



**Union Internationale des Sociétés
de Transport Combiné Rail-Route**

*DIOMIS forecasts –
some reflections*

Presentation

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Growing Demand

CT growing even faster then forecasted
Why is this often not believed?

Factors driving the demand for CT

- ✓ **Globalization of the trade rising demand for transport in general**

Additional factors in favor of rail

- ✓ **Climate change getting more visible**
- ✓ **Energy price rising**



Doubling of CT till 2015

Already today capacity problems

- ✓ **Lack of suitable train paths**
- ✓ **Reduction of flexibility**
- ✓ **Little problems big impact**
- ✓ **Crowded terminals**
- ✓ **Rising quality problems**
- ✓ **Locomotive shortage**
- ✓ **Wagon shortage**



Development of rail

Age of the High Speed Passenger Train

Investment in dedicated high speed lines

Age of HST 1981 till today 2007

Age of rail freight?

2007 inauguration of Betuwe line (NL)

Opening of the Lötschberg tunnel (CH)



Rail freight oriented network?

- **Some dedicated railway freight lines**
- **Axis with priority for rail freight**

But main item

- **Investment in railway lines:**
 - **New, upgrade, stop closing secondary lines**
- **Investment in terminals**



Campaign to promote freight

Towards EU Commission and member states

Main arguments

- ☐ **What happens if the growing traffic goes to road: congestion, environment, social costs**
- ☐ **Investment needed to solve for bottlenecks or for upgrading existing lines**
- ☐ **Save energy (-29%) and reduce pollution and CO2 (-60%)**
- ☐ **Limited or no acceptance for additional lanes or highways**



Campaign to promote freight

Who should do the campaign? All interested parties:

- ☐ **Infrastructure managers**
- ☐ **Traditional and new railway undertakings**
- ☐ **Combined Transport operators**

In alliance with

- ☐ **Logistic companies and industry**
- ☐ **Associations of car users**