



INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

56. session of the UNECE Working Party on Intermodal Transport and Logistics

# ROAD-RAIL COMBINED TRANSPORT: NEW DEVELOPMENTS AND BEST PRACTICES



21/22 October 2013



	Border Crossing			Domestic			Total		
	2011*	2012	% 12-11	2011*	2012	% 12-11	2011*	2012	% 12-11
<b>Unaccompanied</b>									
Consignments	1,563,570	1,484,996	-5%	1,085,915	916,089	-16%	2,649,485	2,401,085	-9%
container	1,306,344	1,206,652	-8%	1,024,574	860,836	-16%	2,330,918	2,067,488	-11%
semi-trailers	257,226	278,344	8%	61,341	55,253	-10%	318,567	333,597	5%
TEU	3,127,140	2,969,992	-5%	2,171,830	1,832,178	-16%	5,298,970	4,802,170	-9%
mln TKM	30,776	29,503	-4%	8,000	7,891	-1%	38,776	37,394	-4%
<b>Accompanied</b>									
Consignments	277,170	222,306	-20%	149,153	101,404	-32%	426,323	323,710	-24%
TEU	554,340	444,612	-20%	298,306	202,808	-32%	896,504	647,420	-24%
mln TKM	3,623	2,997	-17%	594	411	-31%	4,217	3,407	-19%
<b>TOTAL</b>									
Consignments	1,840,740	1,707,302	-7%	1,235,068	1,017,493	-18%	3,075,808	2,724,795	-11%
TEU	3,681,480	3,414,604	-7%	2,470,136	2,034,986	-18%	6,151,616	5,449,590	-11%
mln TKM	34,399	32,500	-6%	8,594	8,301	-3%	42,993	40,801	-5%

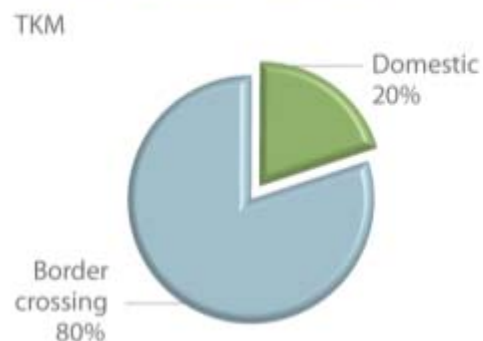
Remark: include only the rail section of the Combined Transport (terminal-to-terminal)

## 2012 Summary

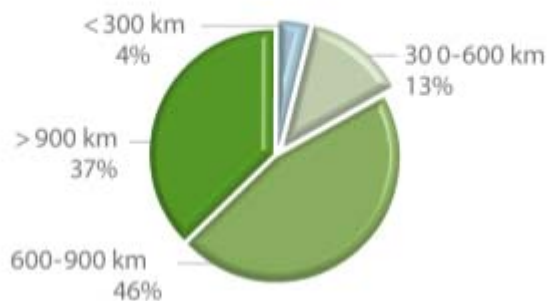
- Overall decrease of 11% in UIRR consignments / 5% in TKM (economic situation, works/blocking of Brenner/Gotthard)
- Unaccompanied: -9% (aggressive road pricing, rail transport related costs and quality)
- Accompanied: -24% (train path shortages Brenner and Gotthard, reorganisation in Austria and Hungary)



## Traffic performance

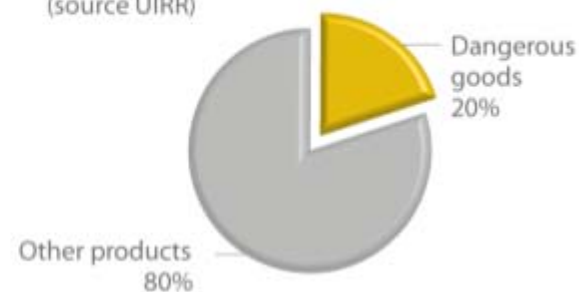


## Distance matrix



## Dangerous Goods

Share of DG in the total transported volume (source UIRR)



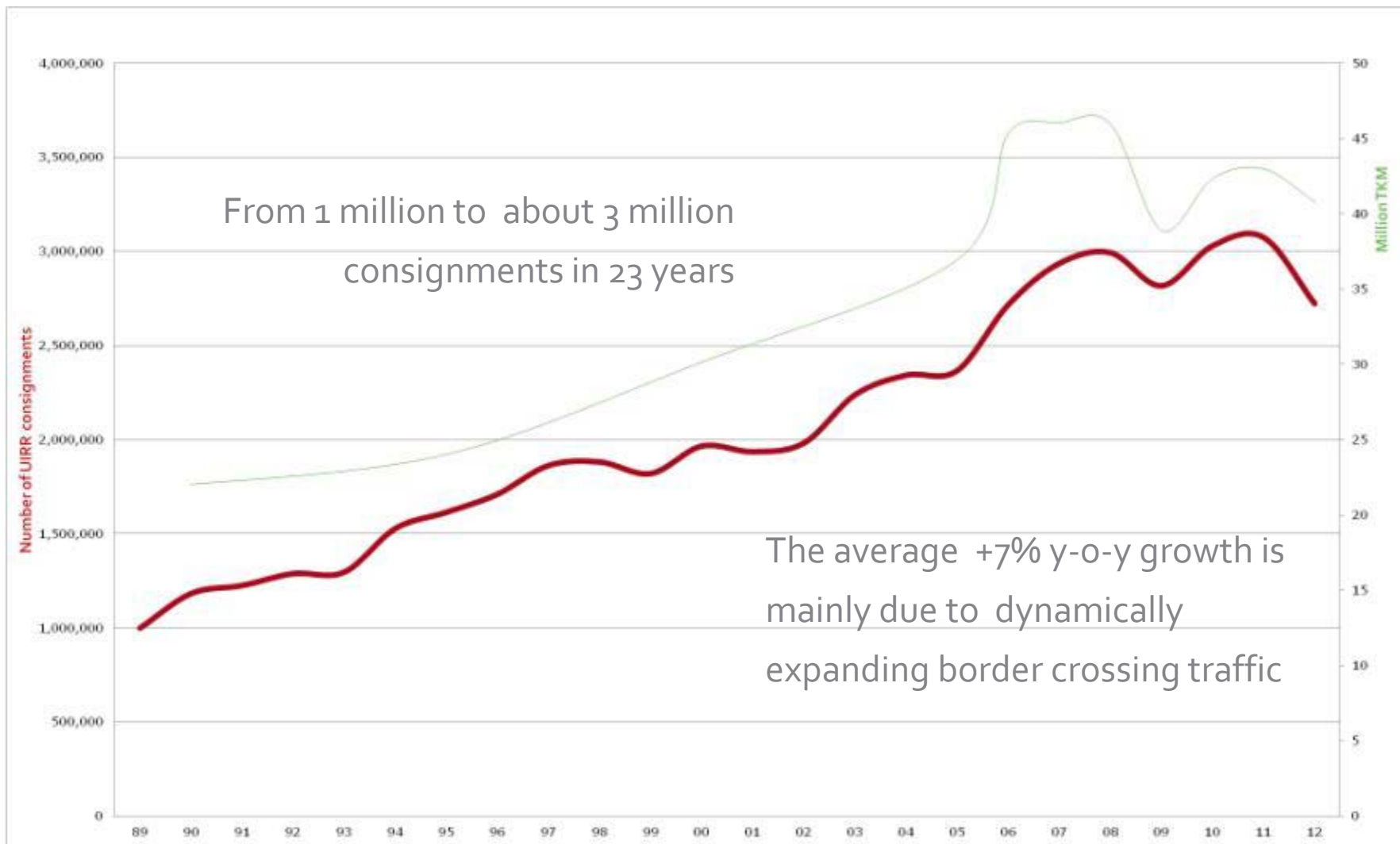
## 2012 Summary

- 80% of the overall performance in TKM are achieved with border-crossing relations
- Average Distances: 800 km (all)
- 96% of CT traffic over distances of 300 km
- 20% of the consignments with dangerous goods products
- UIRR companies: about 50% of all border-crossing CT volumes in Europe



# COMBINED TRANSPORT: UIRR PERFORMANCE 1989 – 2012

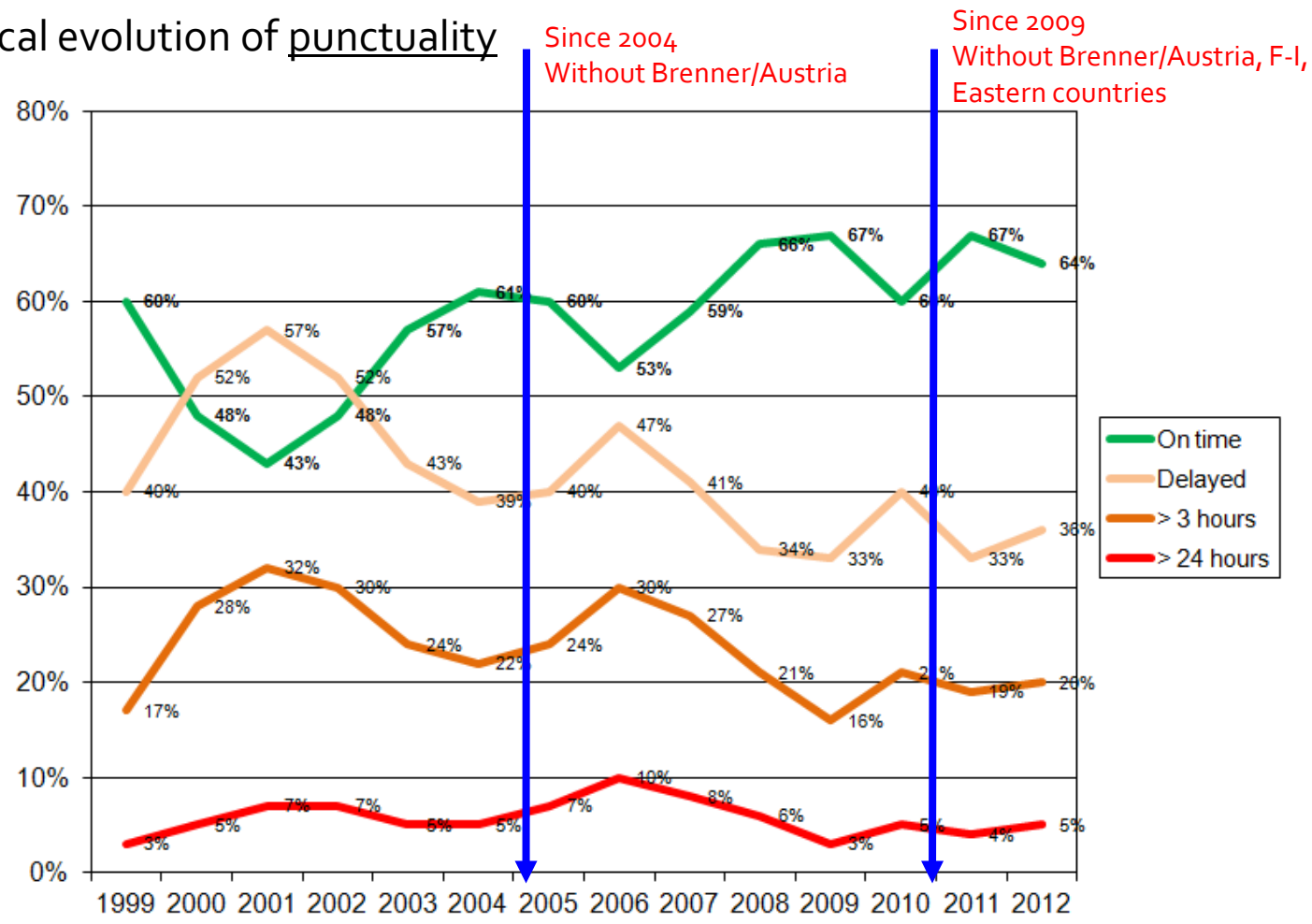
A UIRR consignment corresponds to the transport capacity of one lorry on the road (equivalent to 2.3 TEU).





Market	Unaccompanied Traffic	Accompanied Traffic	TOTAL
Domestic	<p><b>+</b> (around +5%)</p>	<p><b>++</b> (around +10%)</p>	<p><b>+</b> (around +5%)</p>
Border Crossing	<p><b>=</b></p>	<p><b>++</b> (around +10%)</p>	<p><b>+</b> (around +1%)</p>
<b>TOTAL</b>	<p><b>+</b> (about +2%)</p>	<p><b>++</b> (around +10%)</p>	<p><b>+</b> (around +4%)</p>

Historical evolution of punctuality



Slightly improved quality but still 20% of international trains more than 3 hours late

## Revision of Directive 96/53 on Weight & Dimensions

### UIRR Position Paper – July 2013

1. Extension of the maximum allowed trailer length by 15cm as a possibility for trucks in CT operations is welcome.
2. Clarify the cross-border application of the 44t gross weight allowance in case of HGVs performing CT positioning legs.
3. **Ensure CT compatibility of any dimension-extension related to aerodynamic elements.**
4. **Prohibit the cross-border circulation of megatrucks: eliminate ambiguities from the existing legislative text.**
5. Define special reporting and enforcement obligations for Member States that permit the use of megatrucks.
6. Prevention of overloading and exceeding of dimensions: every improvement is welcomed by UIRR.
7. Use the definition of Combined Transport from Directive 92/106, instead of “intermodal transport”.



## Revision of Directive 92/106 on Common Rules for CT

### 1. Commission: obligation to report on the development of Combined Transport (Article 5 of Dir. 92/106)

- the economic development of combined transport,
- the application of Community law in this area,
- the definition, where necessary, of further measures to promote combined transport operations.

#### The report shall analyze the information and statistics relating in particular to:

- transport links used in combined transport operation,
- the number of vehicles (a road train counting as a single vehicle), swap bodies and containers transported over the various transport links,
- transported tonnages,
- services carried out, in terms of tonnes/kilometres.

### 2. Study: terms of reference – consultant just chosen – report in 2014

### 3. Revision : pending (linked to conclusions of the report)



# COMBINED TRANSPORT: CURRENT ISSUES (3)



## Implementation of the European Freight Corridors (EC Regulation 913/210)

Corridor <sup>1</sup>	Member States	Principal routes <sup>2</sup>	Latest date of implementation
1 Rhine-Alp Corridor	NL, BE, DE, IT	Zeebrugge-Antwerp/Rotterdam-Duisburg-[Base]-Milan-Genova	10 Nov 2013
2 Benelux-France Corridor	NL, BE, FR, LU	Rotterdam-Antwerpen-Luxemburg-Metz-Dijon-Lyon-[Base]	10 Nov 2013
3 Central North-South Corridor	SE, DK, DE, AT, IT	Stockholm-Malmö-Copenhagen-Hamburg-Innsbruck-Verona-Palermo	10 Nov 2015
4 Atlantic Corridor	PT, ES, FR	Sines-Lisboa/Leixões  - Madrid-Medina del Campo/Bilbao/San Sebastian-Irun-Bordeaux-Paris/Le Havre/Metz  Sines-Elvas/Algeciras	10 Nov 2013
5 Balt-Adria Corridor (Baltic- Adriatic Corridor)	PL, CZ, SK, AT, IT, SI	Gdynia -Katowice-Ostrava/Zilina-Bratislava/Vienna- /Klagenfurt - Udine- Venice/ Trieste/ • / - Bologna/Ravenna/ /Graz-Maribor-Ljubljana-Koper/Trieste	10 Nov 2015
6 Mediterranean Corridor	ES, FR, IT, SI, HU	Almeria-Valencia/Madrid-Zaragoza/Barcelona-Marseille-Lyon-Turin-Milan-Verona - Padua/Venice - Trieste/ Koper-Ljubljana-Budapest-Zahony (Hungarian-Ukrainian border)	10 Nov 2013
7 Orient Corridor	CZ, AT, SK, HU, RO, BG, EL	- Bucharest-Constanta Prague-Vienna/Bratislava-Budapest  - Vidin-Sofia-Thessaloniki-Athens	10 Nov 2013
8 Central East-West Corridor	DE, NL, BE, PL, LT,	Bremerhaven/Rotterdam/Antwerp-Aachen/Berlin-Warsaw-Terespol (Poland-Belarus border)/Kaunas	10 Nov 2015
9 Eastern Corridor (Czech-Slovak Corridor)	CZ, SK	Prague - Horni Lide• - Zilina-Košice-• ierna nad Tisou - (Slovak/Ukrainian border )	10 Nov 2013

Corridors 1, 2, 4, 6, 7, and 9 should be ready for November 2013

Overall status needed + harmonised approach avoiding different systems to be used by the operators

Table 2.1: List of Initial Rail Freight Corridors

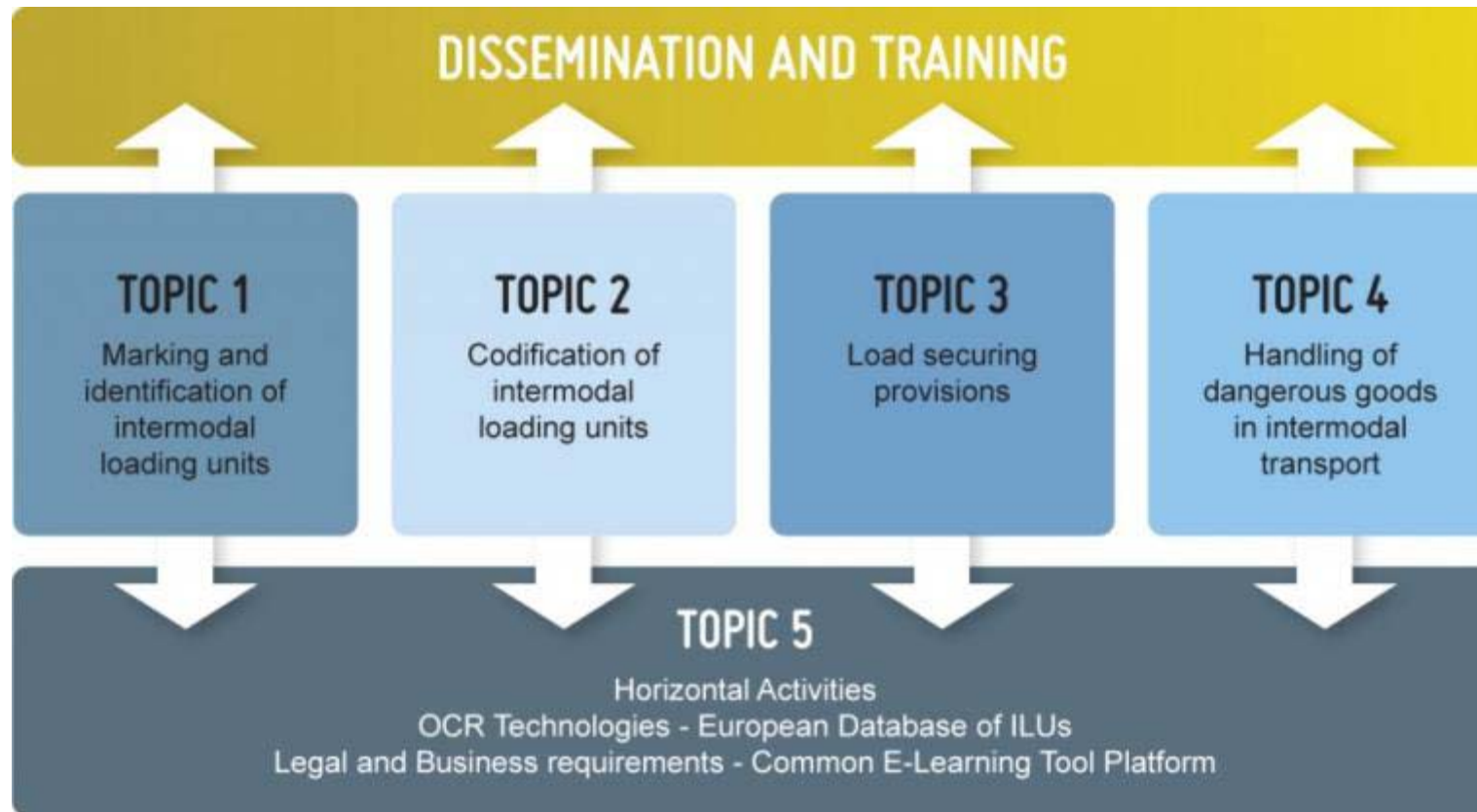
# OTHER ACTIVITIES: STANDARDISATION



Standardisation is a great way to enhance the efficiency by a commonly agreed, homogeneous best practice. This is particularly true in intermodal transport which involves numerous actors.

- Standards can only deliver their beneficial effects if they are applied and become a part of daily best practice.
  
- The DESTINY project proposes to facilitate the deployment of existing standards related to:
  - EN13044-1 Identification of intermodal loading units (ILU-Code)
  - EN 13044 2+3 Codification of swap-bodies and semi-trailers
  - Safety - Cargo Securing
  - Dangerous Goods





# The problem solved by EN13044



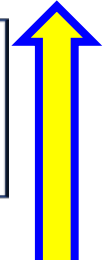
## Different owner identification systems



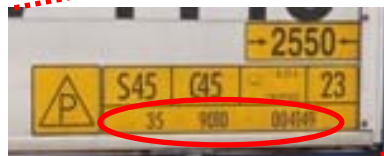
BIC-Code for containers  
worldwide recognised  
with check-digit



Number plate for semi-trailers



Codification plate for swap-bodies  
lower part: owner-id not very visible



# The solution ILU-Code defined in EN13044-1



Owner-Key	Registration number	Check digit
<b>ABCA</b>	<b>001234</b>	<b>2</b>

 Reserve an ILU-Code

Free choice by the owner

 Calculate the check digit

**[www.ilu-code.eu](http://www.ilu-code.eu)**



The ILU-Code is technically compatible with the BIC-Code for maritime containers.

Craneable semi-trailers and swap-bodies must from now on be identified with an ILU-Code to be eligible for intermodal transport. The transition period, allowing all loading units to be equipped with an ILU-Code, is set until 1 July 2014.



## TOPICS 1 & 2

1. EN 13044: markings of intermodal loading units with ILU-Codes and new codification plates
2. Status: September 2013: 400 ILU-Code Owner-Keys
3. Actions: dissemination and training activities towards market players (manufacturers, owners)

## TOPIC3 – Caro Securing

1. Analysis of road (EN 12195:2010) and rail prescriptions (UIC Loading Guidelines)
2. First conclusions:
  - Rail rules (UIC) are more restrictive – impossible to be fulfilled by the cargo owner
  - Railway Undertakings might apply other rules
  - Difficulty to elaborate common guidelines in Combined Transport
  - Necessity of harmonisation between road and rail



THANK YOU  
for listening

