Working Party on Intermodal Transport and Logistics (WP.24)

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Sustainable Transport Section

ITPD & T&L Domain
Mini-Conference on Multi-Modal Trade Corridors
Geneva, 10 April 2014
UNECE
Inter-governmental machinery in transport

UNECE Inland Transport Committee

Functions
- Exchange of best practice
- Technical-legal policy coordination
- Admin. of treaties and UN soft-law
- Technical cooperation (peer reviews)

Working Party on Intermodal Transport and Logistics (WP.24)
Multimodal transport (legal concept)
Carriage of goods by two or more modes of transport

Intermodal transport (functional concept)
Movement of goods in one and the same loading unit using two or more modes without handling the goods

Combined transport (political concept)
Intermodal transport of which major part of European journey being rail, IWT or short-sea whereby initial/final haulages by road are as short as possible
Unaccompanied transport
(maritime/European containers, swap-bodies, semi-trailers)

Accompanied transport (Rolling Highway–RoLa)
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Performance in intermodal transport

Road-Rail intermodal transport (TEU)

Total TEU carried, 2011

<table>
<thead>
<tr>
<th>CT market segment</th>
<th>Unaccompanied</th>
<th>Accompanied</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TEU</td>
<td>%</td>
<td>TEU</td>
</tr>
<tr>
<td>Domestic CT</td>
<td>10.928.140</td>
<td>96,9%</td>
<td>347.530</td>
</tr>
<tr>
<td></td>
<td>11.275.670</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>International CT</td>
<td>7.188.780</td>
<td>91,6%</td>
<td>662.650</td>
</tr>
<tr>
<td></td>
<td>7.851.430</td>
<td>100%</td>
<td></td>
</tr>
<tr>
<td>Total CT</td>
<td>18.116.920</td>
<td>94,7%</td>
<td>1.010.180</td>
</tr>
</tbody>
</table>

Source: UIC

Domestic traffic 59% - International traffic 41%
Road-Rail intermodal transport

(number of consignments)

Source: UIRR

1 consignment = 1 lorry (equivalent to 2.3 TEU)
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Intermodal and logistics zones in Europe

- Main intermodal and logistics area
- Extension zones
- Extension zones
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Intermodal transport corridors

Road-Rail intermodal transport corridors in Europe

- 100+ corridors
- mainly North-South
- 2/3 transalpine traffic
  - Brenner (Austria)
  - Gotthard-Lötschberg (Switzerland)
  - Modane (France-Italy)
Intermodal challenges

Major bottlenecks in 2015  (UIC DIOMIS study)

<table>
<thead>
<tr>
<th>N° of trains per day and direction on a double tracked electrified line</th>
<th>Rate of employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt; 173</td>
<td>&gt; 100 %</td>
</tr>
<tr>
<td>145 - 173</td>
<td>85 – 100 %</td>
</tr>
<tr>
<td>121 – 144</td>
<td>70 – 84 %</td>
</tr>
<tr>
<td>&lt; 120</td>
<td>&lt; 70 %</td>
</tr>
</tbody>
</table>

Trans-alpine base tunnels
• Lötschberg (as of 2007)
• Gotthard (as of 2016)
• Brenner ?

... but access corridors ?
Since 2009: Without Brenner/Austria, F-I, Eastern countries

Since 2004: Without Brenner/Austria

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Benchmark: Road transport

Punctuality of intermodal transport trains
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Intermodal challenges

Administrative, technical and legal barriers
(Example: Balkan corridor)
Intermodal challenges

Different rail loading gauges in Europe

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Expensive equipment and maintenance

Small wheels for transport of high volume mega-trailers

Very low pocket platform (270 mm above rail)

for the transport of 4 m high semi-trailers
European Agreement on Important International Combined Transport Lines and Related Installations (AGTC Agreement)

- Network infrastructure standards
- Performance parameters and benchmarks for trains and terminals

Albania, Austria, Belarus, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, France, Georgia, Germany, Greece, Hungary, Italy, Kazakhstan, Latvia, Lithuania, Luxembourg, Republic of Moldova, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, Serbia, Slovakia, Slovenia, Switzerland, Turkey, Ukraine
AGTC intermodal network (road-rail)
AGTC intermodal network (road-rail)
On-line monitoring of infrastructure and performance benchmarks
IMO/ILO/UNECE

Code of Practice for Packing of Containers

- CTU Code -

- Not mandatory – but may become part of cargo insurance contracts
- Prepared in 2011-2013 by Governments with industry and insurance experts
- Adopted by UNECE in February 2014
- Adoption by IMO and ILO before end of 2014

www.unece.org/trans/wp24/guidelinespackingctus/intro.html