



Beyond COVID – Supporting the European Green Deal

How to restore and promote intermodal transport

Irmtraut Tonndorf
22.10.2020



Leading network operator in combined transport



Intermodal transport from terminal to terminal with own assets

1,024,089 road consignments

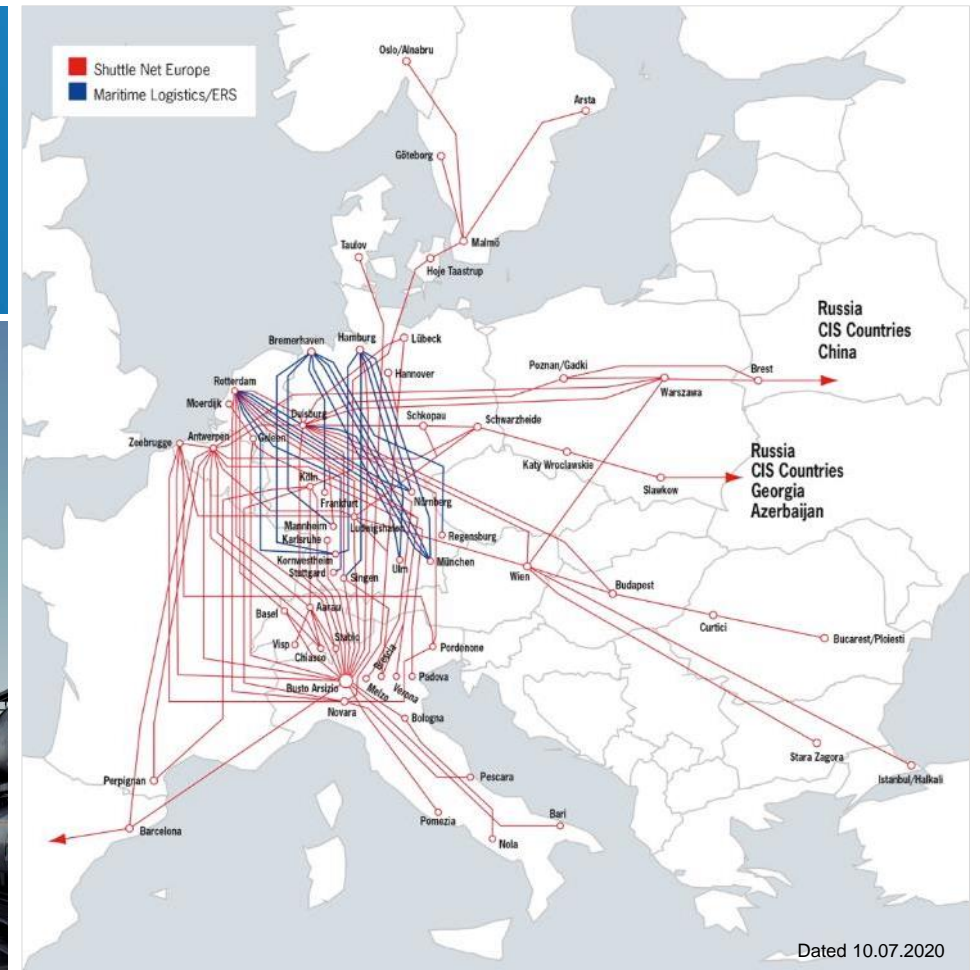
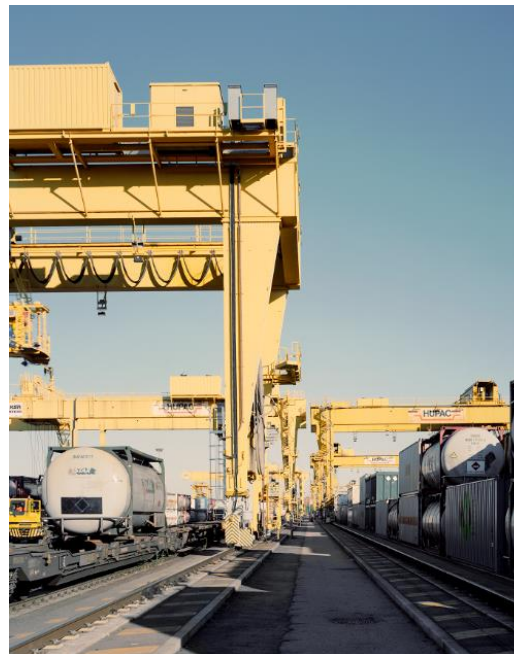
150 trains per day

540 employees

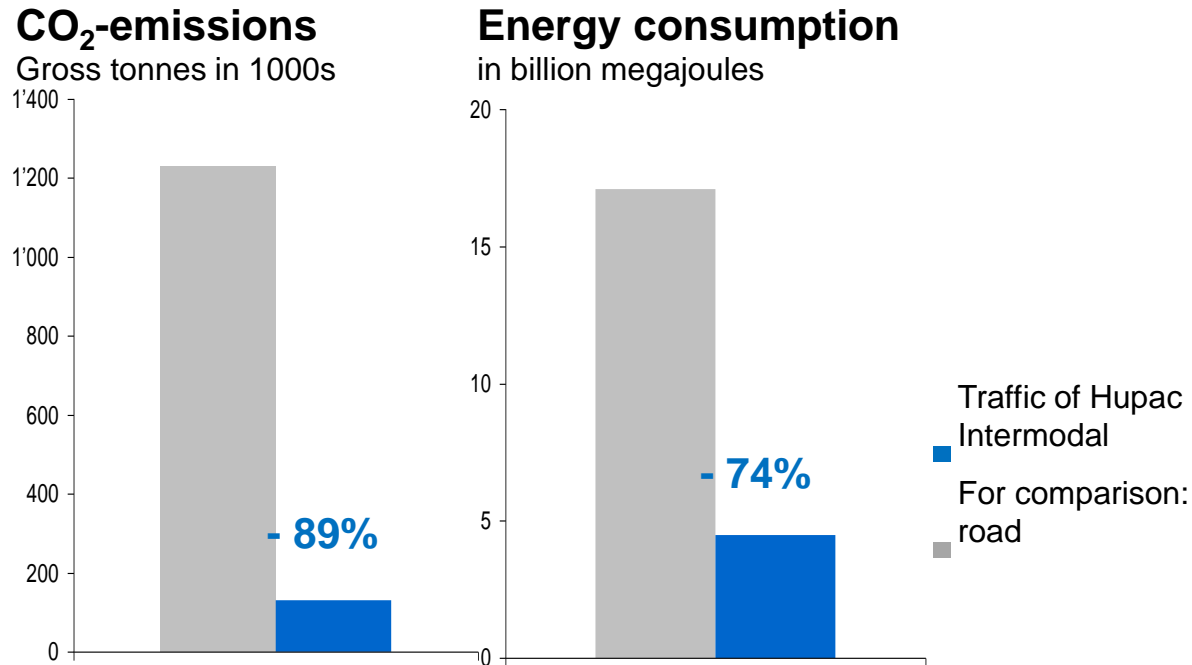
7,300 rail platforms

100% low-noise wagon fleet

EUR 549 million turnover

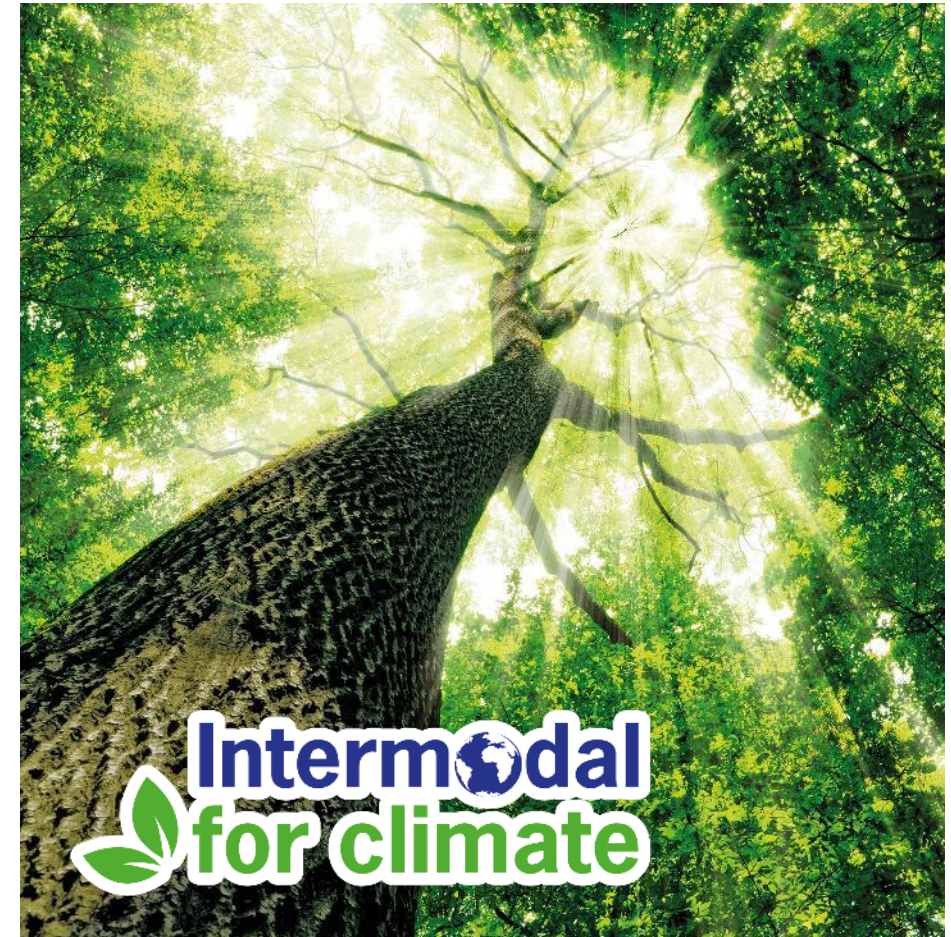


European Green Deal: intermodal transport as key resource for greenhouse gas reduction



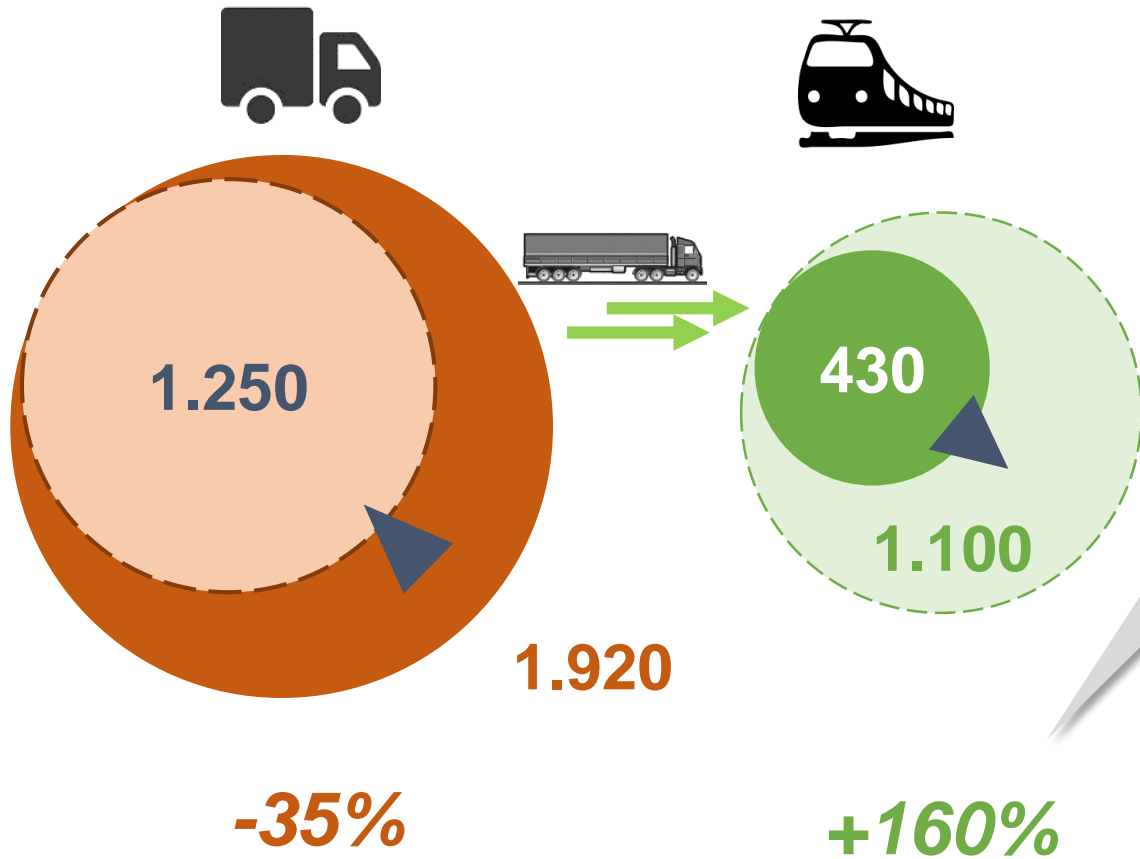
Hupac Intemodal traffic 2019:

- > minus 89% CO₂-emissions
- > minus 74% energy consumption compared to pure road transportation



Huge steps needed to meet European Green Deal targets

Transport volume [bn tonne-kms]



Emissions [land transport GHG]

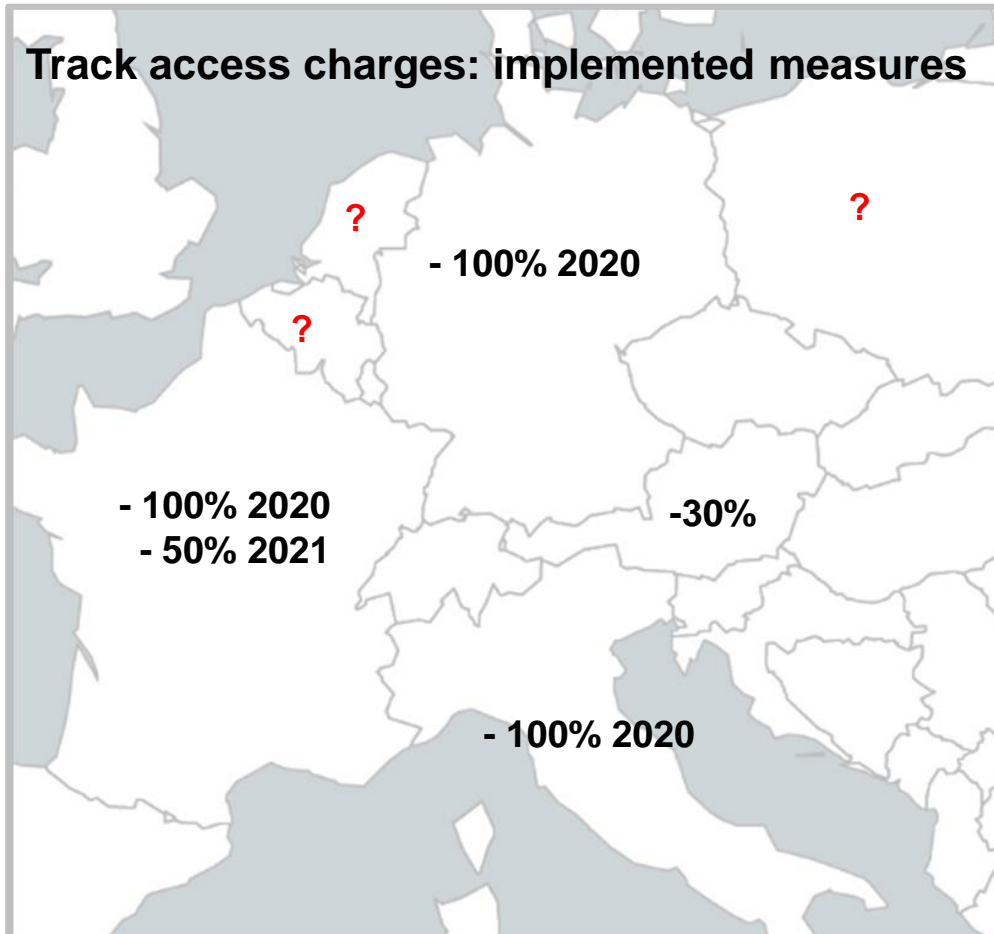




How to promote intermodal traffic – criteria for State aid

- State aid needs to be discrimination free – all players benefit
- State aid bridges bad framework conditions – a temporary helping hand
- State aid lowers access barriers or upgrades production means

Waiver of track access charges: how to operate international freight transport with a patchwork of national norms?



Impact of track access cost for a standard train on an 800 km transalpine route



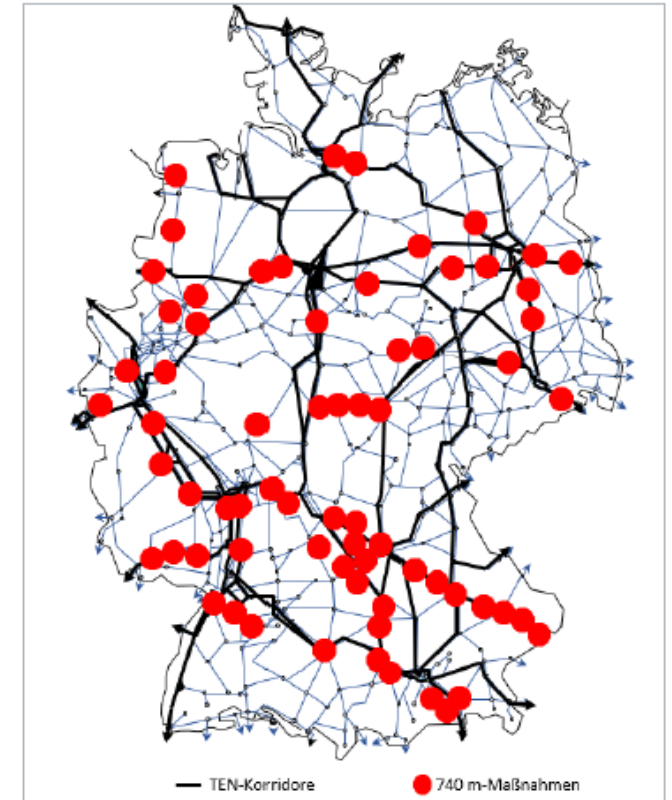
80%
Locomotive, driver, energy, wagons, terminal

20%
Track access charges

▶ Measure with little or no advantage for the market so far

740 m trains: largest lever for modal shift

Freight trains on corridor Rotterdam-Genoa	Productivity
590 m = 550 m payload + 40 m loco 	2020
690 m = 670 m payload + 20 m loco 	2021 + 22%
740 m = 720 m payload + 20 m loco 	2030 + 7,5%



How many train paths are available for 740 m trains?

TEN-T target: Upgrade of corridors by 2030

The decisive factor is not the theoretical possibility, but the practical availability of standard train paths for 740m trains. *Analysis?*

Measure 1: Temporary compensation for productivity gap "underlength 740m

Measure 2: Prioritisation of infrastructure development (extension of overtaking sidings, etc.) to meet demand

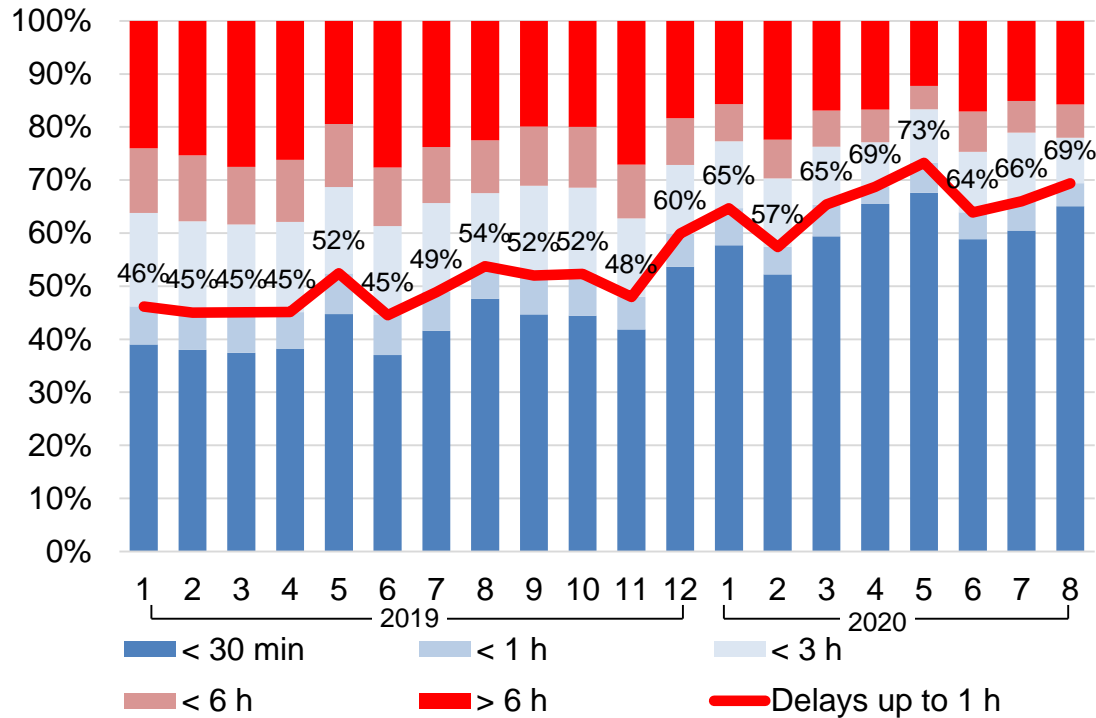
Making semitrailers fit for rail: craneability as a standard

- Standard intermodal system in Europe: 700 terminals, 12,000 pocket wagons, open market
- Intermodal transport requires semi-trailers that are fit for the „grip“ of the crane and a safe trip on rail
- Additional costs: irrelevant in case of standardization
- Additional weight: can be compensated by material development (from 300 kg to approx. 100 kg)
- Focus on standard: concentrate on trailers 13.60m
- **Goal:** "In 10 years all standard trailers will be craneable"
- **Temporary solution:** Investment cost subsidy or compensation for reduced loading weight for the current, non-optimised trailers.

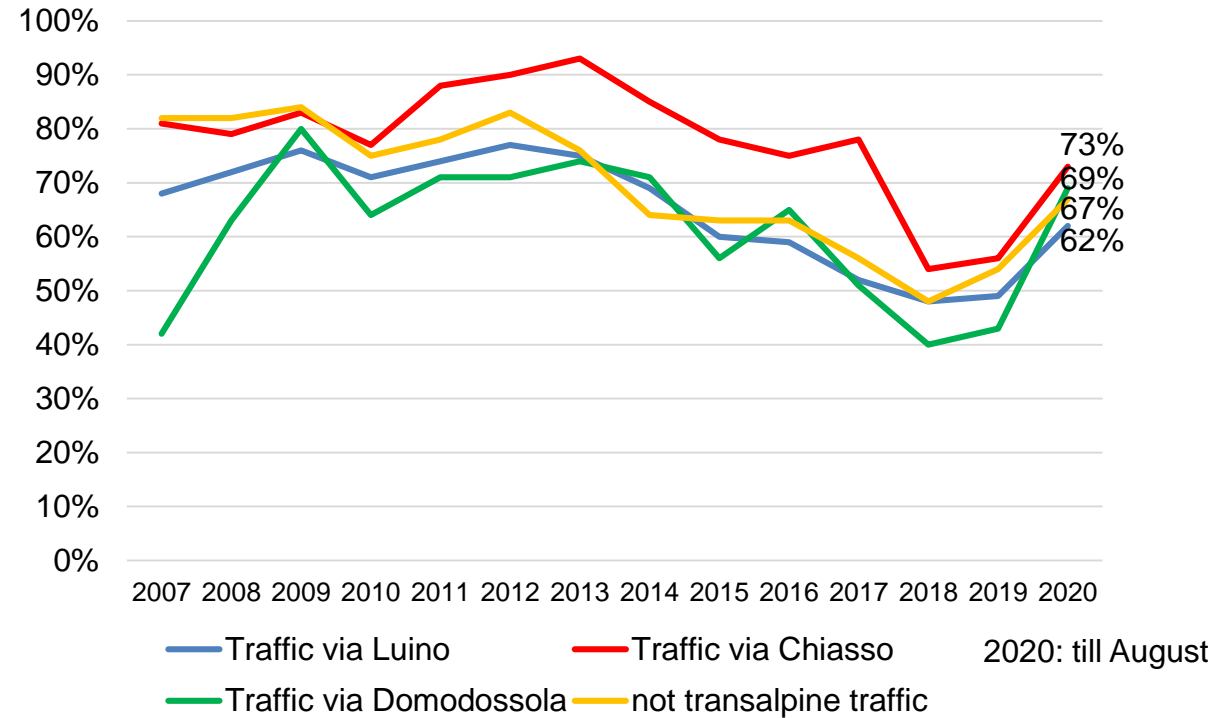


COVID learning: less passengers = higher quality for freight

Punctuality: Hupac trains via CH



% trains with delay <1h



Measured in terms of: delivery by RU under the crane, with the exception of Busto Arsizio where the train is delivered at the "Fascio"

7 approaches for the future of intermodal transport

- SHORT-TERM**
1. Waiver of train path costs, parking and cancellation fees
 2. Compensation for productivity gap "underlength 740m" on TEN-T corridors
 3. Promotion of CT semi-trailers: Investment cost subsidy or compensation for reduced loading weight for the current, non-optimised trailers
- MID-TERM
(2025)**
4. Upgrade of the TEN-T network for train paths 740m / P400
 5. Craneability of semi-trailers as a standard
 6. Improve quality by revising passenger timetables (buffers for getting on/off the train)
- LONG-TERM**
7. Securing capacity for freight transport through network utilisation concepts (with TTR)



How to promote intermodal traffic – criteria for State aid

- **State aid needs to be discrimination free – all players benefit**
 - e.g. track access charges
 - e.g. energy price etc.
 - e.g. rail infrastructure, intermodal terminals, marshalling yards
- **State aid bridges bad framework conditions – a temporary helping hand**
 - e.g. operating subsidies until rail infrastructure is upgraded
 - e.g. investment subsidies for semitrailers until standard craneability is reached
- **State aid lowers access barriers or upgrades production means**
 - e.g. noise abatement programmes of rolling stock
 - e.g. ETCS onboard units for locomotives



Thank you!

