



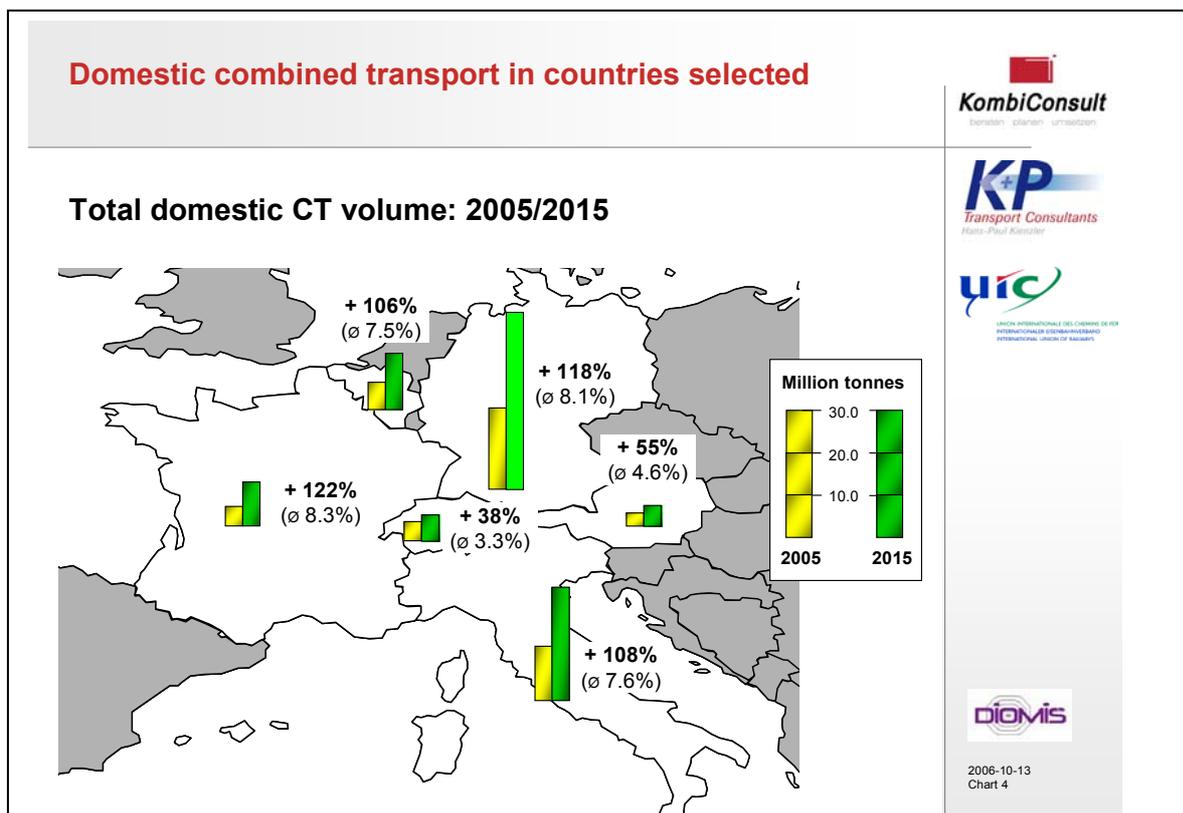
Press Release n° 257

UIC Diomis Workshop on the infrastructure shortfalls for rail freight today and by 2015.

On 1 February 2007, the UIC organised a workshop designed to draw the attention of transport stakeholders, national and supranational authorities to the main results of the DIOMIS (Developing Infrastructure and Operating Models for Intermodal Shift) project.

The workshop dealt in particular with the infrastructure shortfalls (tracks and terminals) for freight today and at 2015 horizon.

This question was debated from the angle of intermodal traffic and more specifically from the point of view of the impact of the growth of domestic intermodal traffic on infrastructures, following the previous evaluation regarding the impact of the growth of cross border intermodal traffic identified by the previous UIC study on "Capacity Reserves at 2015 horizon" (2004).



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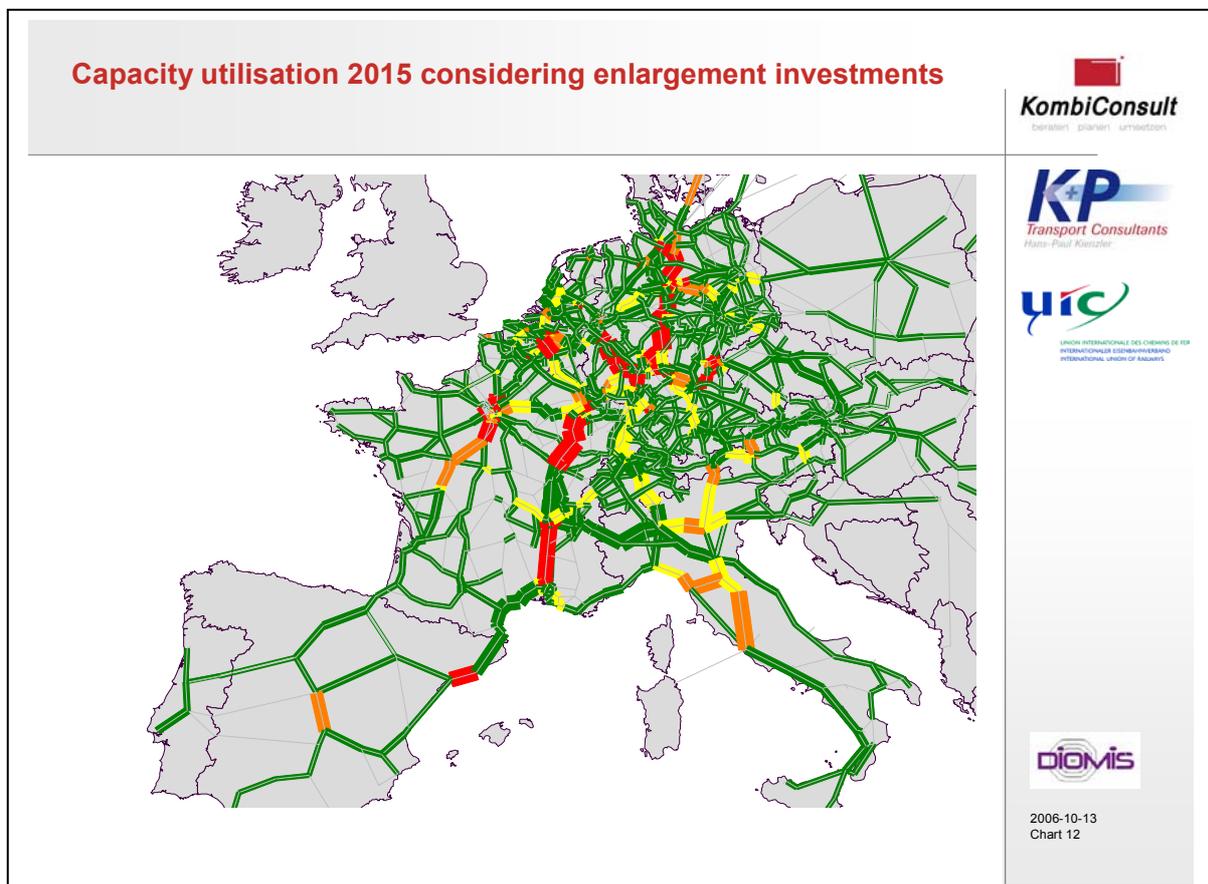
After a reminder by E. Peetermans, Chairman of the UIC Combined Transport Group, of the conclusions of this Study, the growth forecast for domestic and international intermodal traffic was presented for six European countries by Rainer Mertel of KombiConsult, Frankfurt am Main, the consultancy that had carried out the above mentioned study on behalf of the UIC. The presentation led to an interesting discussion on market opportunities with key players such as AAE, Constiship Italia and Railion Deutschland, highlighting for instance the need to establish advanced hub production systems and rail-based “backyard ports”, accelerate data exchange and invest in wagons.

The second part of the workshop showed the impact of that growth on the railnetwork and was presented by Hans-Paul Kienzler from K+P Transportconsultants, Freiburg.

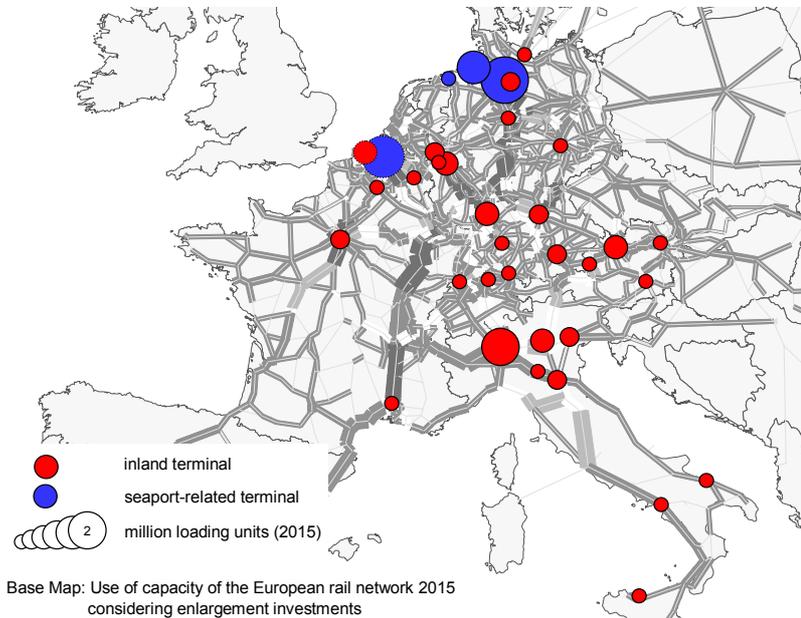
As can be seen from the two maps hereunder, even if all planned enlargement investments take place by 2015, considerable bottlenecks will remain and hinder traffic growth and will pose a risk to business development.

The presentation paved the way for a discussion on the measures needed to improve the situation with contributions from the European Commission, the Swiss Ministry of Transport, RFI, UIRR and representatives from the railway community.

Whilst the EU Commission sees a “rail freight oriented network” as a possible answer to the problem, the railway community goes further and asks for a “priority freight network” free of bottlenecks and which will help boost rail productivity.



Required terminal handling capacity of the “top 30” inland terminal areas and selected seaport terminals by 2015



KombiConsult
Beratung · Planung · Umsetzung

K+P
Transport Consultants
Hans-Peter Kienzler

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UNION INTERNATIONALE DES CHEMINS DE FER
INTERNACIONAL DE FERROVIARIOS
INTERNATIONAL UNION OF RAILWAYS

DIOMIS

2006-10-13
Chart 15

To conclude this day, Eric Peetermans, DIOMIS Project Manager, stated that what the rail freight community needed was, besides and beyond further improving its operating modes and increasing its productivity with the help of infrastructure managers, was plainly to get more steel tracks on the ground!

As a reminder, with the DIOMIS project (Developing Infrastructure and Operating Models for Intermodal Shift), the UIC and its partners are investigating ways of relieving congestion on the rail network and in intermodal terminals through improved management and operating procedures, to bring about a modal shift towards rail transport. The study is carried out by a consortium of consultants: KombiConsult GmbH and K+P Transportconsultants.

Further information is also available on the DIOMIS website at the following address:
<http://www.uic.asso.fr/diomis>

Media Contact :

Liesbeth de Jong, T : + 33 1 44 49 20 53, email : dejong@uic.asso.fr