Road-Rail Combined Transport: new developments and best practices

WP. 24
Geneva – 12.10.2009

Contribution of UIRR scrl
Rudy COLLE – Dir. Gen.
## UIRR figures 2008: total traffic

### International

<table>
<thead>
<tr>
<th>Unaccompanied CT</th>
<th>2007</th>
<th>2008</th>
<th>% 08-07</th>
<th>National</th>
<th>2007</th>
<th>2008</th>
<th>% 08-07</th>
<th>Total</th>
<th>2007</th>
<th>2008</th>
<th>% 08-07</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 654 553</td>
<td>1 631 593</td>
<td>-1%</td>
<td>893 106</td>
<td>934 087</td>
<td>5%</td>
<td>2 547 659</td>
<td>2 565 680</td>
<td>1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accompanied CT</td>
<td>262 255</td>
<td>265 765</td>
<td>1%</td>
<td>127 628</td>
<td>163 180</td>
<td>28%</td>
<td>389 883</td>
<td>428 945</td>
<td>10%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total CONSIGNMENTS: 1 916 808 1 897 358 -1% 1 020 734 1 097 267 7% 2 937 542 2 994 625 2%

Total TEU: 3 833 615 3 794 716 -1% 2 041 468 2 194 534 7% 5 875 083 5 989 250 2%

### Unaccompanied Transport (Consignments)

<table>
<thead>
<tr>
<th>Year</th>
<th>International</th>
<th>National</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999</td>
<td>800,624</td>
<td>614,183</td>
<td>1,414,807</td>
</tr>
<tr>
<td>2000</td>
<td>904,339</td>
<td>602,314</td>
<td>1,506,653</td>
</tr>
<tr>
<td>2001</td>
<td>903,708</td>
<td>567,642</td>
<td>1,471,350</td>
</tr>
<tr>
<td>2002</td>
<td>925,742</td>
<td>592,731</td>
<td>1,518,473</td>
</tr>
<tr>
<td>2003</td>
<td>978,915</td>
<td>800,612</td>
<td>1,779,527</td>
</tr>
<tr>
<td>2004</td>
<td>1,114,364</td>
<td>846,775</td>
<td>1,961,139</td>
</tr>
<tr>
<td>2005</td>
<td>1,275,927</td>
<td>776,318</td>
<td>2,052,245</td>
</tr>
<tr>
<td>2006</td>
<td>1,512,370</td>
<td>823,406</td>
<td>2,335,776</td>
</tr>
<tr>
<td>2007</td>
<td>1,654,553</td>
<td>893,106</td>
<td>2,547,659</td>
</tr>
<tr>
<td>2008</td>
<td>1,631,593</td>
<td>934,087</td>
<td>2,565,680</td>
</tr>
</tbody>
</table>

### Accompanied Transport (Consignments)

<table>
<thead>
<tr>
<th>Year</th>
<th>International</th>
<th>National</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999</td>
<td>358,111</td>
<td>48,099</td>
<td>406,210</td>
</tr>
<tr>
<td>2000</td>
<td>385,643</td>
<td>74,777</td>
<td>460,420</td>
</tr>
<tr>
<td>2001</td>
<td>382,964</td>
<td>82,589</td>
<td>465,553</td>
</tr>
<tr>
<td>2002</td>
<td>376,512</td>
<td>87,922</td>
<td>464,434</td>
</tr>
<tr>
<td>2003</td>
<td>377,348</td>
<td>82,308</td>
<td>459,656</td>
</tr>
<tr>
<td>2004</td>
<td>312,329</td>
<td>69,786</td>
<td>382,115</td>
</tr>
<tr>
<td>2005</td>
<td>271,311</td>
<td>44,369</td>
<td>315,680</td>
</tr>
<tr>
<td>2006</td>
<td>282,064</td>
<td>99,911</td>
<td>381,975</td>
</tr>
<tr>
<td>2007</td>
<td>262,255</td>
<td>127,628</td>
<td>389,883</td>
</tr>
<tr>
<td>2008</td>
<td>265,765</td>
<td>163,180</td>
<td>428,945</td>
</tr>
</tbody>
</table>
UIRR traffic development 1999-2008
## UIRR figures 2008: Unaccompanied traffic

<table>
<thead>
<tr>
<th></th>
<th>Positive results</th>
<th>Negative results</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>National</strong></td>
<td>• Hinterland maritime traffic (France-Slovenia)</td>
<td>• restructuring of the Italian domestic CT market</td>
</tr>
<tr>
<td></td>
<td>• Continental services in Germany and Switzerland</td>
<td></td>
</tr>
<tr>
<td><strong>International</strong></td>
<td>• Alpine transit (Germany-Italy)</td>
<td>• Alpine transit (Belgium/France-Italy)</td>
</tr>
<tr>
<td></td>
<td>• Hinterland maritime containers (Belgium-France, Germany/Austria – Netherlands)</td>
<td>• Traffic with the Iberian peninsula (Belgium/Germany – Spain)</td>
</tr>
</tbody>
</table>
## UIRR figures 2008 - Accompanied traffic

<table>
<thead>
<tr>
<th></th>
<th>Positive evolution</th>
<th>Negative evolution</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>National</strong></td>
<td>• Remarkable increase in Austria</td>
<td></td>
</tr>
<tr>
<td><strong>International</strong></td>
<td>• Commercial action for traffic between Austria and Hungary</td>
<td>• Traffic reduction between Austria and Slovenia (restructuring of the Slovenian CT market)</td>
</tr>
<tr>
<td></td>
<td>• Additional frequency on the relation Germany-Italy</td>
<td></td>
</tr>
</tbody>
</table>
Crisis in Combined Transport

- Decline in the first half-year 2009
  - up to 20%/25% in average for UCT and
  - up to 15% in average for Rolling Road
- Measures taken
  - Internal
    - Reduction of the frequency or even
    - Risk of cancellation of services and of loosing paths
  - External support needed
    - Investments in the railway infrastructure
    - Reduction of the path costs (12/18 months)
    - Secure the freight train paths
Combined Transport and Safety

- Accident in Italy: broken wheelset
- Consequences
  - Maintenance regimes
  - Transport of dangerous goods
Combined Transport and megatrucks

- Ongoing discussions
  - Publication of studies

- Confirmation of major threat, particularly on Road-Rail Combined Transport
Combined Transport and noise reduction

- TSI Noise for new wagons
  - Iron cast blocks too loud
    - Composite materials (K or LL shoes)
    - Disk breaks
  - Retrofitting of existing fleet
    - Composite materials (K or LL shoes)
    - Costs and Financing

- Communication COM(2008) 432
  - Package of measures to reduce noise, a.o.
    - noise-diff. track access charges
      - high system and administrative costs
      - **Alternative:** direct funding of retrofitting
Combined Transport and Projects

DIOMIS
2005 / 2015 Report on Intermodal Rolling Stock in Europe

Figure 9 CT wagon development, 2005/2015, in number of wagons
Thank you for your attention

Rudy COLLE
Tel. +32 2 548 78 90
Email rudycolle@uirr.com