Union Internationale des Sociétés de Transport Combiné Rail-Route

Working Group on "Motor Vehicles" Brussels **17/01/2011**

Intermodality needs standards and stable framework conditions

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UIRR

UIRR – The voice of Combined Transport in Europe

Exclusive mission

Development of mainly Road to Rail Combined Transport

Structure

LIAISON OFFICE BRUSSELS

- Promotion
- Coordination
- Service centre
- Projects

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MEMBER COMPANIES (18 CT operators)

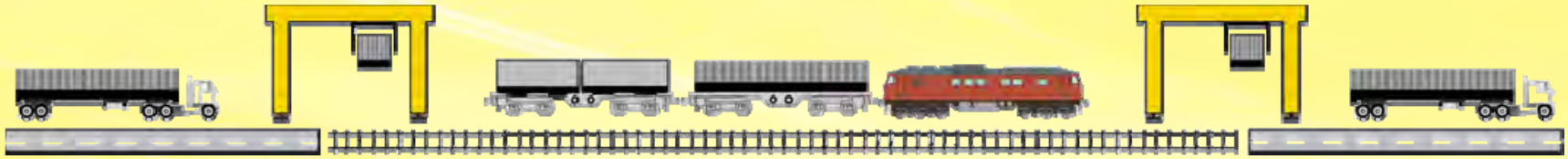
- Organisation and marketing of CT
- Supply of (full) train capacities on a European-wide network
- Provision of wagons and state-of-the art IT systems
- Management of terminals

- Seats in15 (EU/non EU) countries

UIRR: Combined Transport (CT)

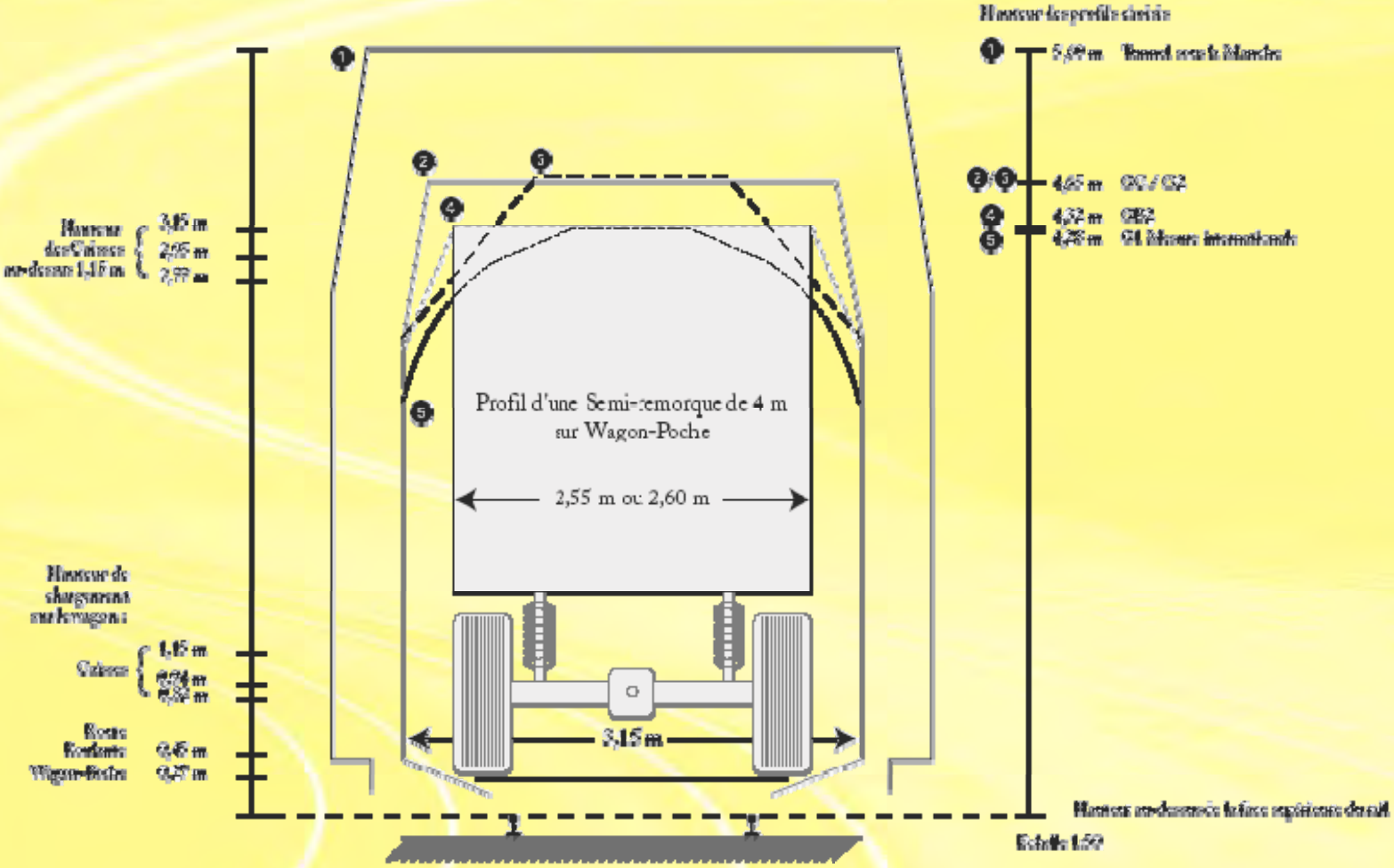
Combined Transport represents +25% tkm freight of major railway undertakings

UNACCOMPANIED CT with Loading Units 86% of UIRR traffic



ROLLING MOTORWAY with road vehicles 14% of UIRR traffic

Problem: restricted load gauge of railway lines



Costly to enlarge infrastructure (tunnels) or to operate low platform wagons. Wagon construction nearly reached its limits.

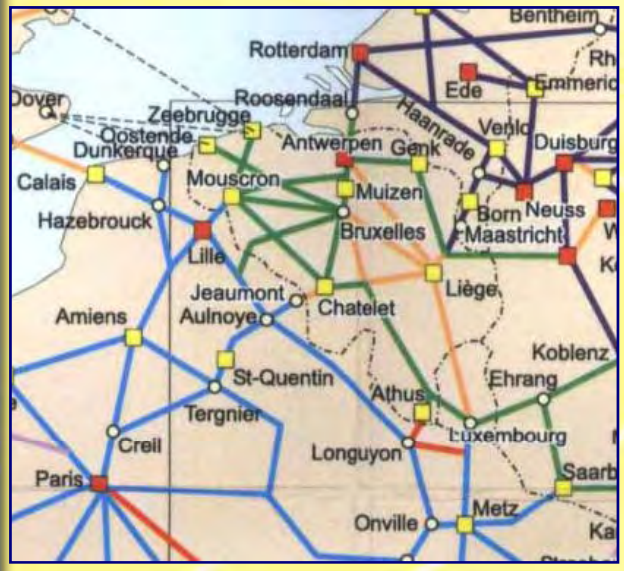
Codification in Combined Transport

A system based on three elements:

Identification plate on the ILUs

Markings on the wagons

Codification of the lines



Important for secure and fast operations as Combined Transport exceeds normal rail load gauge

ISO and CEN standards: Corner fittings and pins

for easy transshipment between transport modes

Container corner fitting

Wagon with pins

Swap body on wagon

Flexible standards: swap bodies and wagons

Loading units, cranes and wagons using common standard elements

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Flexible standards for Intermodality

Swap bodies and containers with different dimensions but common elements.

Loading units adapted to customer needs to be able to transport everything which is otherwise transported by truck.

Flexible standards: cranable semi-trailers

Crane grapple arms fitting into handling devices

Semi-trailer loaded in special pocket wagon to minimise the height as load gauge is restricted

Rolling Motorway

every centimetre counts

precision job

Conclusion: stable framework conditions

Width and height of road vehicles and loading units reached limits

- **safety limits for road**
- **load gauge limits for rail**

- **Wagons, ships and transhipment equipment have high investment costs and a long lifetime.**
- **Stable framework conditions for weights and dimensions are a prerequisite for investment in intermodality.**
- **Dimensions (or tolerances) exceeding 4m height and 2,55m or 2,60m width endanger intermodality.**

Conclusion: environmental aspects - CO2 savings

- **Aerodynamic devices are a measure but with restricted effects: 3-7 % CO_2 reduction with effect only at higher speeds so relevant only for long distance transport.**
- **Combined transport is competitive on long distances. Nothing should be done endangering intermodality as**
- **Modal Shift to rail is by far the most effective means to reduce CO_2 emissions already today by 75% with potential to zero-emissions when only renewable energy is used!**
- **Aerodynamic devices risking less shift to rail would be highly counterproductive.**