4th FERRMED Conference

Milestones of Road-Rail Combined Transport in the European Union

Barcelona, 9 June 2011

Rudy COLLE
Executive Chairman

Figures that speak for themselves

1 in 4 European freight trains was a Combined Transport train

- 80BN tkm in 2010, or 28,5% of total rail freight performance
- CT is the most dynamically growing segment of rail freight

400 Terminals connected by nearly 2000 trains a day

- A network that spans the continent

11% of European cargo movements

- Uses Road-Rail Combined Transport

6-7% = long-term average annual growth rate

- Realised by Road-Rail Combined Transport since the late 1990s

75% fewer proportional GHG emissions and 30% less energy needed

- By Road-Rail Combined Transport in comparison with pure-road transport

40-times fewer accidents

- In comparison with road transport

# Historic milestones of Road-Rail Combined Transport

1960s	▪ **First Oil Shock**: Forwarding of oil burning road vehicles and semi-trailers, as well as hinterland distribution of maritime containers by rail begins in Europe
1970s	▪ **Cross-border CT**: The expansion of road-rail CT results in increased cross-border activities ▪ **23 October 1970**: UIRR is founded to aid cross-border CT and represent its interests. ▪ **1973**: The first pocket wagons appear considerably easing the shipping of semi-trailers ▪ **1975**: The first European legislation to promote CT (Directive 75/130/EC)
1980s	▪ **1981**: The first specialised Rolling Motorway wagons appear ▪ **1986**: Horizontal transhipment begins to be phased out ▪ **1987**: The first articulated wagons appear
1990s	▪ **1992**: PACT, the precursor of the Marco Polo program, is launched by the European Commission to subsidise modal shift from road to more sustainable modes ▪ **1992**: Directive 92/106/EC lays down common rules of Combined Transport in Europe ▪ **1993**: The first shuttle train to run in Europe (connecting Busto Arsizio to Cologne) ▪ **1997**: The 'CESAR' project is launched (industry initiative for tracking and tracing)
21st Century	▪ **2000**: The EC's first Transport White Paper declares modal shift official policy aim ▪ **Decade**: European Road-Rail Combined Transport experiences a decade of growth averaging 7% annually, to be stopped only by the financial and economic crisis ▪ **2011**: The EC's second Transport White Paper intends to transfer 50% of long-distance road freight ton-kilometres to "more sustainable modes" by 2050

Performance and outlook of Combined Transport

Combined Transport Traffic Development 1989 - 2010 ... - 2020
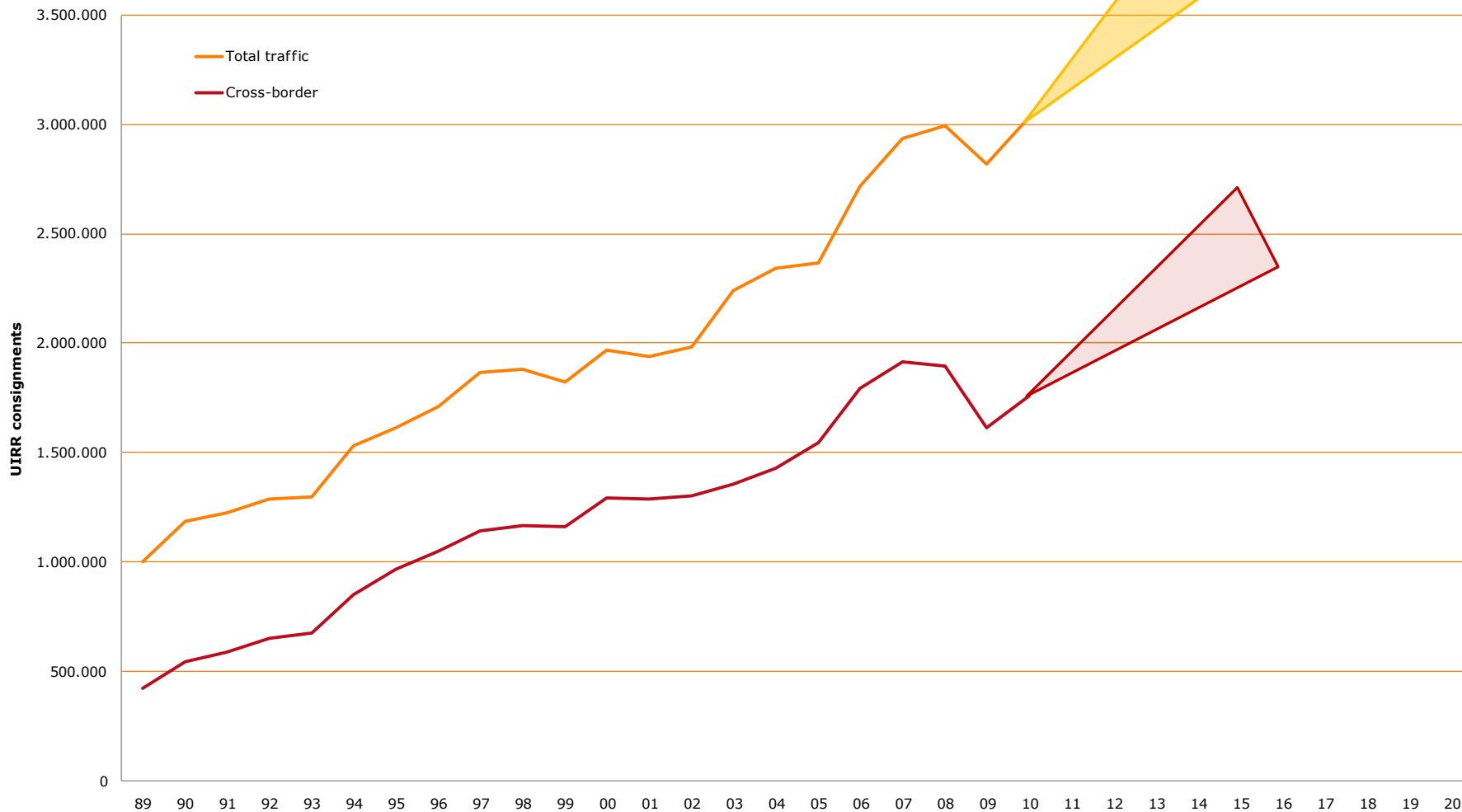
The future of road-rail Combined Transport is bright

Expectations of the European Union

20% - 30% - 80% of European CO_2 emissions must be saved by 2020-2030-2050

- Can not be done without major intervention in transport as it is the largest emitting sector

50% of long-distance road-freight transport (distances over 300km) to be shifted to sustainable modes

- Source: the European Commission's Transport White Paper 2011

Fulfilling the **European Commission's vision** would require the **tripling of rail freight's prevailing market share** translating to **quadrupling of rail freight's current performance.**

Tasks for the decades ahead

Within the rail sector

- Honest and fair **competition to release market mechanisms** needed to enhance quality and customer service mentality in parallel with **complete de-politicisation** of (incumbent) railways
- Establish **technical interoperability** and **regulatory harmonisation**
- Sustained **investment to create new capacities** both extensively (by building new lines) and intensively (train density) through signalling and other traffic management systems necessary

Within the world of transport

- Mode neutral regulation allowing fair **competition based on technological merits** including **internalisation of externalities**, **non-interventionist transport-taxation** and introduction of **usage-based charging schemes for accessing public transport infrastructure** and effective **enforcement of existing rules**

Within the economy as a whole

- Major freight traffic generating sites (manufacturing plants, distribution centres, etc.) should be made **accessible directly by rail,** and/or **density of CT terminals increased**.

THANK YOU FOR YOUR ATTENTION

Rudy COLLE - UIRR scrl
rcolle@uirr.com
+32 2 548 78 90