



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

19th Florence Rail Forum

STATE AID TO INTERMODAL RAIL



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President

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Intermodal rail is the engine of rail freight development

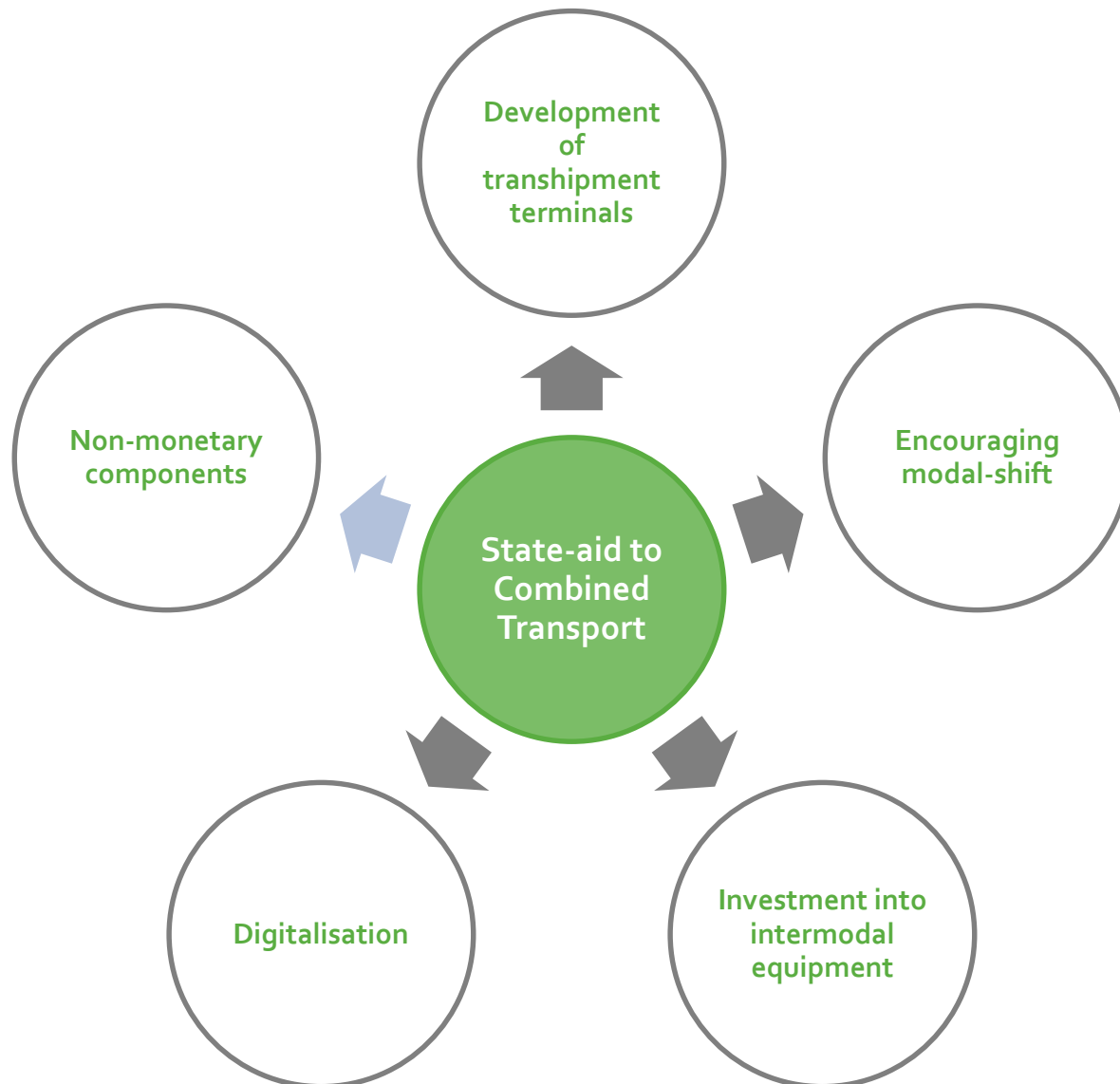
- ✓ While rail freight in general has not been growing during the past decade, the intermodal production system of rail freight grew by 50%

Supply chains are based on truckload quantities

- ✓ The intermodal loading unit is tailored to the truckload and it enables the efficient transshipment of the cargo between the different modes of transport

COMBINED TRANSPORT

- the best of each mode of transport in a competitive way -



- **Capacities:**
missing terminals in several regions
- **Special cargo:**
handling dangerous goods consignments
- **Special loading units:**
capability to tranship semi-trailers and swap-bodies (requiring spreaders with grapple arms)
- **Competitiveness:**
750-meter-long trains under the crane, gantry cranes, digital solutions: check-in/check-out, photogates, data processing, advanced terminal operating systems, etc.
- **Energy efficiency:**
electrification, renewable energy production
- **Security:**
fencing, lighting, camera systems, drones





- **Operational:**
state subsidy to reduce or eliminate the added cost of transshipment / handling
- **Capabilities, management systems:**
EDI system development, training of staff (intermodal drivers/terminal technologies, logistics staff, planners, etc.)
- **Short-term motivation:**
direct incentive to encourage the shifting of consignments that are presently carried by road to sustainable non-road modes (through the intermodal technique) – for instance 100 Euro per consignment to the shipper or to the LSP
- **Intermodal capacity creation:**
a risk-sharing scheme for newly started intermodal transport lines - Port of Rotterdam-style risk-sharing scheme
- **Knowledge:**
vocational schools, university and online courses, textbooks, adult learning materials



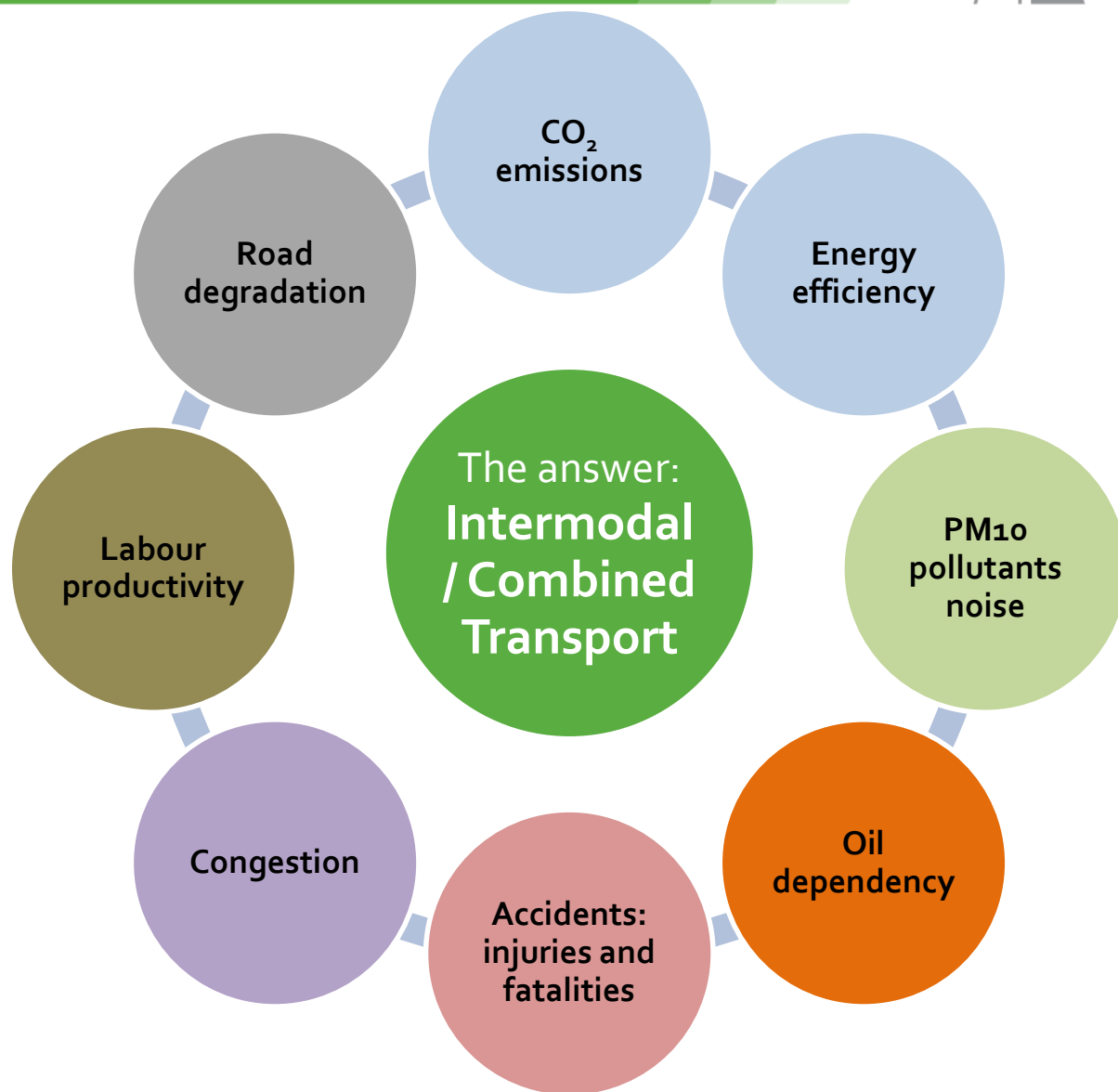
- **Container loading equipment**: container compatible forklifts, special loading equipment for placing cargo into intermodal loading units
- **Intermodal specific assets**: craneable semi-trailer purchasing assistance, cost of additional transshipment equipment (NiKRASA tray, ISU chains), terminal equipment and/or rolling stock to enable transshipment of non-craneable trailers
- **Loading bay transformation**: enabling the receipt – loading and unloading – of containers

- **Enhancement of intermodal operations**: digital databases for wagons, loading units, infrastructure / RINF
- **Communication between actors**: data-message standardisation (TAF TSI compliance), paperless consignment notes, digital identifiers/standard codes, EDIGES
- **Digitalisation of oversight authorities**: implementation of the eFTI Regulation and EDI development aid assistance
- **Tracking and tracing**: integration of mode-specific tracking and tracing solutions – removal of regulatory obstacles, standardisation of interfaces
- **Quality-management**: quality improvement system that brings together every actor from every mode, as well as infrastructure providers and shippers to collectively work on improving the overall performance, monitoring of the quality
- **ETA / ELETA**: development of an algorithm for a harmonised estimated time of arrival



- **Weights and dimensions**: extra road weight allowance for additional weight of intermodal equipment (44-tonne exemption), the stability of technical dimensions is a must from an infrastructure and asset investment point of view
- **Road regulations**: legal equivalence of cross-border Combined Transport with its matching cross-border road haulage operation, exemption from week-end drive bans
- **Transparency and reporting**: requirements to make plans and report on their progress, CO2 footprint calculators, state recognition (awards), communication support
- **Technology neutrality**: no political choice for a “winning technology”; allowing market signals to prevail – prices should reflect the totality of resources needed to create a given product or service
- **CT Directive**: integrate a technical annex to the CT Directive to improve the compatibility of Road and Rail

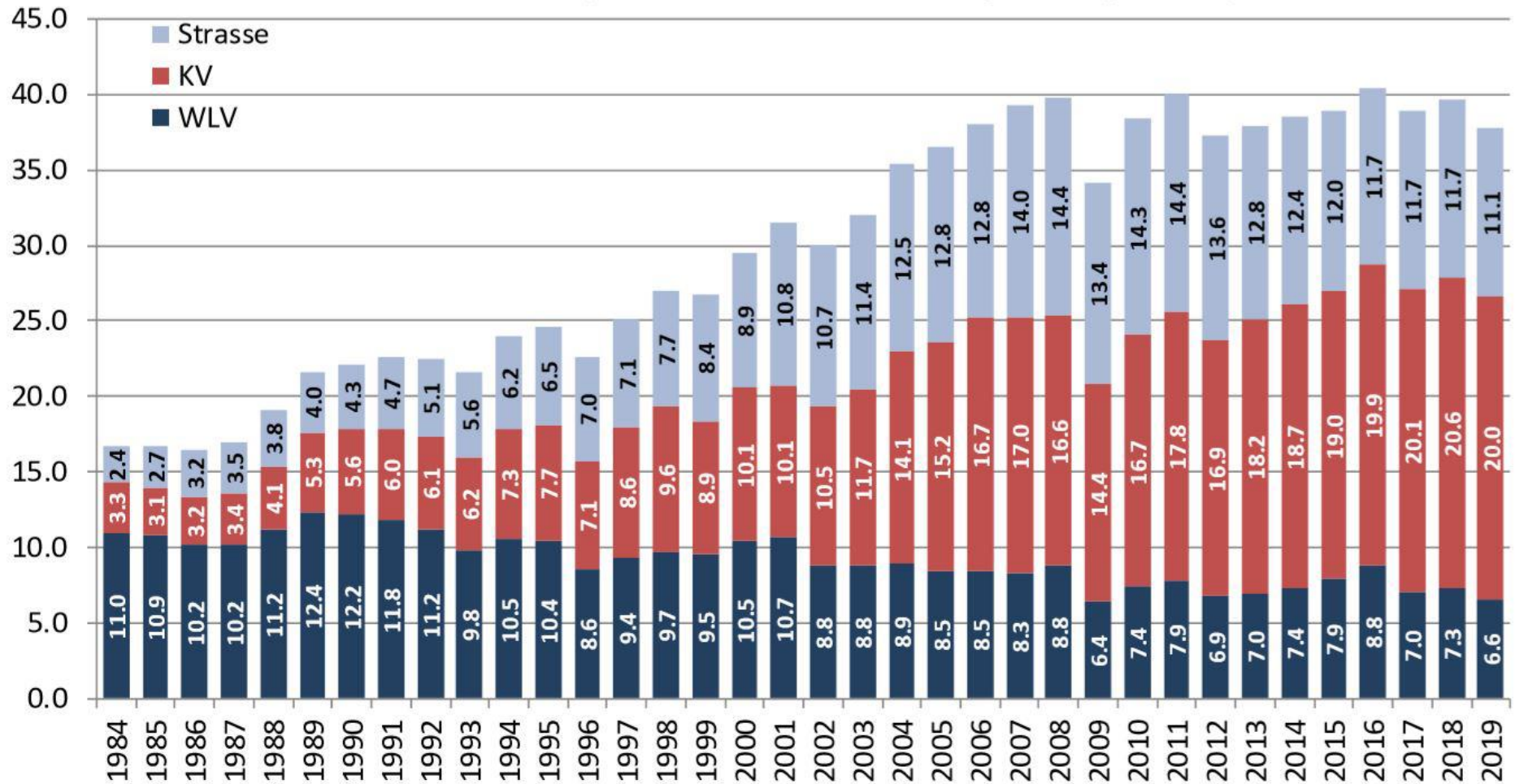
- **Climate**: CO₂ and energy efficiency
- **Environment**: air and noise pollution, vibration
- **Public security**: oil dependency
- **Safety**: accident injuries/fatalities and material losses
- **The economy**: GDP loss due to congestion
- **Employment**: labour productivity
- **Infrastructure**: road degradation and spatial constraints



Alpenquerender Güterverkehr 1984-2019

Strasse und Schiene (Kombinierter Verkehr und Wagenladungsverkehr)

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THANK YOU

For your attention

