



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

UNECE - WP.24

INTERMODAL VIEW ON BOTTLENECKS



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President

UIRR: the industry association of intermodal freight



PARTNERS



MoU PEERS



MANUFACTURER'S PLATFORM UIRR OPERATORS



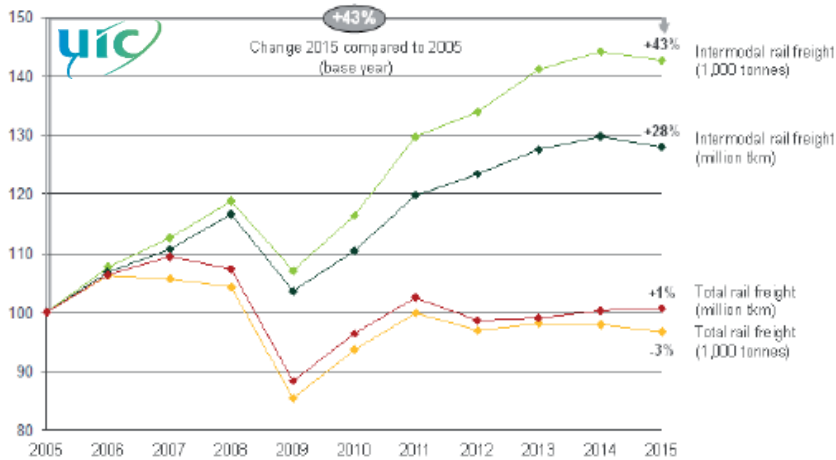
UIRR TERMINALS



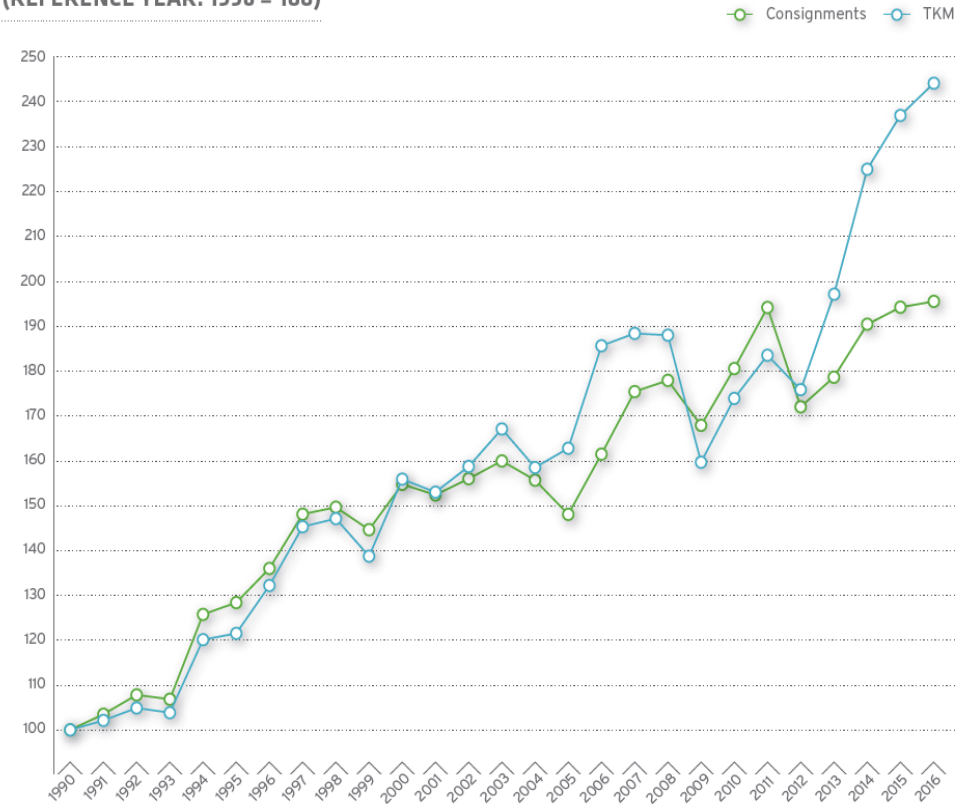
GOVERNMENTAL BODIES



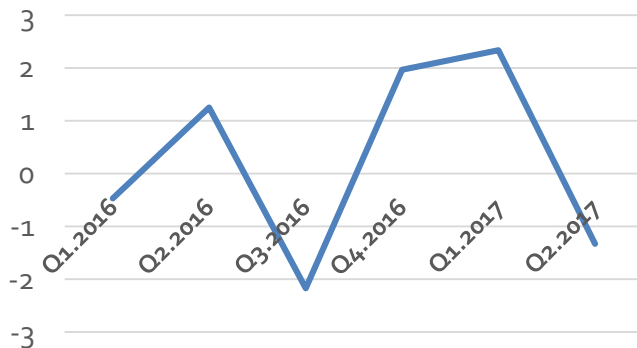
INDUSTRY ASSOCIATION PEERS



(REFERENCE YEAR: 1990 = 100)



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



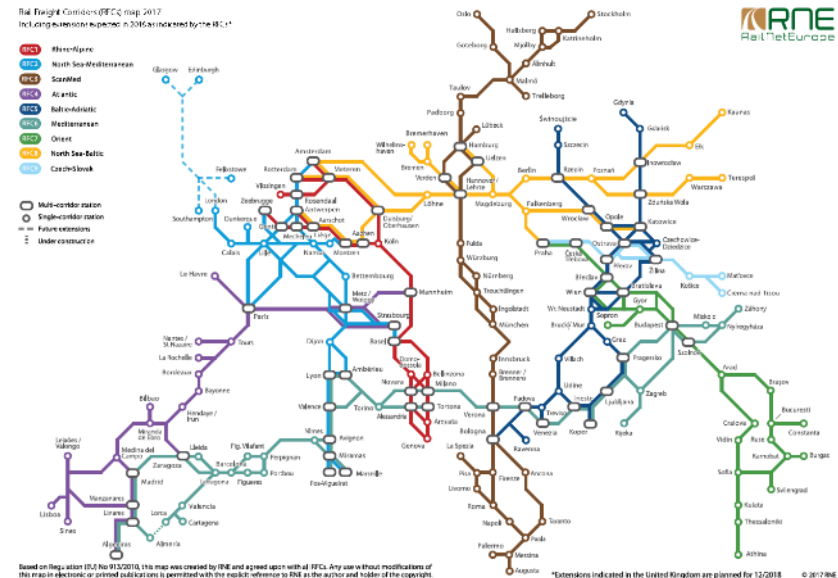


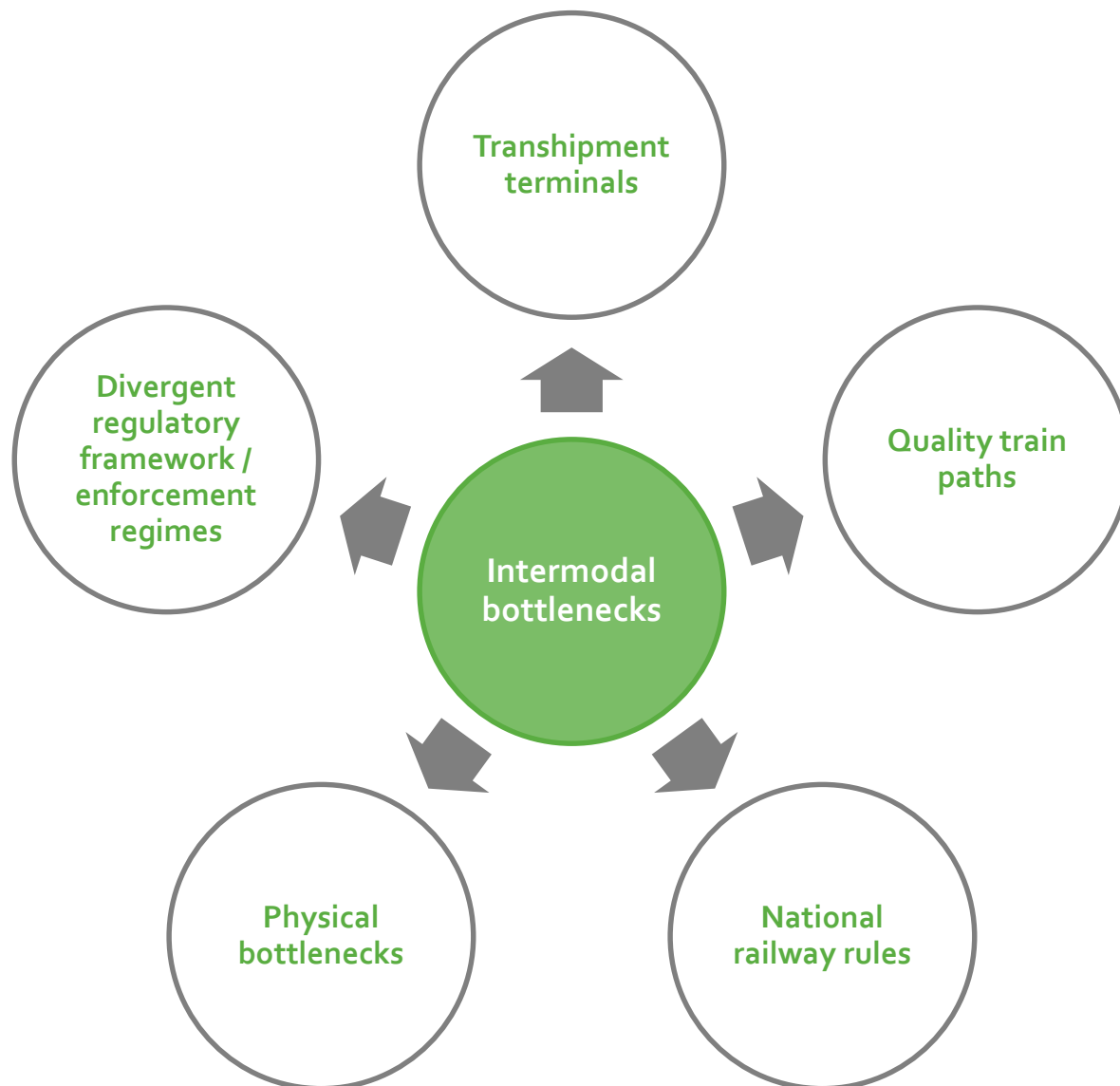
- **Regulation 913/2010:**
designed to address problems of European rail freight
- **Advisory Groups for Terminals (TAG) and Railway Undertakings (RAG)**
 - Coordination of TAG speakers: UIRR
 - Coordination of RAG speakers: UIC
- **Sector and Ministerial positions on RFCs:**
 - Provide accurate information 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



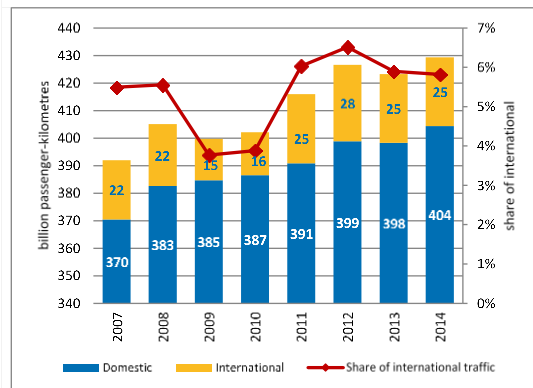


- **Uneven terminal density:** good subsidy scheme > no CAPEX support
- **Lack of urban terminals:** close to downtown to directly support city logistics
- **Quality/homogeneity:** upgrade to CNC parameters (train length, total weight, profile...)
- **Operational standards:** Implementing Act on Access 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

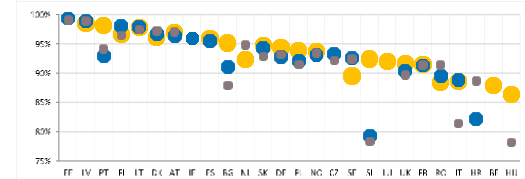
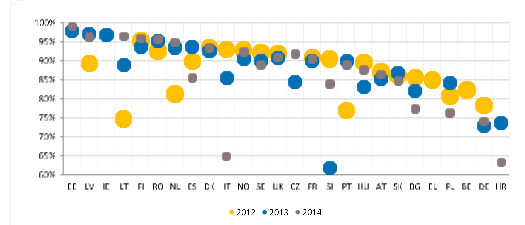
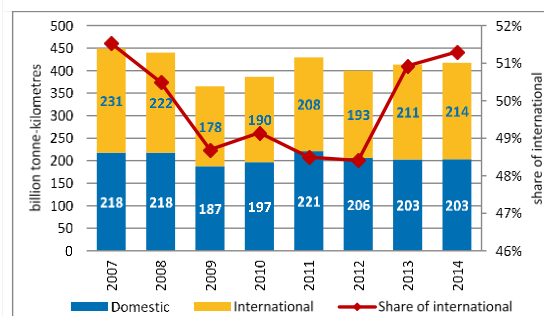


Figure 1 – Punctuality of long distance passenger services, percentage of services on time



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

Figure 1 – Evolution of rail freight traffic volumes



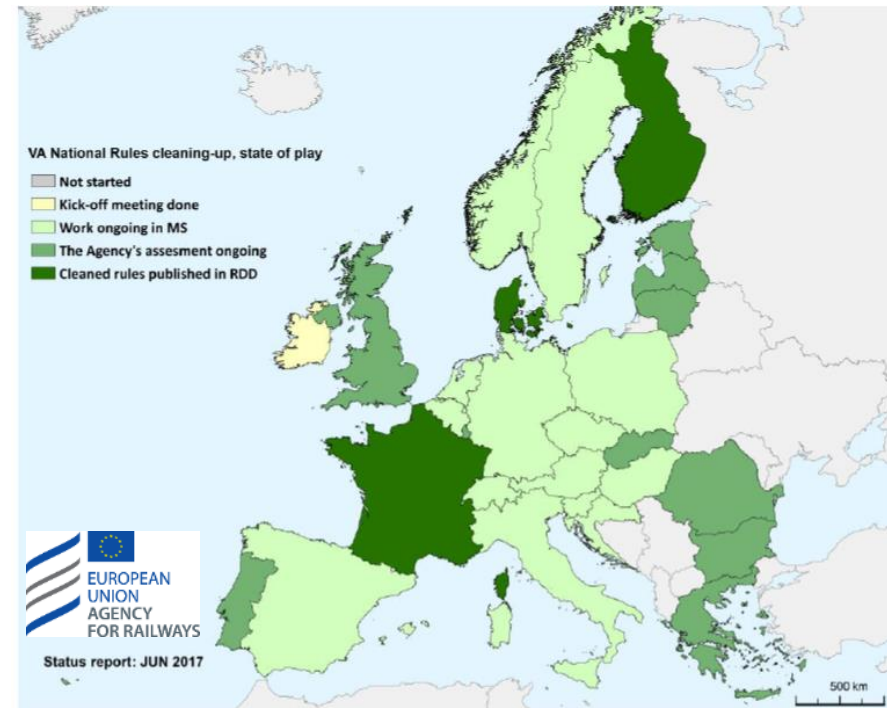
Source: RMMS



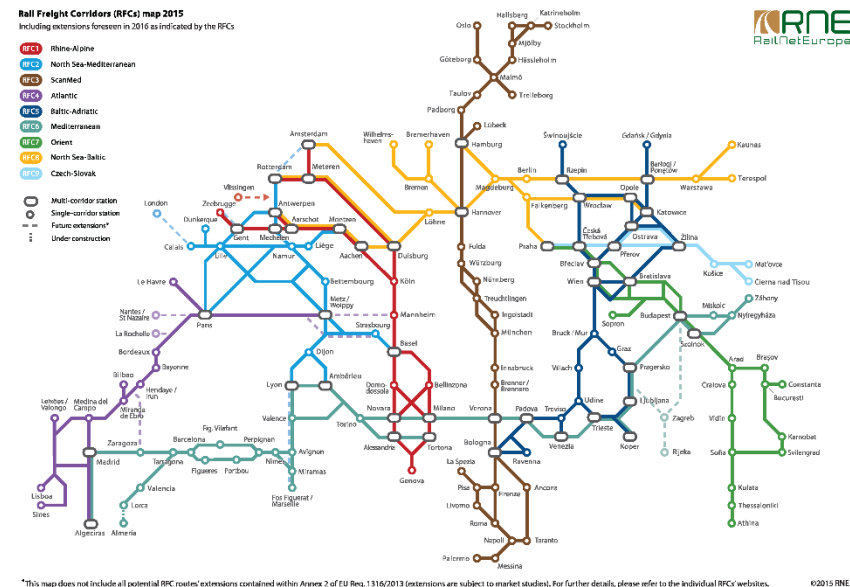
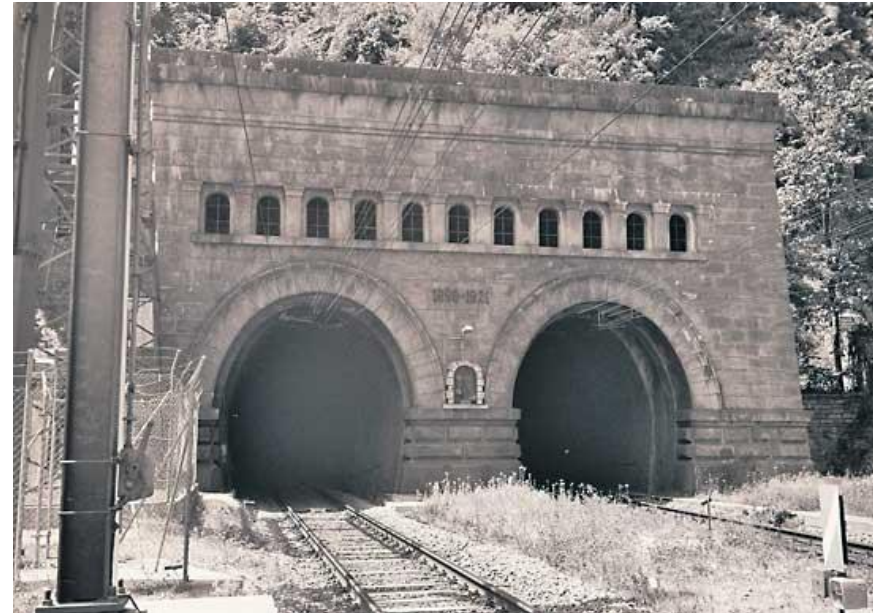
Rail freight quality:

- 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)

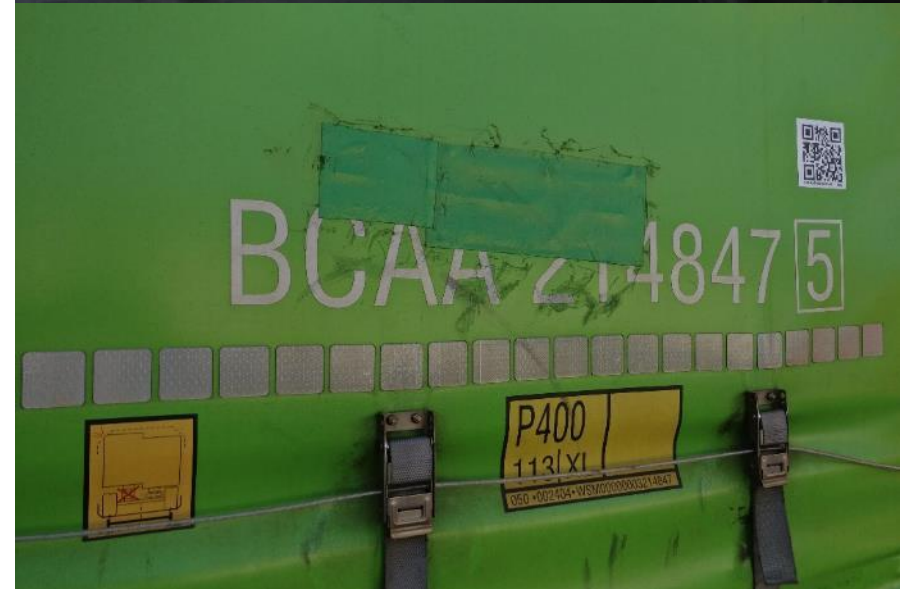
- **Clean-up of national rules:** work in progress at ERA – core countries lagging behind
- **UIC Leaflets vs ERA TSIs:** persistent lack of clarity; some progress in changing UIC Leaflets
- **Traffic rules:** no European priority rules, passenger traffic is prioritised over freight (even when latter 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



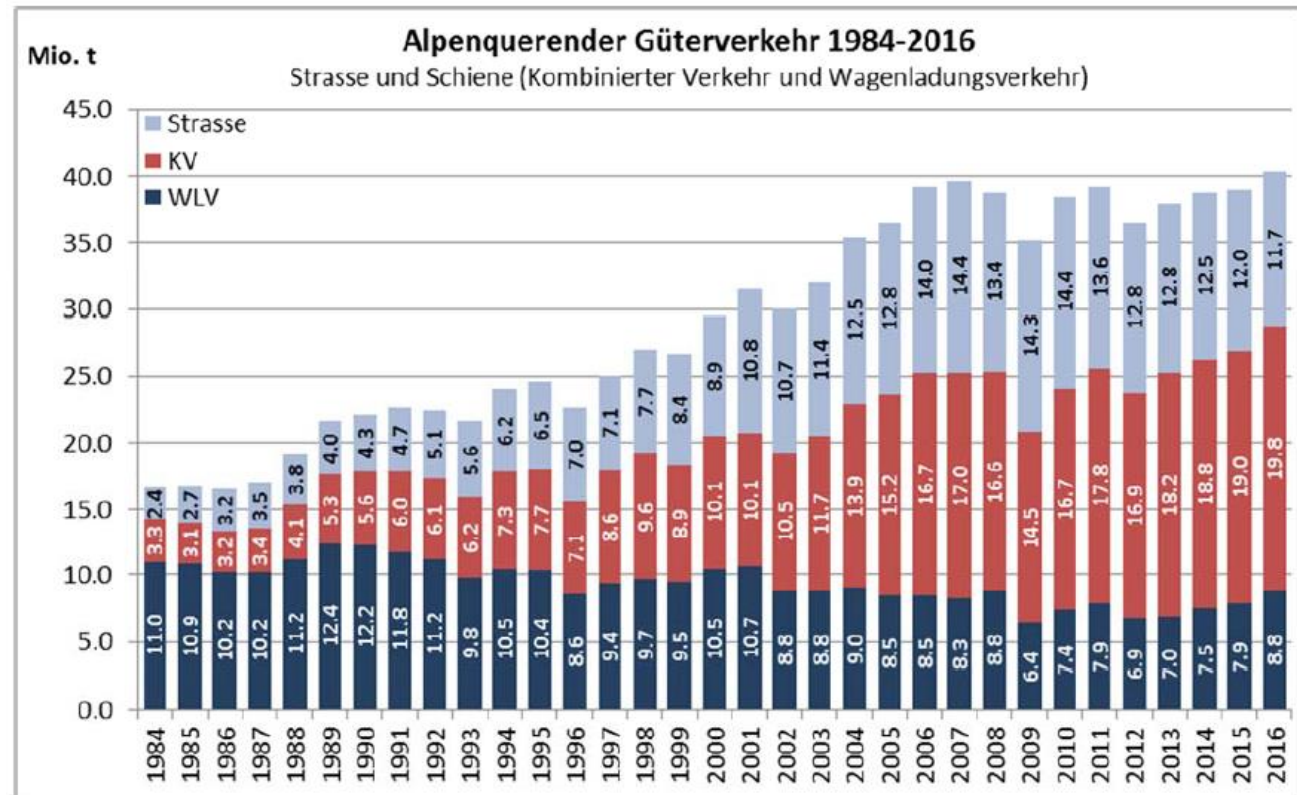
- **Intermodal uncertainties**: ageing and imprecisely worded **Directive 92/106** (CT Directive) & 719/2015 (weights and dimensions) impedes uniform application of rules, which results in enforcement-related disruptions in some Member States
- **Voluntary standards**: codification- and identification-related 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



...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

