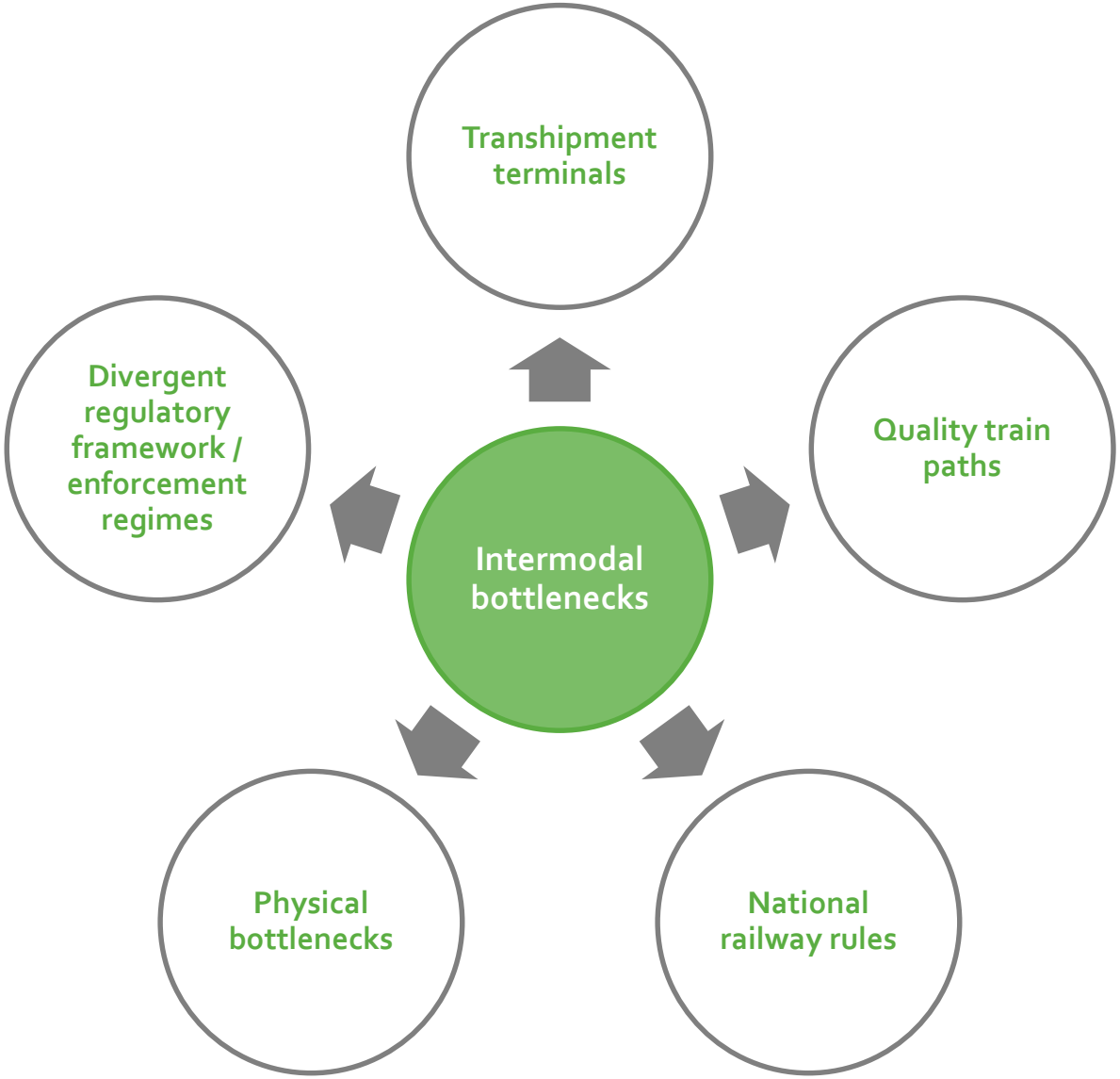
UIRR
INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

UIC-FIATA Marketplace Seminar

BOTTLENECKS AND THE COORDINATION NEEDED TO OVERCOME THEM

Ralf-Charley SCHULTZE
President

Bottlenecks to the development of intermodal transport



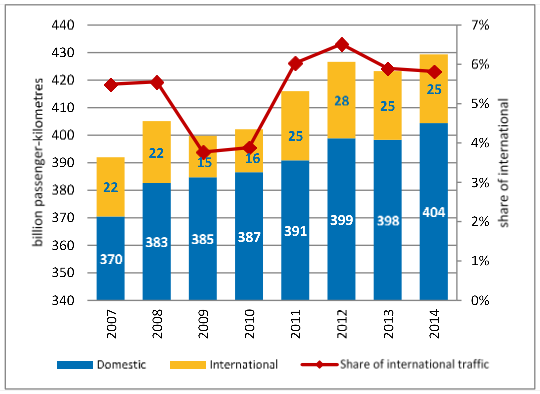
Terminal capacity

- **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 parametres
- **Operational standards**: Implementing Act on Access to Service Facilities
- ***'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 – Evolution of rail passenger traffic volumes



Source: RMMS

Figure 1 – Punctuality of regional and local passenger services, percentage of services on time

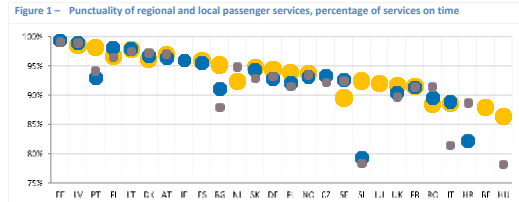
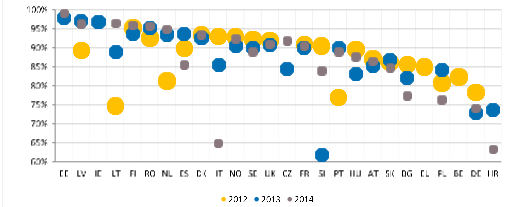
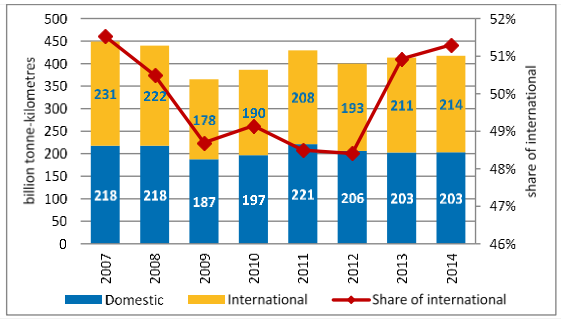


Figure 1 – Punctuality of long distance passenger services, percentage of services on time



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

Figure 1 – Evolution of rail freight traffic volumes



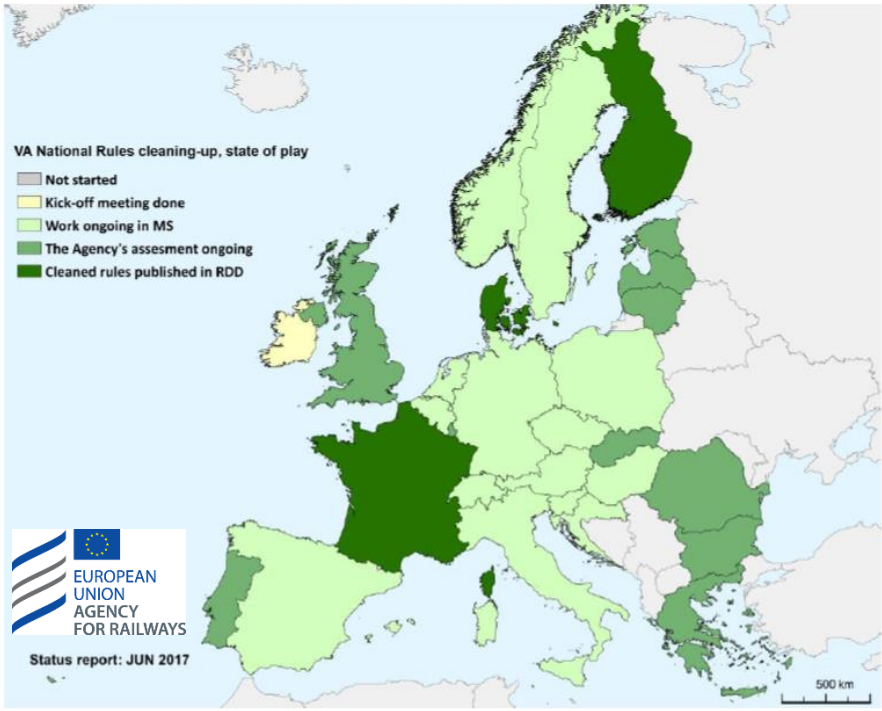
Source: RMMS

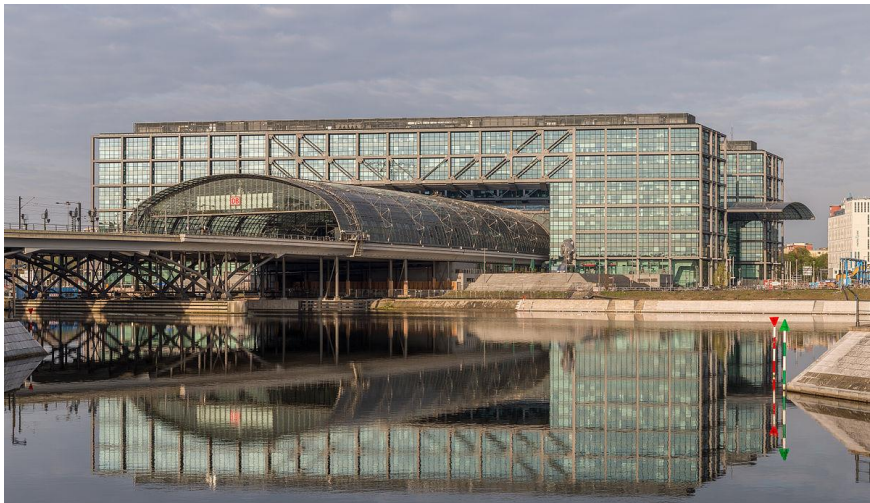
Rail freight quality:

- 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)

National rules (railway)

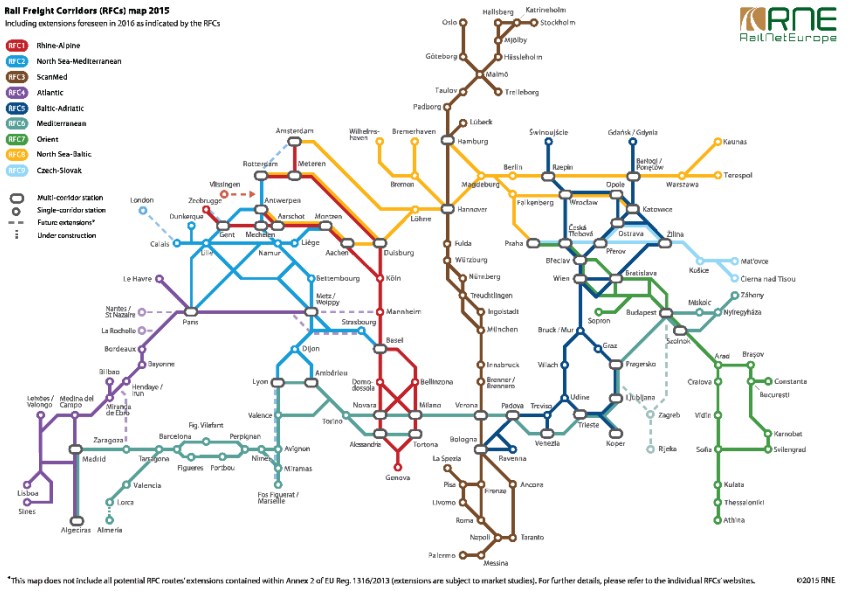
- **Clean-up of national rules**: work in progress at ERA – core countries lagging behind
- **UIC Leaflets vs ERA TSIs**: persistent lack of clarity; some progress in changing UIC Leaflets
- **Traffic rules**: no European priority rules, passenger traffic is prioritised over freight (even when latter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





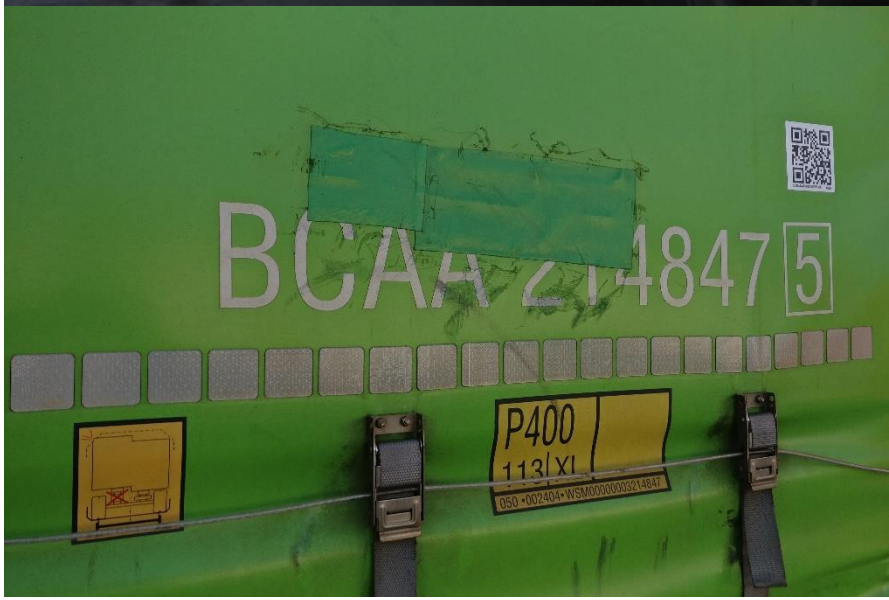
Physical bottlenecks (railway)

- **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



Divergent regulatory framework and enforcement

- **Intermodal uncertainties**: ageing and imprecisely worded Directive 92/106 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

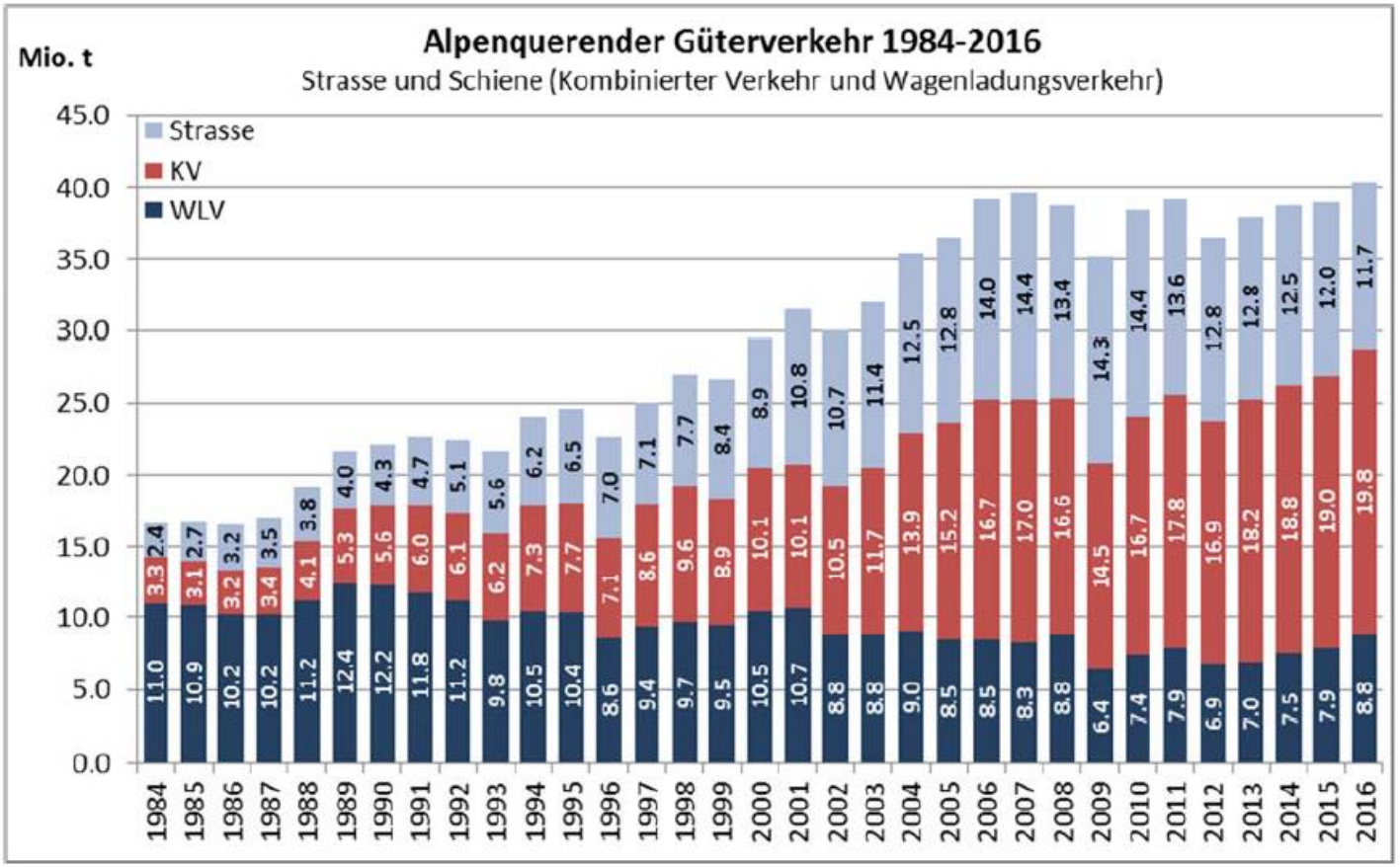


Intermodal can do the job

...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



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THANK YOU

For your attention