FIATA – UIC Multimodal Working Group Meeting

COMBINED TRANSPORT: QUO VADIS?

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President

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Grow the pie for Combined Transport

through fair competition on the basis of

1) technical merit
2) management competence
UIRR is an **industry association** which

- **PROMOTES** the public understanding and appreciation of Road-Rail Combined Transport,

- **ENHANCES** its development and the proliferation of industry best practice,

- **SUPPORTS** the daily operation of European Combined Transport with a series of services
UIRR – Growth rate of Members 1989 – 2014

Consignments
TKM
“...the reduction of greenhouse gas emissions by the transport sector contributes to the achievement of the overall EU target in this area. This should be part of our overall effort to reinforce the sustainability of our growth model.”
Intermodal Transport:

The most efficient way to insert ecologically sustainable modes of transport – like electric rail, inland navigation and short sea shipping – into long(er) distance transport-chains
Meeting the Market’s Expectations: Competitive CT

- SMALL CARBON FOOTPRINT
- WEATHER RESILIENCE
- LABOUR EFFICIENCY
- EASY-TO-USE
- RELIABILITY
- SPEED
- OUTSTANDING SAFETY
- ENERGY EFFICIENCY
- SUPERIOR SECURITY
THE SOLUTION

- **The Fourth Railway Package**: fair intramodal competition, homogeneous infrastructure management, technical harmonisation and reduced administrative burden

- **Rail Freight Corridor Regulation**: seamless cross border travel, coordinated development and maintenance works, capacity planning and traffic management

- **The new TEN-T Guidelines and the Connecting Europe Facility**: interoperable and homogeneous infrastructure, removal of capacity bottlenecks

- **Standardisation**: CEN, ERA, UN ECE, OTIF, UIC, voluntary industry best practice recommendations

- **Implementing Acts and reporting**: Commission guidance and enforcement of implementation concerning the European rules; as well as statistics collection and reporting
Intercontinental Combined Transport

- UIRR Members active between Europe and China

- 2015 traffic volume (export+import): **over 100,000 TEU**

**01 AIR FREIGHT**
- Distance: 8,500 km
- Transit time: 3-7 days
- Limited weight per unit
- Very expensive
- Not suitable for regular business
- High carbon footprint

**02 RAIL FREIGHT**
- Distance: 11,000 km
- Transit-time: 2-3 weeks
- High frequency of shipments
- High level of flexibility
- Terminals at the border stations
- Environment-friendly

**03 SEA FREIGHT**
- Distance: 20,000 km
- Transit time: 6 weeks
- Slow steaming
- Unstable rates
- Different climate zones

**FASTER THAN SEA FREIGHT**
**CHEAPER THAN AIR FREIGHT**
Well identified routes – high level quality
120 KM/H ON THE RUSSIAN STRETCH
WILL THIS ALSO IMPROVE TRANSIT TIME OF FELB’S SERVICE?

Reduction from 14 to 10 days terminal-to-terminal service between Asia and Europe is identified as a new ambitious goal within the Russian Railway Group.

For the first time, wagons in Russia will be able to carry out transports at the speed of 120 km/h, loaded or empty. As the wagon manufacturer Al'tavagon has been granted approval for the Type 13-2114-11 container flat wagon design with 18-2145 bogies, TransContainer prepares to use this new type of container wagons on the Moscow – St. Petersburg route.

The approval and the upcoming production are the result of collaboration with Russian Railways (RZD). The modelling and projecting went smoothly – only minor changes in the braking system were required to reach the new speed, Al'tavagon reports. Ultimately, this is one more important step towards the reduction of transit time and maintenance costs.

The transit time development of FELB’s railings service between Asia and Europe improved gradually from 26 days to 22 days in 2010; from 22 days to 20 days in 2012 and from 16 days to 14 days in 2014. With the arrival of the 120 km/h wagon in Russia, FELB will be able to reach a transit time of only 10 days in the nearest future.
The future?
THANK YOU
For your attention