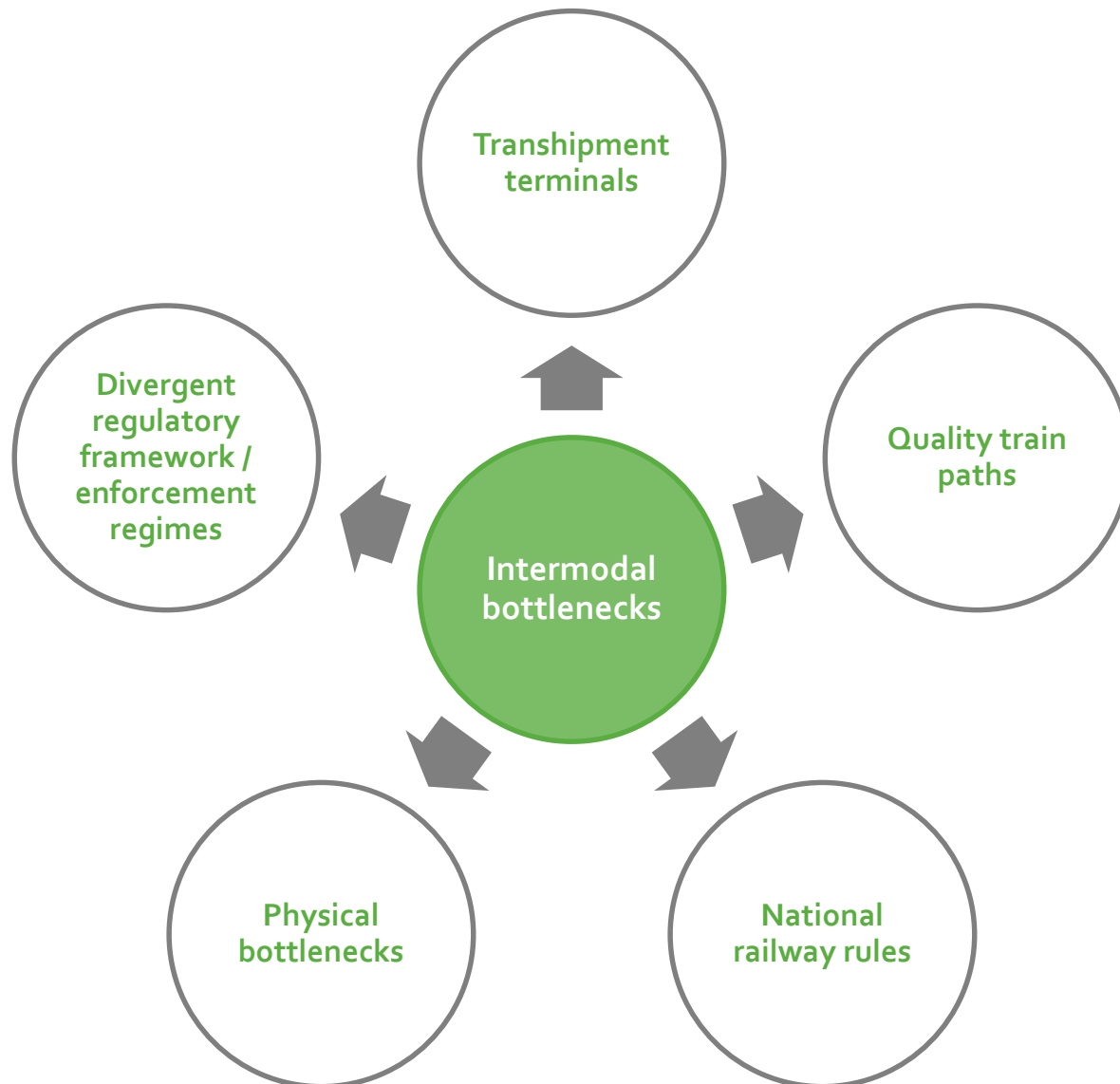


# The challenges of freight logistics



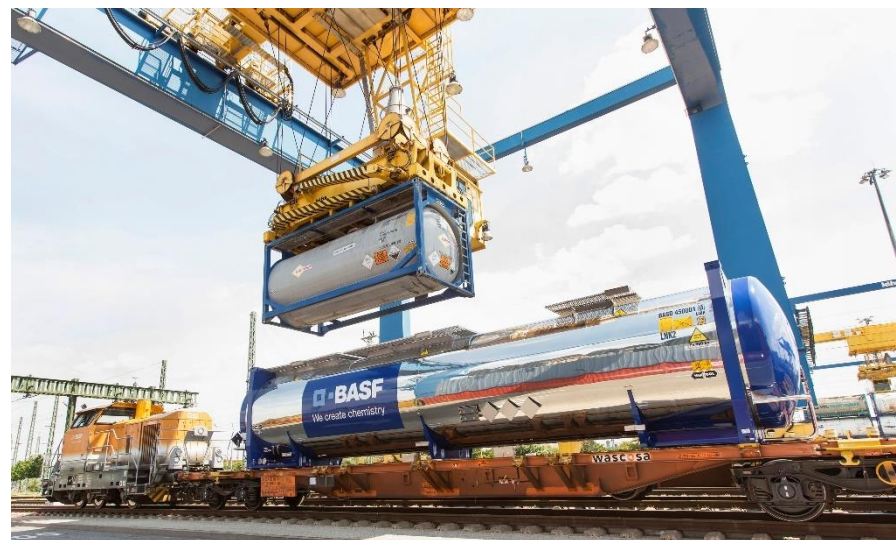
- **Climate**: CO<sub>2</sub> and energy efficiency
- **Environment**: air and noise pollution, vibration
- **Public security**: oil dependency
- **Safety**: accident injuries/fatalities and material losses
- **The economy**: GDP loss due to congestion
- **Employment**: high labour productivity
- **Infrastructure**: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





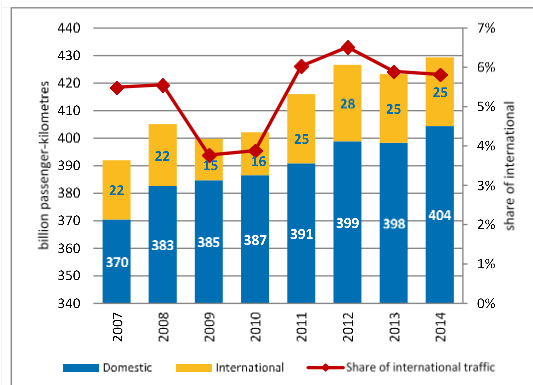


- **Uneven terminal density:**  
good subsidy scheme > no CAPEX support
- **Lack of urban terminals:**  
close to downtown to directly support city logistics
- **Quality/homogeneity:** upgrade to CNC parameters
- **Operational standards:** Implementing Act on Access to Service Facilities
- **'Not in 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

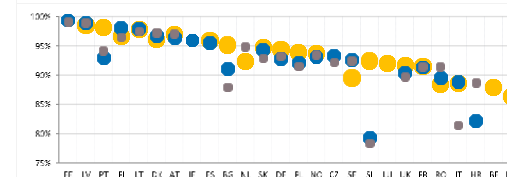
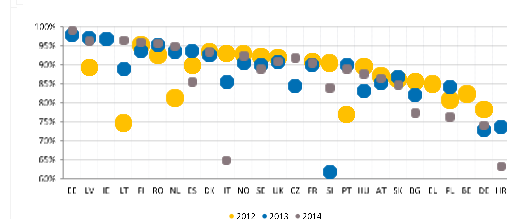
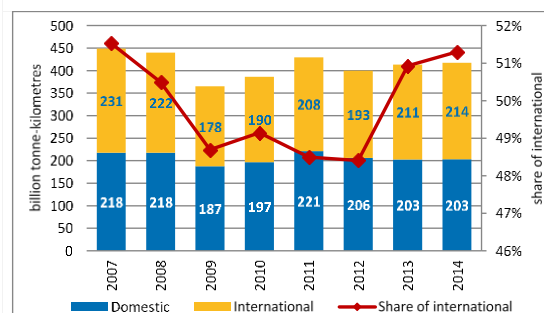


Figure 1 – Punctuality of long distance passenger services, percentage of services on time



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

Figure 1 – Evolution of rail freight traffic volumes



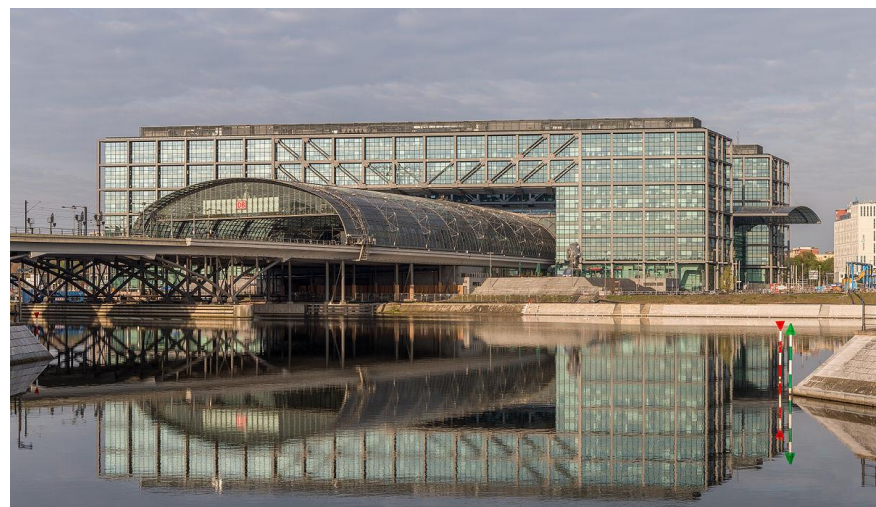
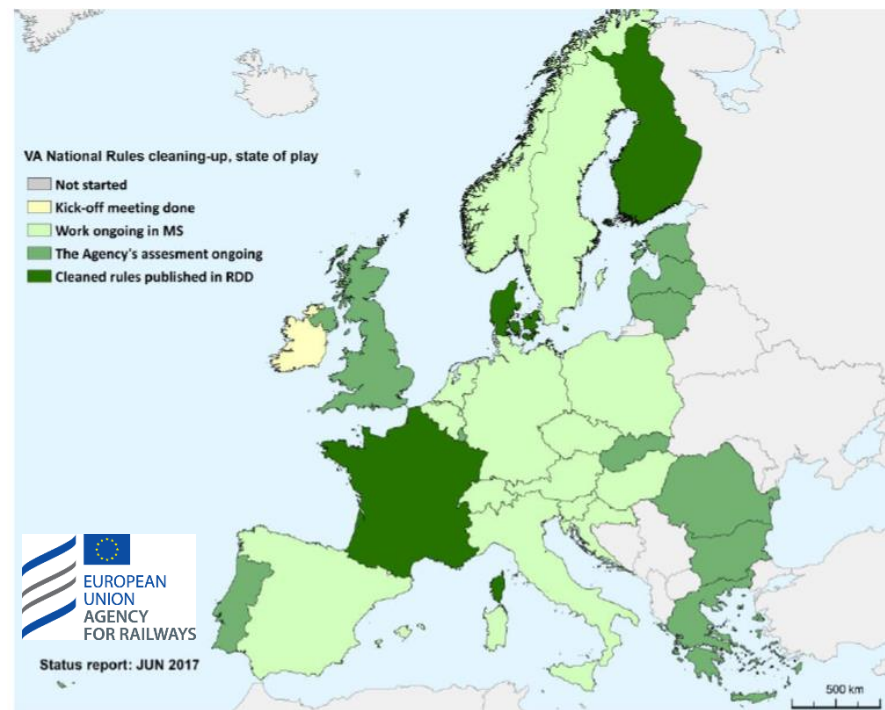
Source: RMMS



## Rail freight quality:

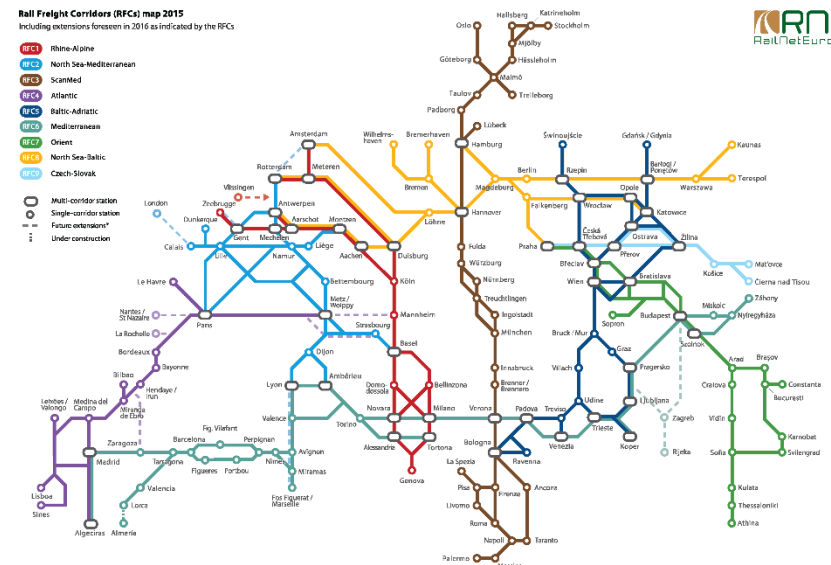
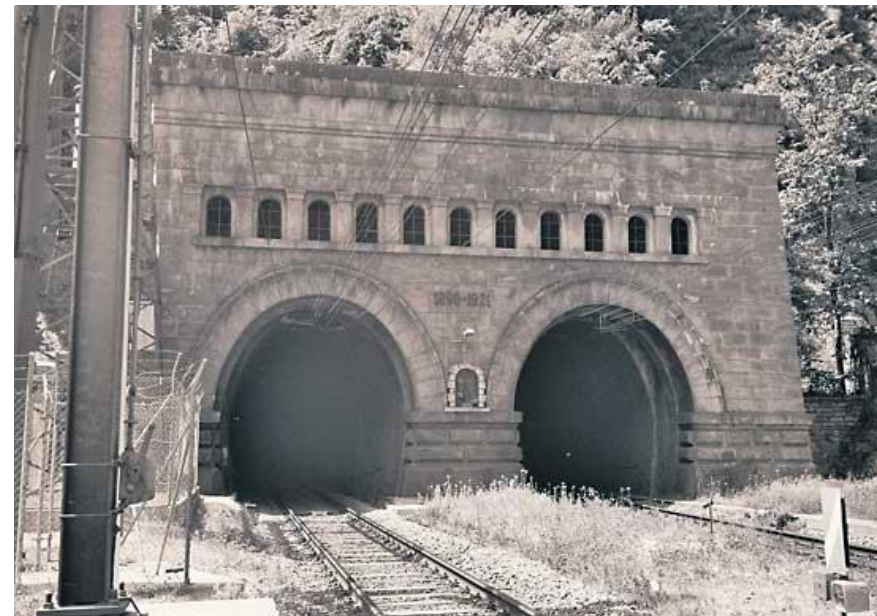
- The EU RMMS Report does not contain data
- Sector data collection (UIRR, RFCs) shows great variations with average est. below 50% (to 30 minute standard)

- **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

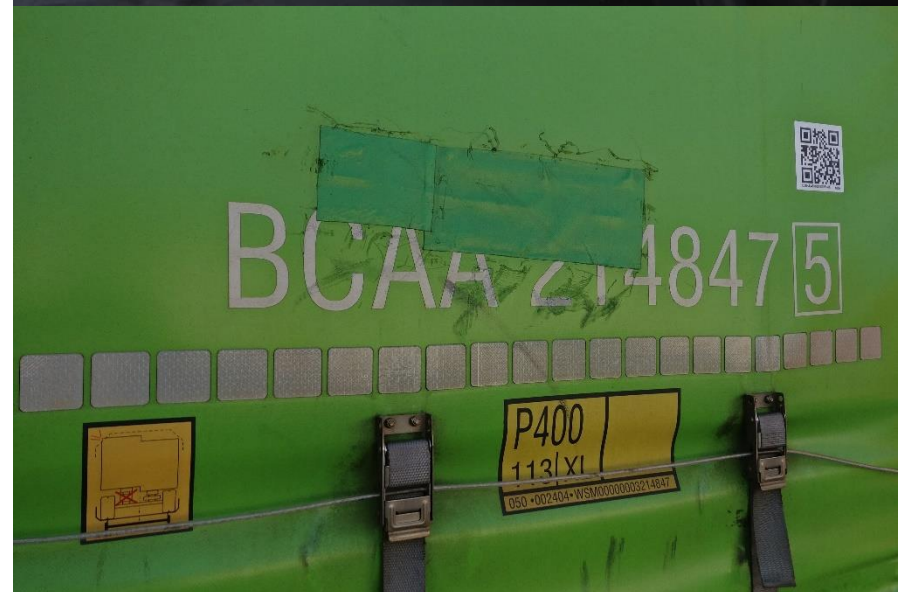




- **Symbolic infrastructure**: uneven progress – some big projects advance faster than others
- **Connecting lines**: uncoordinated upgrades of connecting lines to/from symbolic infrastructure like Gotthard Base Tunnel
- **TEN-T parameters**: inconsistent progress in train length, axle load and profile 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



- **Intermodal uncertainties**: ageing and imprecisely worded Directive 92/106 impedes uniform application of rules, which results in enforcement-related disruptions in some Member States
- **Voluntary standards**: codification- and identification-related heterogeneity causes extra costs and losses of efficiency
- **National compensation schemes**: unpredictable national schemes reduce the value and effectiveness of compensation and promotional measures extended to intermodal actors and/or users
- **Unclear goals**: lack of coordination between Member States and mode-specific regulators in the goals to be achieved by intermodal transport result in wasteful use of resources





# Enables the use of eco-friendly trucks for last mile

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LNG and electric delivery vehicles: positive air quality and noise results – greater flexibility





# Intermodal Transport: The sector's approach

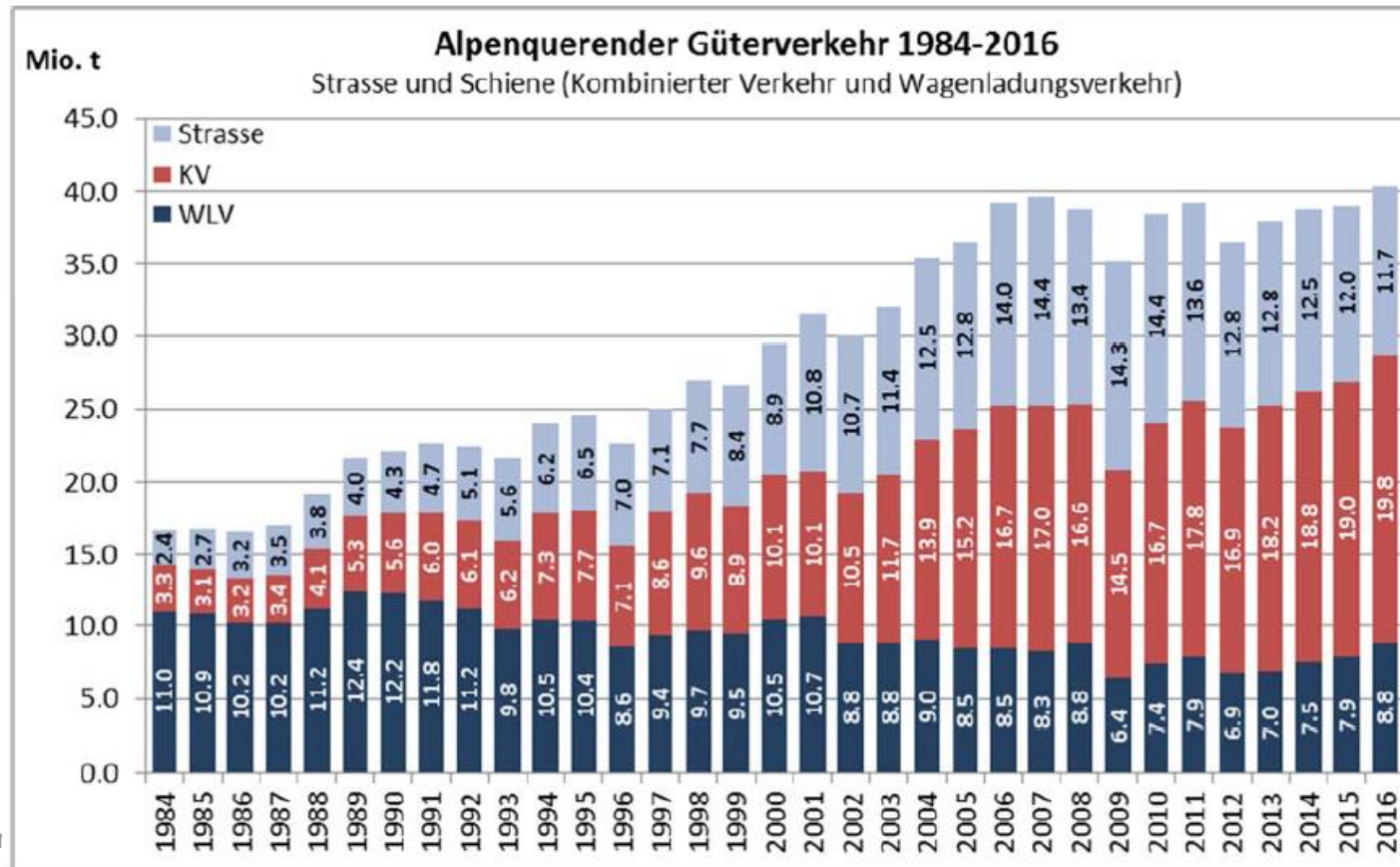


- **Equal footing:** a level playing field between modes is essential to enable fair competition (based on technical merit and management excellence)
- **A reduction of complexity:** inherent as several players need to collaborate
  - technical (national rules, standardisation on EU level, uniform processes),
  - 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.)
- **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
- **Temporary compensatory measures:** needed on the basis of a transparent and empirical assessment of disparities (until the level playing field is achieved)
- **National Intermodal Development Plans:** to bring all this about

## ...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 to bridge discrepancies

Transalpine  
traffic  
through  
Switzerland  
1984 – 2016





INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

# THANK YOU

## For your attention

