MAKING RAIL FREIGHT MORE COMPETITIVE

EATL, GENEVA 25.11.2019
• UIC: overview

• Strategic focus areas in the freight domain
  - Regional priorities and common priorities to different regions
  - Exchange of best practices is key
  - Zoom on interoperability /capacity optimisation – digitalisation

• Corridor concept at the heart of freight development

• Examples of initiatives
UIC, a long history at the service of member railways and international railway cooperation

1921
Intergovernmental (diplomatic) conference in Portorose, Italy

1922
Intergovernmental (diplomatic) conference in Genoa, Italy

October 1922
Constitutive Assembly of UIC (Paris): UIC Statutes adopted by 51 Railway administrations from 29 countries (Europe, Asia)

2019
200 Member railways from 95 countries

The only global rail representative body
UIC in 2019

Plus a growing network of research bodies and universities
Growth and modal shift require drive through philosophy & products in line with customer demand

https://railfreightforward.eu/
INTEROPERABILITY
leading to solutions driven by the Sector

Harmonise operational processes & “Cross border philosophy”
examples:
- Driver language pilots based on predefined messages & digital tools
- Unified braking scheme

Simplified and safe wagon exchange processes
DIGITALISATION: standardisation and data exchange

Strategic positioning
Digital road map for freight: agreement on collaborative landscape

Key topics
• Estimated Time of Arrival
• Electronic consignment note
• Train composition messaging
• Intelligent wagon/train
• Location codes
• Train ID
GLOBAL DIMENSION

Corridor development and process optimisation
✓ Market Watch
✓ Digitalisation projects
✓ Operational interoperability – best practice exchange seminar

Global Rail Freight Conference
CORRIDOR APPROACH in high demand

Rail potential base case forecast ['000 TEU]

Source: Roland Berger Study for UIC, 2017

Source: IEC study for UIC, 2019
CORRIDOR APPROACH in high demand

CHANGES IN EURASIAN RAIL TRANSPORTATION SINCE 2016.

Source: IEC study for UIC_2019
MEASURE ASSESSMENT – IEC study for UIC

✓ Speed improvement
✓ Border crossing improvement
✓ 100% use of CIM / SMGS consignment.
✓ Combined scenario
✓ Decreasing Chinese subsidies
SPEED on TSR

- baseline economic scenario
- acceleration of railing speed for block-trains from Vladivostok to Krasnoe to 7 days (9.5% till 2024)
- inertial acceleration of railing speed in other countries considered as 1.5% per annum
- no other infrastructural changes or changes in tariffs / prices

Source: IEC study for UIC, 2019
BORDER CROSSING

- baseline economic scenario
- acceleration of railing speed for block-trains from Vladivostok to Krasnoe to 7 days (9,5% till 2024)
- inertial acceleration of railing speed in other countries considered as 1,5% per annum
- acceleration of border-crossing, gauge-change and customs formalities time to 3 hrs

Source: IEC study for UIC, 2019
100% USE OF CIM-SMGS

- baseline economic scenario
- acceleration of raling speed for block-trains from Vladivostok to Krasnok to 7 days (9,5% till 2024)
- inertial acceleration of raling speed in other countries considered as 1,5% per annum
- acceleration of sum border-crossing, gauge-change and customs formalities time to 3 hrs
- 100% use of CIM/SMGS, including e-consignment*

Source: IEC study for UIC, 2019
COMBINED SCENARIO

- baseline economic scenario
- acceleration of railing speed for block-trains from Vladivostok to Krasnoe to 7 days (9.5% till 2024)
- inertial acceleration of railing speed in other countries considered as 1.5% per annum
- acceleration of sum border-crossing, gauge-change and customs formalities time to 3 hrs
- 100% use of CIM/SMGS, including e-consignment*

![Diagram showing changes in TEUs and e-interoperability]

*resulting in 3% costs decrease (CIT data)

Source: IEC study for UIC, 2019
DECREASING SUBSIDIES

- baseline economic scenario
- acceleration of raling speed for block-trains from Vladivostok to Krasnoe to 7 days
- inertial acceleration of raling speed in other countries considered as 1.5% per annum
- decrease of rail subsidies in China from 50% to 20% (starting from 2020, 10% decrease per annum)

Source: IEC study for UIC, 2019
ESI project (electronic seal interoperability)

Inception through UIC – CCTT stakeholder workshop:
- «From Electronic Seals to Smart Containers for reliable door-to-door solutions»
- April 2019
- Over 50 stakeholders
  - From the entire transport chain
  - From manufacturing industry
- Led to joint concrete action plan
CORRIDOR APPROACH: digitalisation initiatives
CORRIDOR APPROACH: digitalisation initiatives

INTERTRAN project

- initiated by Russian Railways in October 2018 in the framework of the UIC Asia-Pacific Regional Assembly
- In collaboration with other UIC members of the region
- With the support of the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP)
- The project aim: develop multimodal transportation & increase the competitiveness of rail transport especially thanks to IT technologies
« Cutting edge technology for a new generation of freight mobility »
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Thank you for your kind attention.