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

From 1 million to about 3 million consignments in 23 years.

The average +7% y-o-y growth is mainly due to dynamically expanding border crossing traffic.
### COMBINED TRANSPORT: OUTLOOK 2013 (6 MONTHS)

<table>
<thead>
<tr>
<th>Market</th>
<th>Unaccompanied Traffic</th>
<th>Accompanied Traffic</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>+</td>
<td>++</td>
<td>+</td>
</tr>
<tr>
<td>Domestic</td>
<td>(around +5%)</td>
<td>(around +10%)</td>
<td>(around +5%)</td>
</tr>
<tr>
<td>Border Crossing</td>
<td>=</td>
<td>++</td>
<td>+</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(around +10%)</td>
<td>(around +1%)</td>
</tr>
<tr>
<td>TOTAL</td>
<td>+</td>
<td>++</td>
<td>+</td>
</tr>
<tr>
<td></td>
<td>(about +2%)</td>
<td>(around +10%)</td>
<td>(around +4%)</td>
</tr>
</tbody>
</table>
Historical evolution of punctuality

- Since 2004: Without Brenner/Austria
- Since 2009: Without Brenner/Austria, F-I, Eastern countries

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

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Member States</th>
<th>Principal routes</th>
<th>Latest date of implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Rhine-Alp Corridor</td>
<td>NL, BE, DE, IT</td>
<td>Zeebrugge-Antwerp/Rotterdam-Duisburg-[Base]-Milan-Genoa</td>
<td>10 Nov 2013</td>
</tr>
<tr>
<td>3 Central North-South Corridor</td>
<td>SE, DK, DE, AT, IT</td>
<td>Stockholm-Malmö-Copenhagen-Hamburg-Innsbruck-Verona-Palermo</td>
<td>10 Nov 2015</td>
</tr>
<tr>
<td>4 Atlantic Corridor</td>
<td>PT, ES, FR</td>
<td>Sines-Lisboa/Leixões</td>
<td>10 Nov 2013</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Sines-Elvas/Algeciras</td>
<td></td>
</tr>
<tr>
<td>5 Balt-Adria Corridor (Baltic-Adriatic Corridor)</td>
<td>PL, CZ, SK, AT, IT, SI</td>
<td>Gdynia-Katowice-Ostrava/Zlínka-Bratislava/Vienna/Klagenfurt-Udine-Venice/Trieste/ /Bologna/Ravenna/ /Graz-Maribor-Ljubljana-Koper/Trieste</td>
<td>10 Nov 2015</td>
</tr>
<tr>
<td>7 Orient Corridor</td>
<td>CZ, AT, SK, HU, RO, BG, EL</td>
<td>- Bucharest-Constanta Prague-Vienna/Bratislava-Budapest /- Vidin-Sofia-Thessaloniki-Athens</td>
<td>10 Nov 2013</td>
</tr>
<tr>
<td>8 Central East-West Corridor</td>
<td>DE, NL, BE, PL, LT,</td>
<td>Bremerhaven/Rotterdam/Antwerp-Aachen/Berlin-Warsaw-Terespol (Poland-Belarus border)/Kaunas</td>
<td>10 Nov 2015</td>
</tr>
<tr>
<td>9 Eastern Corridor (Czech-Slovak Corridor)</td>
<td>CZ, SK</td>
<td>Prague - Horní Lideř - Žilina-Košice - ierna nad Tisou - (Slovak/Ukrainian border)</td>
<td>10 Nov 2013</td>
</tr>
</tbody>
</table>

**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**
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
PROJECT ACTIVITIES: DESTINY

DISSEMINATION AND TRAINING

TOPIC 1
Marking and identification of intermodal loading units

TOPIC 2
Codification of intermodal loading units

TOPIC 3
Load securing provisions

TOPIC 4
Handling of dangerous goods in intermodal transport

TOPIC 5
Horizontal Activities
OCR Technologies - European Database of ILUs
Legal and Business requirements - Common E-Learning Tool Platform

DESTINY
Different owner identification systems

BIC-Code for containers worldwide recognised with check-digit

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

Number plate for semi-trailers

The problem solved by EN13044
The solution ILU-Code defined in EN13044-1

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.

www.ilu-code.eu
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