UIRR: the industry association of intermodal freight
Development of Combined Transport

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

**Quarterly Performance Index**

- **Intermodal railfreight (million tonnes)**
- **Total rail freight (million tonnes)**
- **Total rail freight (million ton km)**

**Reference Year: 1990 = 100**
Rail Freight Corridors: role of UIRR

- **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)
Bottlenecks to the development of intermodal transport

- Transhipment terminals
- Quality train paths
- Divergent regulatory framework / enforcement regimes
- Physical bottlenecks
- National railway rules
Terminal capacity

- **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
Quality train paths

▪ **Passenger traffic**: 10% growth (no data of trainkm growth) | punctuality: 80-85% (to 5 minute)

![Figure 1](https://example.com/rail_passenger_traffic.png)

Source: RMMS

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

![Figure 1](https://example.com/rail_freight_traffic.png)

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)

RU Dialogue Group on KPIs and data collection
National rules (railway)

- **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
Physical bottlenecks (railway)

- **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
Divergent regulatory framework and enforcement

- **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.
Intermodal can do the job

...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
THANK YOU
For your attention