



INTERNATIONAL UNION
OF RAILWAYS

COMBINED TRANSPORT GROUP

CIT Multimodality Seminar
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**RAILFREIGHT
FORWARD**
EUROPEAN RAIL FREIGHT VISION 2030

30 by 2030

Rail Freight strategy to boost modal shift





30 by 2030 –

Rail Freight strategy to boost modal shift

- ● ● The European land freight transport market is an important economic sector with massive impact on environment and society. It is expected to grow by 30% until 2030 and volume growth will have a high affinity to road
- ● ● Transport growth cannot rely predominantly on road due to its strong impact on environment and society
- ● ● A higher modal share of **30% rail freight by 2030** is the macro-economical better solution for European transport growth
- ● ● Decisive action in 3 fields is required by railway undertakings (RU), infrastructure managers (IM) and authorities to achieve the desired modal shift



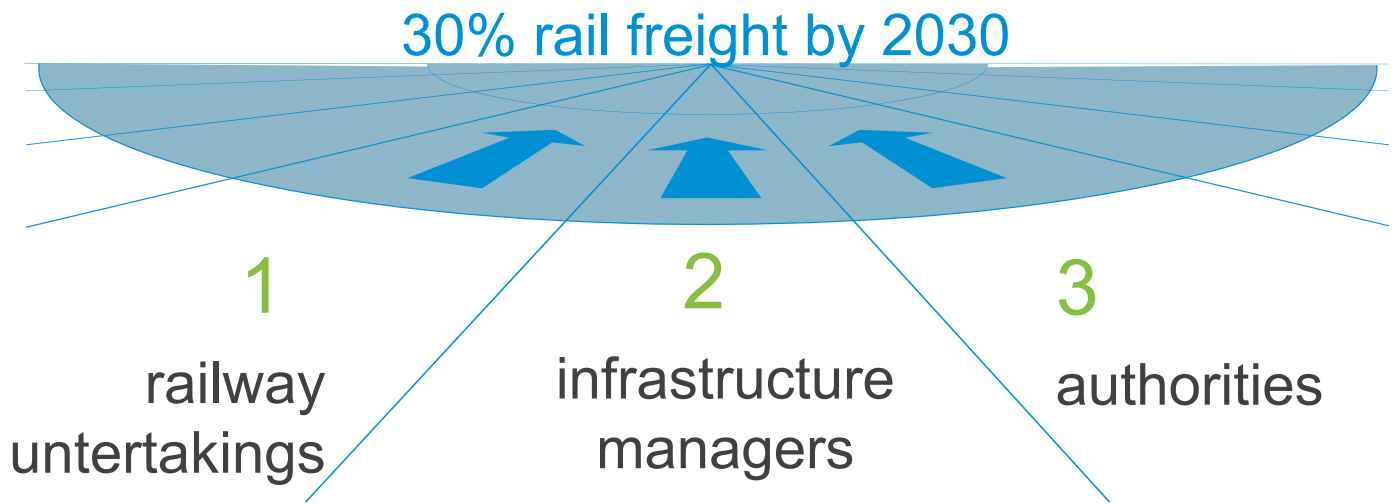
“

Our vision is to transform rail freight into a high performing, efficient and sustainable backbone transport system a European multi-modal logistics industry.

”

Joint actions required to achieve the target modal share

FIELDS OF ACTION IN PERCENT RAIL FREIGHT MODAL SHARE



RUs offer superior rail/multi-modal products that convince customers



a. Continue **restructuring** and **modernisation** of RUs to achieve a competitive **cost base** and high resource **productivity**



b. Increase **quality**, **flexibility** and **ease of use of rail and multi-modal products**



c. Vigorously strengthen **innovation**, enhance speed of **digitisation** and deployment of available **technology**

Combined Transport is like a hamburger: so many layers!



Railway Undertaking (UIC member)

runs the train
orders the paths

Operator (UIRR member)

finds customers + fills the train
opens new lines between terminals
manages the wagon fleet

Wagon keeper (UIP member)

asset management (sometimes is the operator)

Terminal manager (UIRR or Agora member)

runs the terminal operations
loads / unloads the train
sometimes is the operator
sometimes is a third part or a competitor

Infrastructure manager (EIM or RNE Member)

traffic management to get in or out of the terminal
provides paths to RU and sometimes to TC operators
owns some TC terminals but does not run TC operations

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- The purpose of the CTG is to develop cooperation at international and Community level between Railway Undertakings with a view to advancing and promoting intermodal techniques and making them reliable, competitive and better-suited to the requirements of the market and the environment.
- 14 RUs - 1.6Bn€ Turnover - 90% of the EU market



COMBINED TRANSPORT GROUP

- To this end, the CTG shall implement and coordinate discussions and joint actions in the field of combined transport by carrying out any necessary studies, taking any necessary decisions and initiating any necessary actions in the following areas:

- productivity improvements
- communication
- business facilitation
- market knowledge

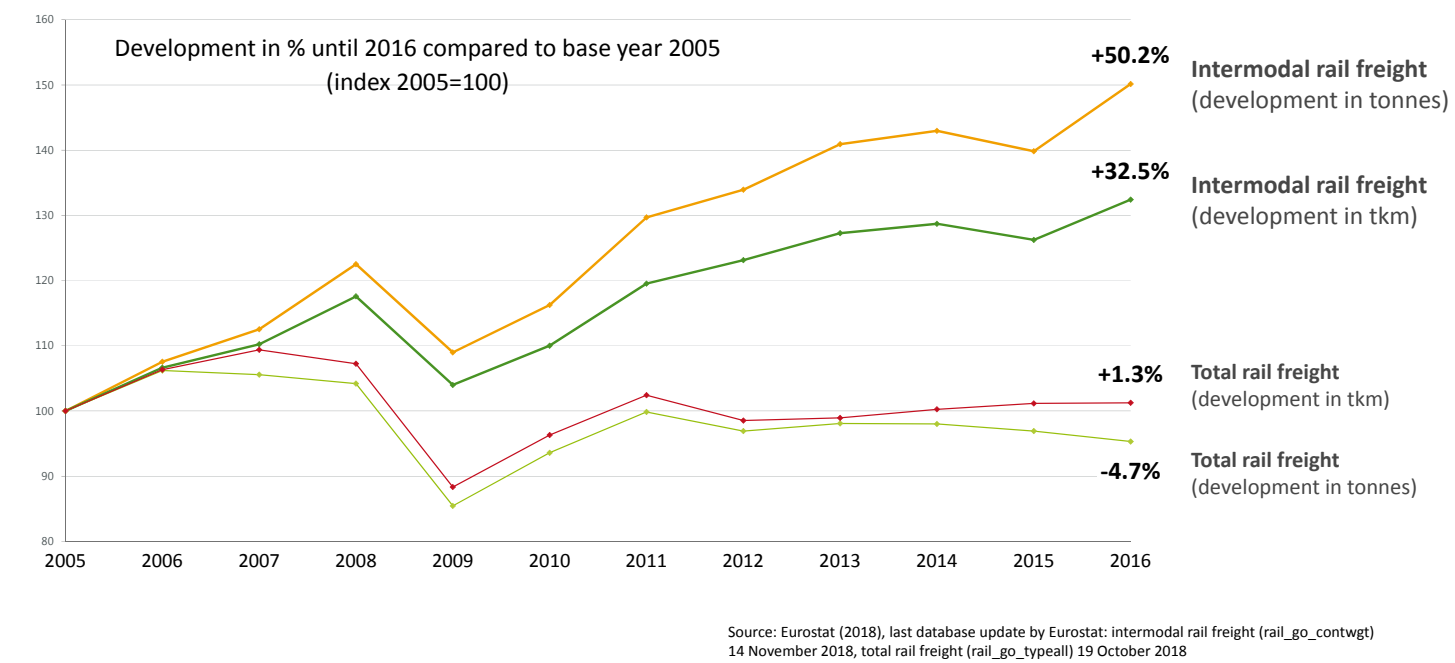


UIC REPORT ON COMBINED TRANSPORT IN EUROPE

- Every other year UIC publishes its Report on Combined Transport in Europe". The 2018 Edition is the seventh in this series. It provides a thorough insight into the combined transport industry in Europe.

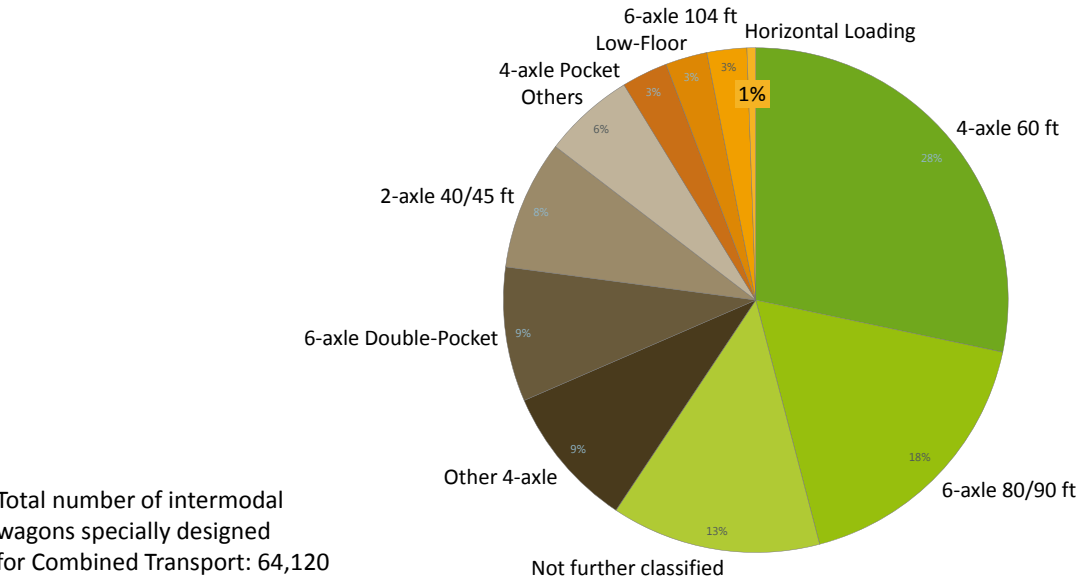


Intermodal rail transport in Europe continues to develop significantly better than rail freight transport in general



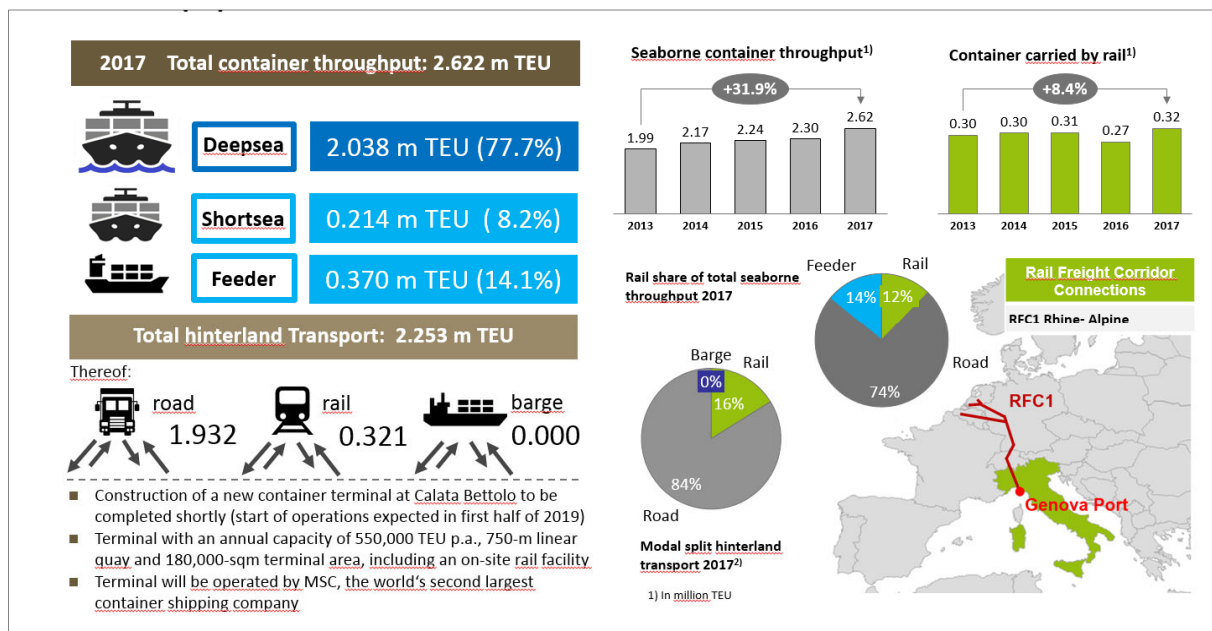
More than 64,000 intermodal wagons specially designed for CT were in use in 2017 – with the 4-axle 60 ft wagons being the most relevant wagon type

Intermodal fleet composition



Source: BSL Transportation analysis

Spotlight analysis on sea ports



Source: BSL Transportation, Ports of Genoa - Port System Authority of Western Ligurian Sea, www.portsofgenoa.com

2018 Report on

Combined Transport

in Europe

January 2019






Please find further interesting facts and figures in the 2018 CT-Report

Download for free here:

<https://uic.org/spip.php?action=telecharger&arg=2861>

Other working groups dealing with CT at UIC



- The Wagon Users group dealing with the General Contract of Use for Wagons (GCU) which is a multilateral contract based on the international convention COTIF and CIT is a partner
- The WG on Loading Rules drafts the Loading Guidelines to strengthen operational safety and prevent damage to goods and wagons. These rules, published by UIC - ETF - have to be observed by most of the RUs' shippers.
- The Specialist Expert Group for freight items SET03 which updates the IRS (former UIC leaflets) on the loading units, the wagons and the lines.



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Thank you for your kind attention.