

UN WP24 – 6 October 2008

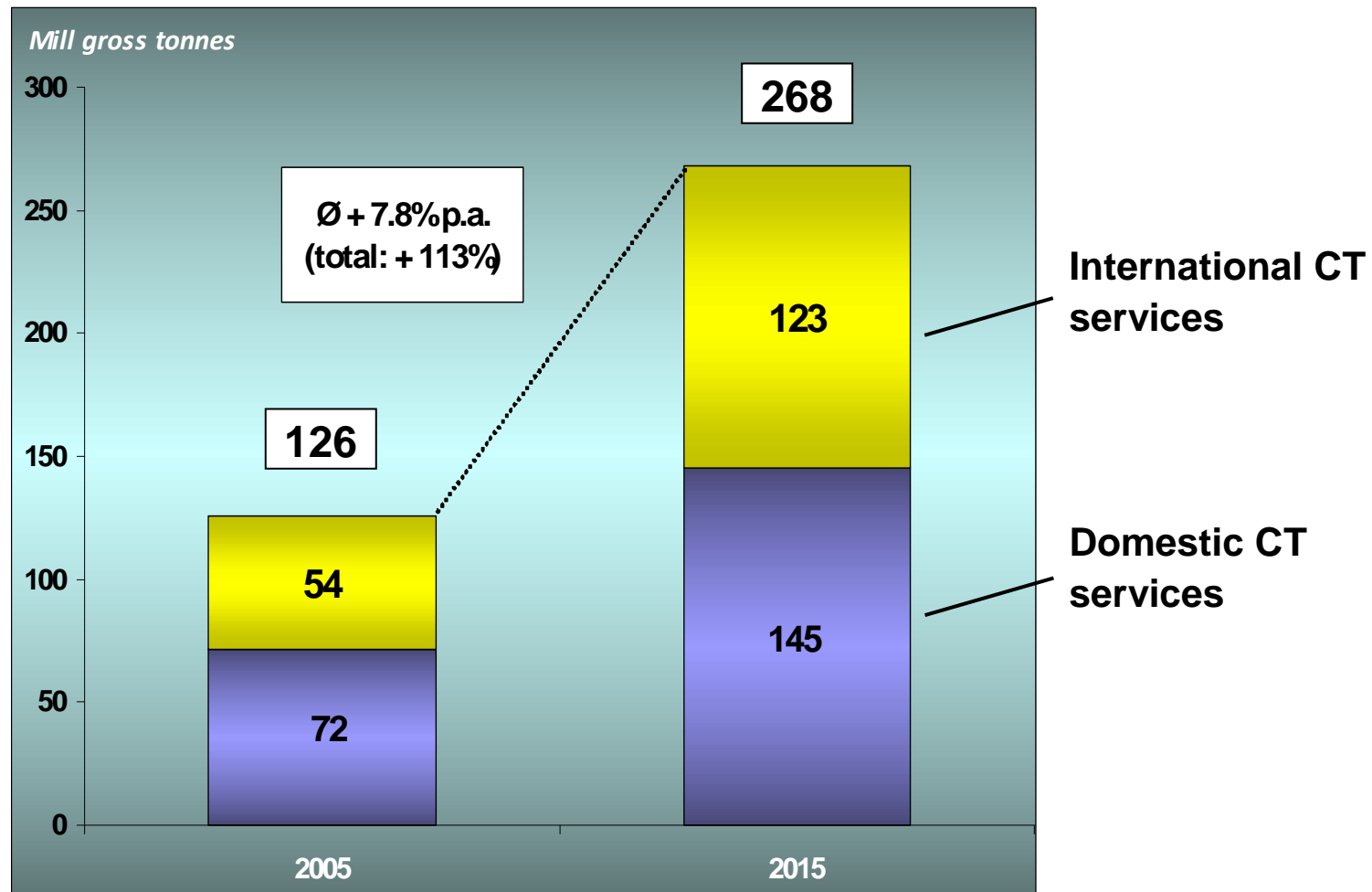
AGENDA 2015 for Combined Transport in Europe

Diomis: <http://www.uic.asso.fr/diomis>

Combined transport in Europe 2005-2015



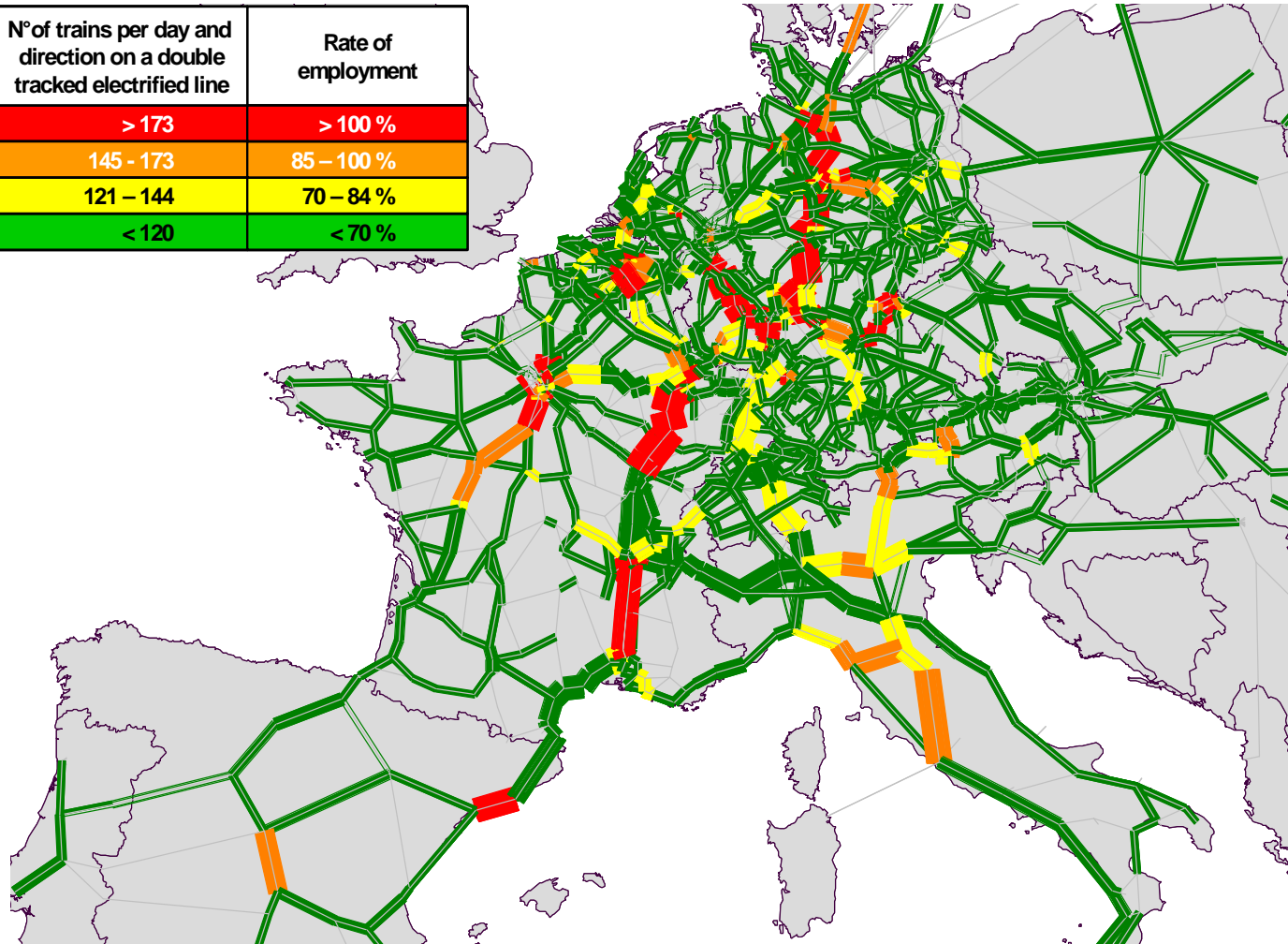
Unaccompanied total CT: goods moved 2005/2015



More infrastructure and international co-ordination



N° of trains per day and direction on a double tracked electrified line	Rate of employment
> 173	> 100 %
145 - 173	85 - 100 %
121 - 144	70 - 84 %
< 120	< 70 %



Rail network load 2015

(all ongoing & planned investments implemented)



Purpose of AGENDA 2015

- Pinpointing combined transport (CT) growth potential by 2015 and beyond, thus providing a frame of reference for:
 - Intermodal industry: RU, IO
 - Customers: shippers, forwarders, shipping lines
 - Investors: loading units, wagons, terminals, locomotives
- Showing how CT volume can increase in face of constrained rail and terminal infrastructure capacities by employing infrastructure- and operator-efficient operation models
- Addressing the need for ensuring implementation of planned and additional infrastructure enlargement investments
- Encourage improved co-operation and international co-ordination

AGENDA 2015 fields of action



Improved international co-ordination

Infrastructure enlargement investments

More efficient use of infrastructure capacity



More efficient use of infrastructure ■

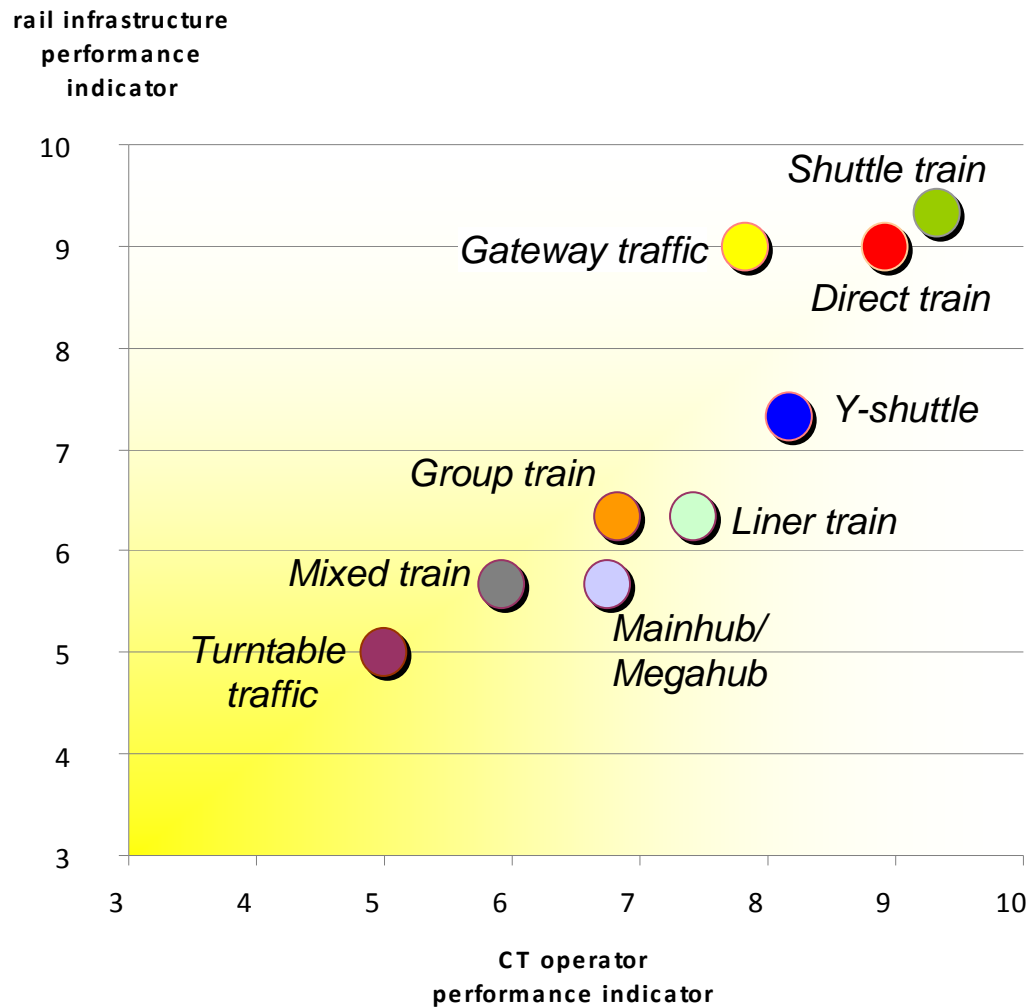
More efficient use of rail infrastructure



Action	Impact		
	Low	Medium	High
Comprehensive employment of train path saving rail production systems	██████████	██████████	██████████
Incentives in infrastructure access tariffs to induce resource-saving production systems	██████████		
Improvement of the performance of services	██████████	██████████	██████████
Enhanced process organization of rail traction services	██████████	██████████	██████████
Implementation of advanced train and network capacity management systems	██████████	██████████	
Enforcement of longer and/or heavier trains including minor infrastructure adaptations	██████████	██████████	
Increased wagon axle loads	██████████		



Evaluation of CT production systems



More efficient use of rail infrastructure

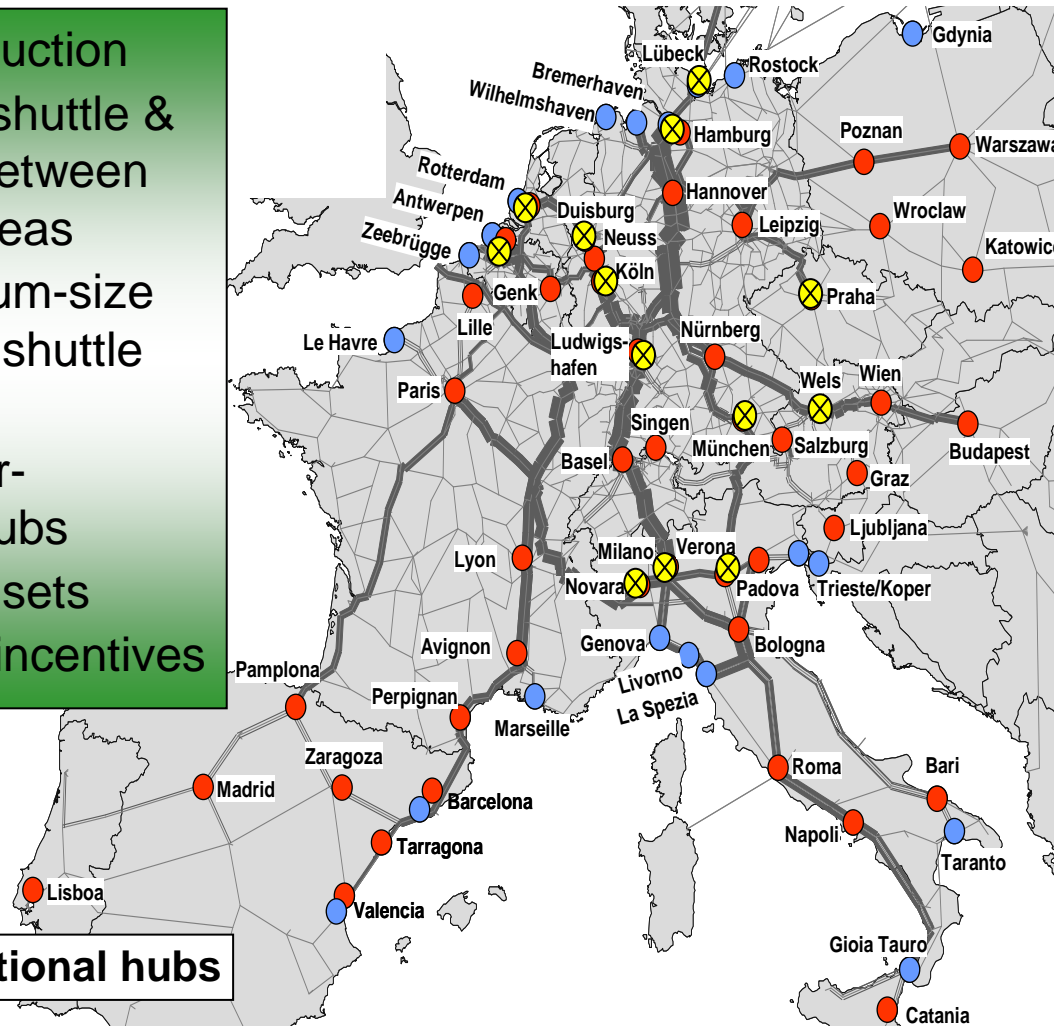


Building an infra- & operator-efficient CT network

Industrialized production

- multi-frequency shuttle & direct services between key economic areas
- small- and medium-size areas served by shuttle via gateway/hub
- high level of inter-connectivity at hubs
- standard wagon sets

Train path pricing incentives



⊗ Existing international hubs



More efficient use of terminal infrastructure



Capacity
impact of
best practices

Action	Capacity enlargement impact (%)				
	10	20	30	40	50
Increased flow factor (use of tracks for > 1 service)	[Bar from 0 to 50]				
Management of "last mile" (section between terminal and network) by terminal operator	[Bar from 0 to 20]				
Supply of road trucking services by terminal	[Bar from 0 to 10]				
Extended terminal opening hours	[Bar from 0 to 20]				
Bonus-malus incentives on use of infrastructure	[Bar from 0 to 10]				
IT-supported capacity management system	[Bar from 0 to 30]				
Automated loading unit/wagon identification	[Bar from 0 to 10]				
Separation of road- and rail-side handlings	[Bar from 0 to 30]				
Prenotification-based task management	[Bar from 0 to 10]				
Punctual rail services in arrival	[Bar from 0 to 30]				



**More infrastructure investments
and international co-ordination**

Set of actions proposed

- Ensuring implementation of ongoing and planned rail network enlargement investments
- International agreement on removing “Achilles’ heels” (key bottlenecks) of rail network
- Realizing terminal enlargement investments; initiating an international intermodal hub programme
- Implementing standardized process to ensure international co-ordination of terminal development
- Reinforcing the exchange of best practices in terminal management

Strong involvement of all stakeholders required



Actions	IM	RU	IO	TO	MoT	EC	Other
More efficient use of infrastructure							
Employment of infrastructure-efficient, train path-saving rail production systems		<input type="checkbox"/>	<input checked="" type="checkbox"/>				
Application of incentives in infrastructure access charging systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Improvement of punctuality of rail traction services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			
Enhanced process organization of rail traction services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Advanced train and network capacity management systems		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
Implementation of longer and/or heavier trains including minor infrastructure adaptations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/> ¹⁾
Increased wagon axle loads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/> ¹⁾
Best practices in terminal operation and management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
More infrastructure investments and international co-ordination							
Implementation of ongoing and envisaged rail network investments	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	
International agreement on "Achilles' heels" removal programme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Realization of ongoing and envisaged terminal investments and intermodal hub programme	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Standardized process for international co-ordination of CT terminal development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

¹⁾ Railway Industry

Main Actor Involved Party



AGENDA 2015

offers intermodal stakeholders
a set of tools to improve business,
and an opportunity and a platform
to speak out as an industry in its own right
and address its needs.



THANK YOU