

Fachverband der Schienenbahnen

NEW DEVELOPMENTS AND BEST PRACTICES IN COMBINED TRANSPORT



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President

UIRR: the industry association of intermodal transport

2



PARTNERS



GOVERNMENTAL BODIES

MoU PEERS



INDUSTRY ASSOCIATION PEERS

MANUFACTURER'S PLATFORM



UIRR TERMINALS



Multimodal transport

Goods transportation that employs more than one mode of transport.

Intermodal transport

Multimodal goods transportation where the cargo is carried in an intermodal loading unit throughout the entire journey.

Combined transport

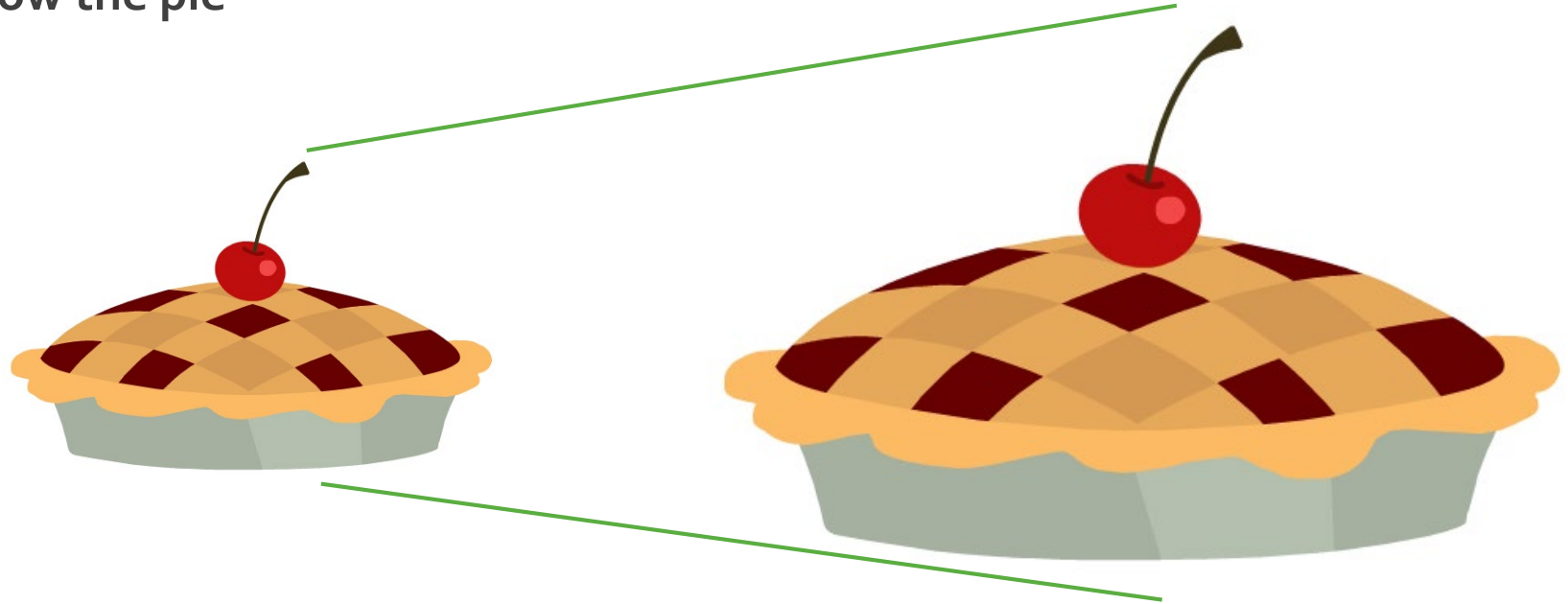
Intermodal goods transportation where the road legs of the journey are kept to a minimum, while the longest possible section of the distance is covered by non-road modes of surface transport.

- **MULTIMODAL** = more than one mode of transport for a single assignment
- **INTERMODAL** = cargo held in a single intermodal loading unit from origin to destination
- **COMBINED TRANSPORT** = intermodal transport where the road legs are the shortest possible

EU POLICY OBJECTIVE:

**70% OF INTERMODAL TRANSPORT
SHOULD QUALIFY AS
COMBINED TRANSPORT
(to enjoy the benefits offered
to Combined Transport Operations)**

To grow the pie



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

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

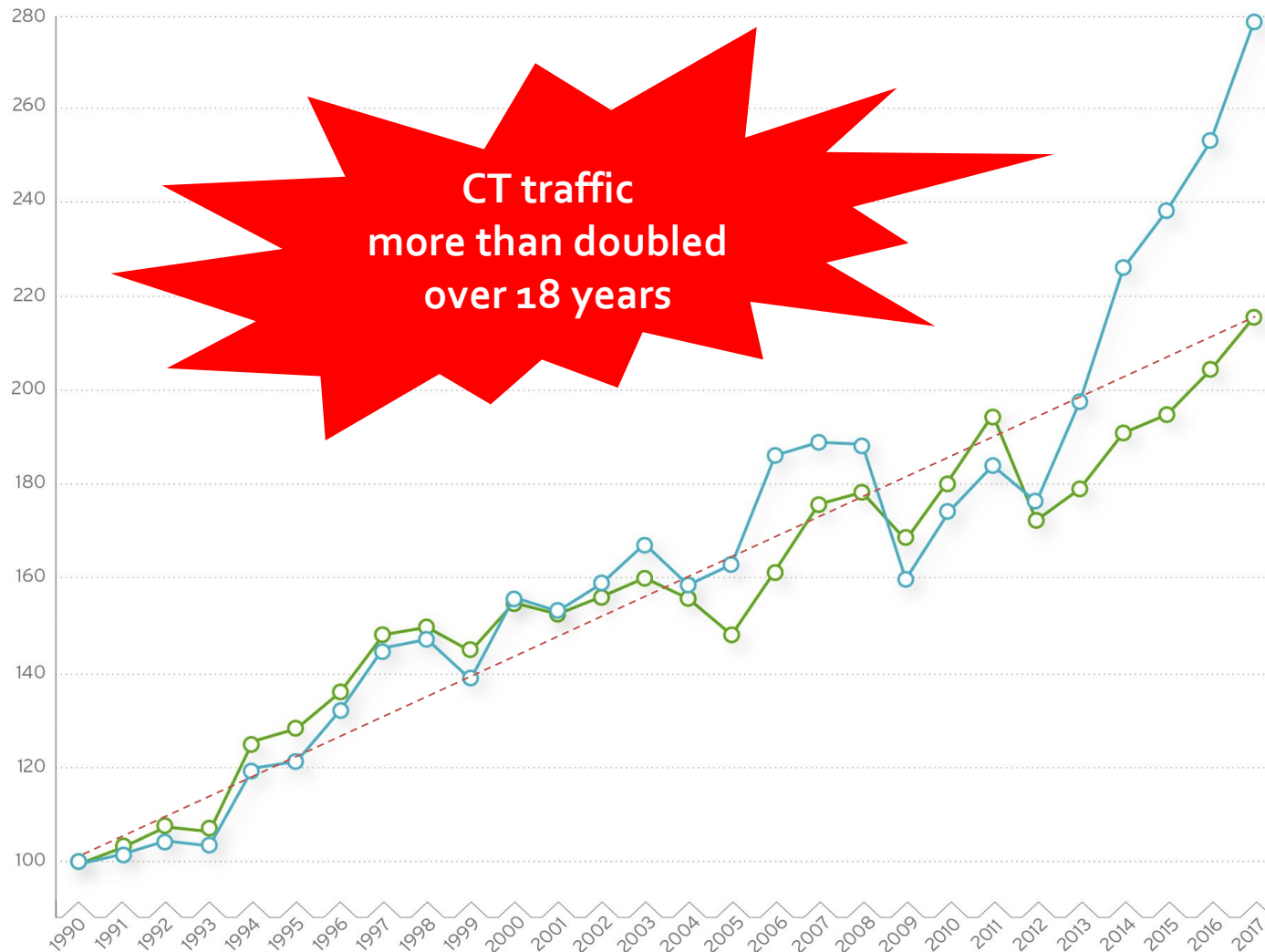
UIRR Combined Transport Growth Index (1990-2017)

5



(REFERENCE YEAR: 1990 = 100)

—○— Consignments —○— TKM

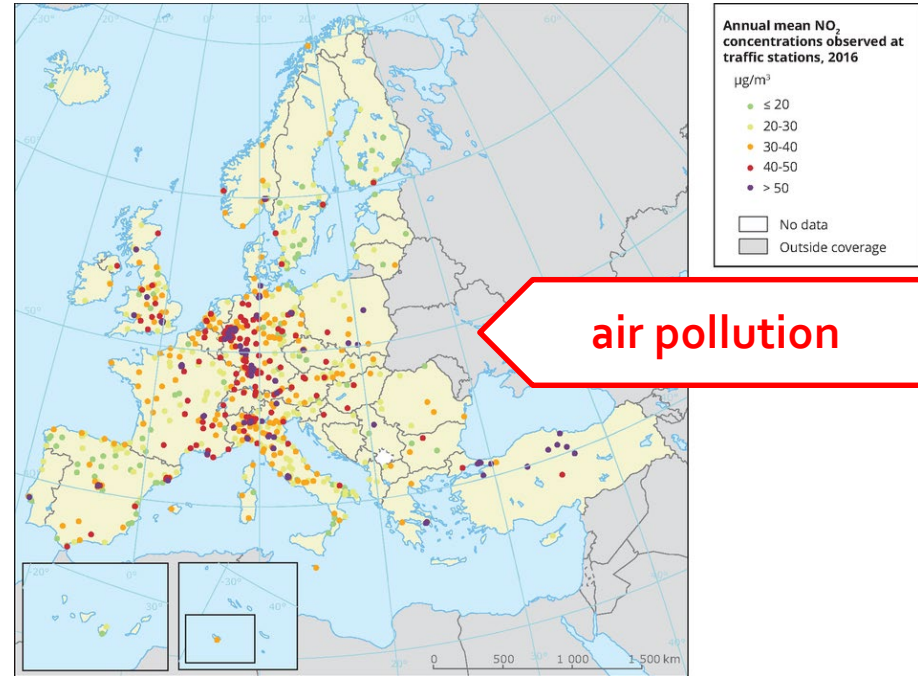
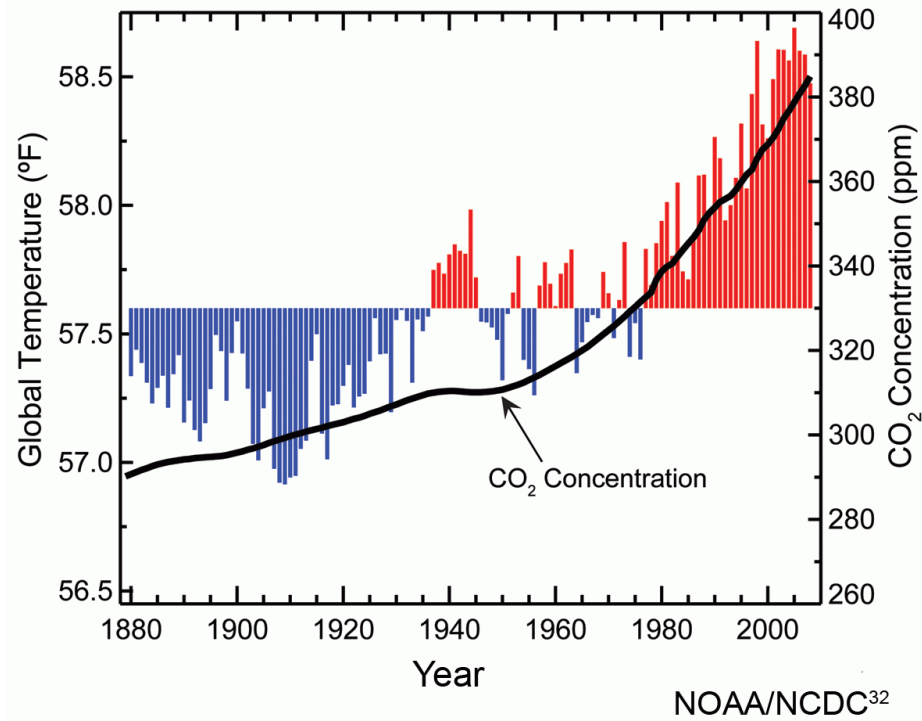
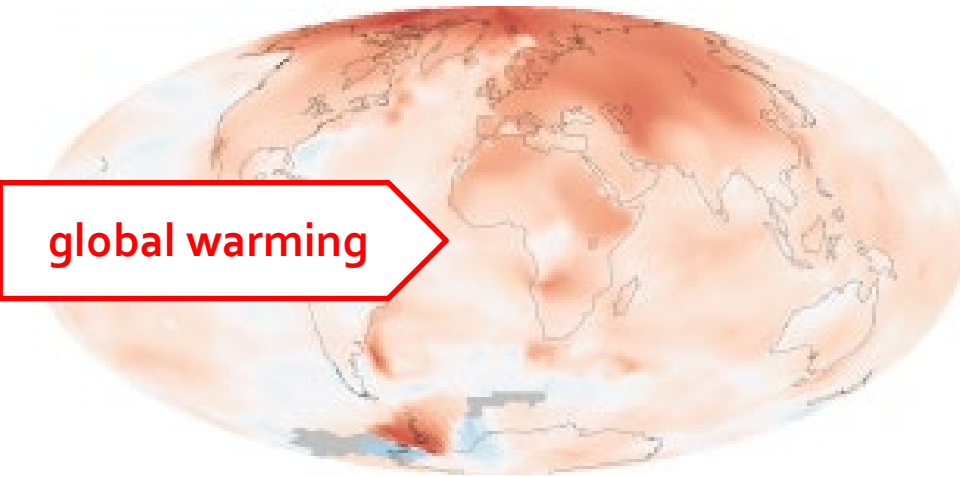


Transport challenges of our times

6



global warming



air pollution



traffic congestion

Intermodal: the easiest transshipment from road to rail

7



Rail
(15.6 gCO₂/tkm)



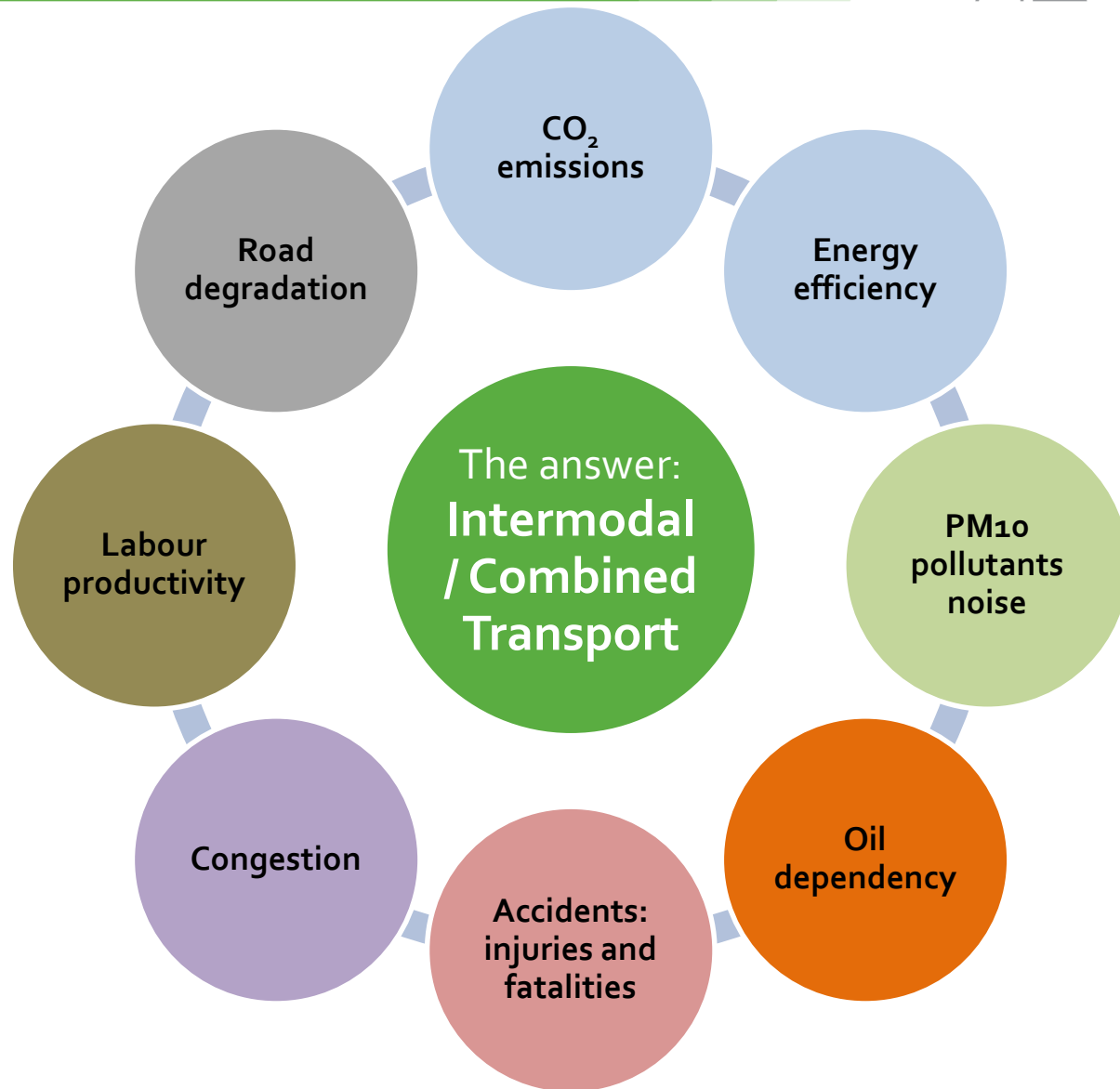
Inland waterways
(50.62 gCO₂/tkm)



Road
(139.8 gCO₂/tkm)



- **Climate**: CO₂/ energy efficiency
- **Environment**: air and noise pollution, vibration
- **Congestion**: to prevent GDP losses
- **Public security**: oil dependency
- **Safety**: accident injuries/fatalities and material losses
- **Employment**: labour productivity
- **Infrastructure**: road degradation and spatial constraints



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

- CO₂ emissions
- Local air pollution (NO_x, O₃, PM₁₀)
- Oil dependency
- Noise
- Congestion
- Accidents
- Bio-diversity
- Land use



Public consciousness: the time to act is here – as agreed to by the OECD transport ministers on 1 June 2017

- CO₂ emissions
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The Freight CEO Task Force oversees the 10 priorities of the Sector Statement

Priority 1: Following the Timetable Redesign project (TTR)

Priority 2: New concepts for capacity offer on RFCs

Priority 3: Improving Coordination on Temporary Capacity Restrictions (TCRs)

Priority 4: Enhancing the use of Path Coordination System (PCS)

Priority 5: Improving harmonisation of processes at borders

Priority 6: Train tracking and Expected Time of Arrival (ETA)

Priority 7: Prioritisation, funding instruments, monitoring of TEN-T parameters

Priority 8: Facilitating concrete ERTMS Implementation

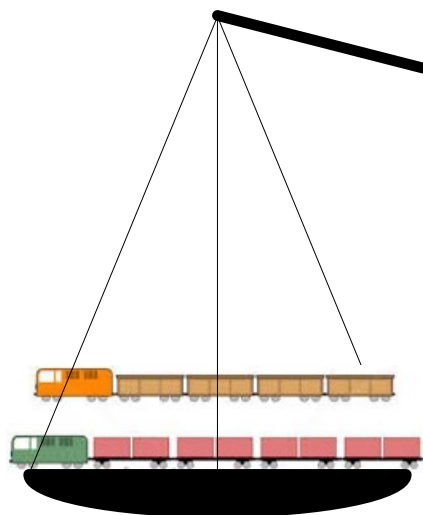
Priority 9: Monitoring quality of freight services with implemented/shared KPIs

Priority 10: Harmonisation of Corridor Information Document (CID)



European Commission actions

- Fourth Railway Package: legislation
- European Union Agency for Railways: implementation
- Rail Freight Corridors: legislation + implementation
- Single European Railway Area meetings: coordination/implementation
- TEN-T and CEF Transport: infrastructure development
- Shift2Rail / Horizon 2020: research & development



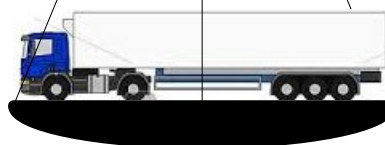
"Subsidies" to rail freight:

(i) Track access charges:

- based on distance travelled on the entire network

(ii) Internalised externalities:

- renewable energy surcharge
- infrastructure scarcity surcharge
- railway noise



Subsidies to trucks:

(i) Inadequate road tolls

- No tolling: 6 Member States
- Time-based: 12 Member States
- Distance-based: 10 Member States charging a limited network only.

(ii) Non-internalised externalities

- air- and noise-pollution, accidents, congestion, land-rent, oil-dependency
- Limited internalisation of CO₂ emissions and climate-change

Two principles should be upheld:

- user-pays

- polluter-pays

The Mobility Packages address the regulatory framework of road haulage:

- Access to the profession/Access to the Market
- Eurovignette
- Posting of Workers
- Enforcement: digital tachograph
- Working and Resting time rules

Still missing:

- Revision of the energy taxation directive (96/2003)

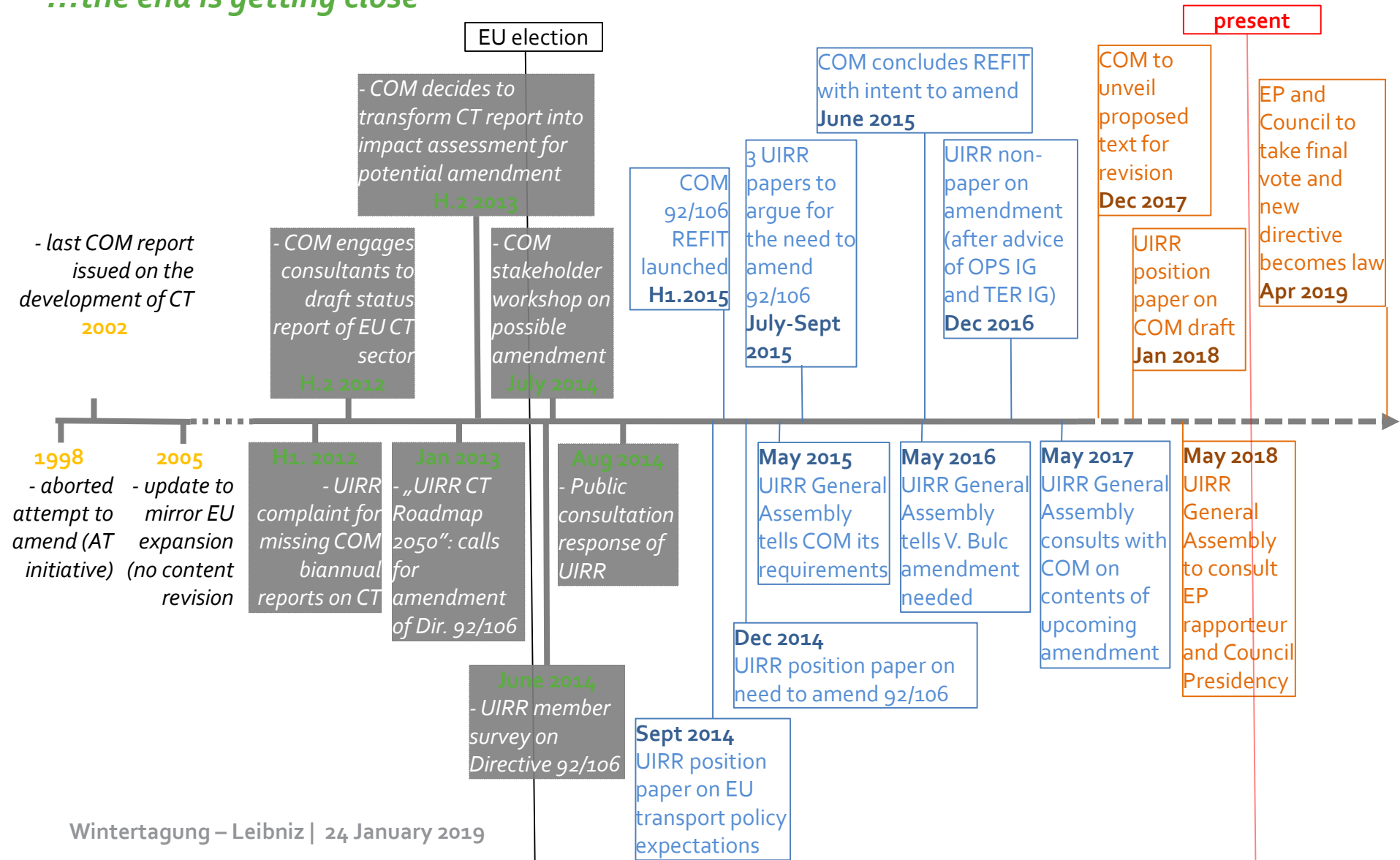
Temporary compensatory measures needed to level the playing field for Combined Transport

New CT Directive: the sector awaits it since 2012...

13



...the end is getting close





Scope

*combined transport extended to **domestic operations** + improved definition will cover **70% of intermodal movements***

Enforcement

*modernised to **reduce disturbance** to transport flows and make **cheaper to fulfill***

Directive 92/106

State aid

*to assist **terminal development** and to **temporarily compensate** regulatory disparities*

Reporting and monitoring

*to **better inform** policy-makers and the stakeholders of intermodal transport*



1. **SCOPE:** domestic – cross-border (intra-EU) – coming from/going to points outside the EU
 - Legal equivalence of international road haulage and international CT operation
 - What if a road leg is in one Member State, while the transshipment is in another?
 2. **DEFINITION:** how long can the road legs be (for intermodal to qualify as CT)?
 3. **ENFORCEMENT:** modernizing and streamlining the roadside check
 4. **STATE AID:** Why does Combined Transport need this in the first place?
 - Support investment in transshipment terminals
 - Other temporary compensatory measures
 - 44-tonne weight allowance for semi-trailers used in Combined Transport
 5. **MONITORING AND REPORTING:** What variables and how often?
- PRINCIPLES TO UPHOLD: during the amendment
- (i) extend CT Operation support to 70% of intermodal – from the current 43%
 - (ii) reduce bureaucratic burden and operational disturbance – enforcement
 - (iii) introduce new and more efficient forms of state aid
 - (iv) increase transparency and link to overriding transport policy aims to CT development



Proposed amendment unveiled in November 2017



European Parliament

European Parliament position was adopted in July 2018



Council of the
European Union

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Austrian
Presidency
of the
Council of the
European Union

Council position adopted in
December 2018



1. **CEF blending call**
2. **CEF transport call 2018:** specific objective to support the development of terminal infrastructure
3. **HORIZON 2020:** at least 90 MEUR for multimodal
4. **MFF 2021-2027, CEF 2021-2027:** negotiations with a focus on sustainable transport
5. **TYPES OF SUPPORT MEASURES (number of Member States):**
 - Exemption from road tolls (1)
 - Reduction of Track access charges for Rail (2)
 - Investment grants (4)
 - Exemption from driving bans (6)
 - Operational support (8)
 - Road tax reductions (14)



Revision of standards: ILU-Code (identification and codification) and intermodal loading units



UNION INTERNATIONALE DES CHEMINS DE FER
INTERNATIONALER EISENBAHNVERBAND
INTERNATIONAL UNION OF RAILWAYS

Revision of leaflets relevant to CT: ongoing since 3 years



Intermodal Task Force report: intermodal-relevant changes to TSIs



Externally funded development projects

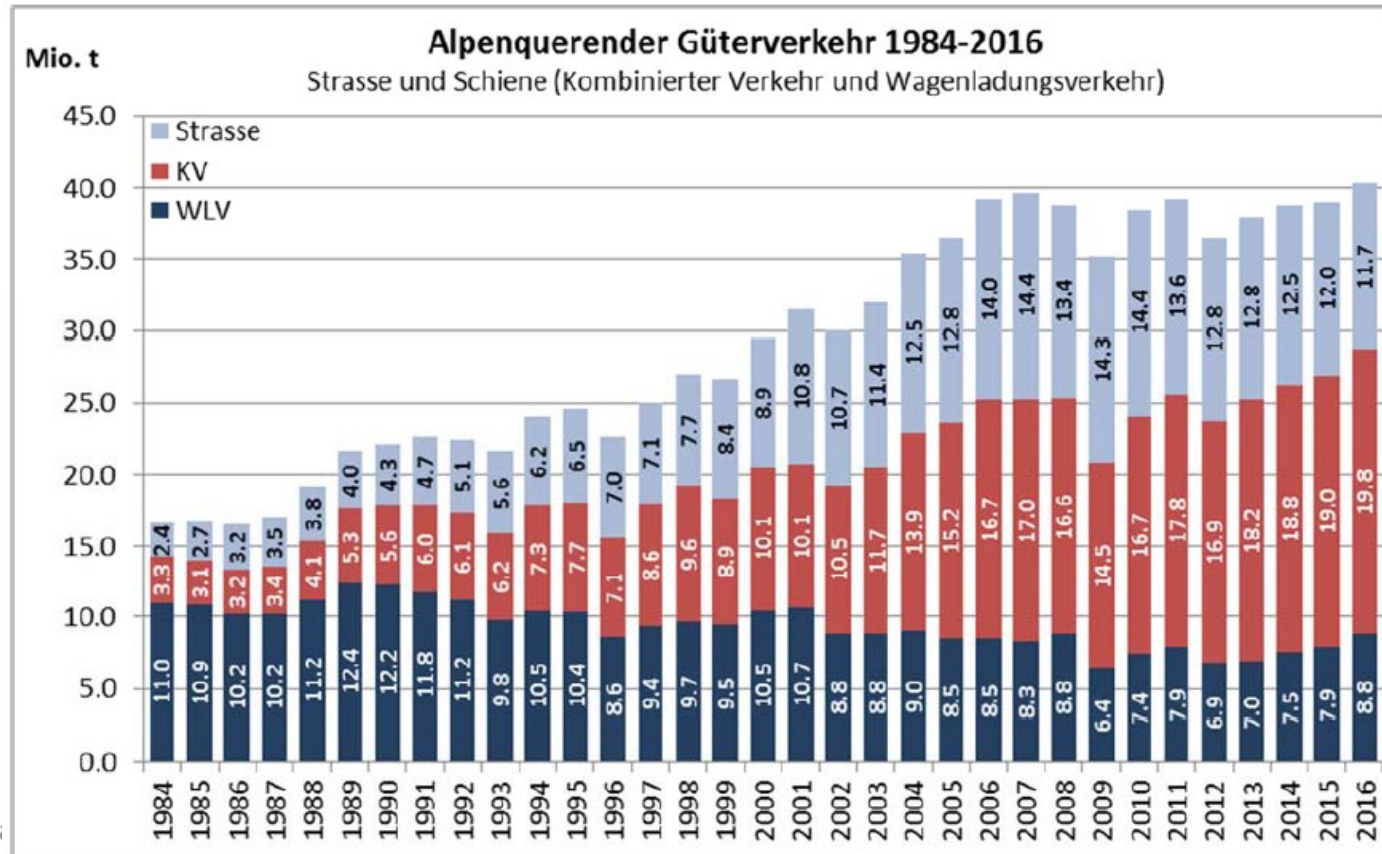


Best Practice Guidelines: sector players' initiatives

...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





INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

THANK YOU

For your attention

