



Press Release - n° 286

“Agenda 2015 for Combined Transport in Europe”:

paving the way for a strong and lasting growth of Combined Transport

(Paris 18 April 2008) The objective of the Conference held at the UIC on 17 April was to present the **Agenda 2015 for Combined Transport in Europe** to the transport industry.

Agenda 2015 for Combined Transport in Europe is the concluding report of the **DIOMIS** study (developing infrastructure and operating models for intermodal shift) carried out by KombiConsult and K+P Transport Consultants under UIC guidance. The study gives to both suppliers and customers of intermodal services recommendations, strategies, actions and tools on how they can pave the way for a continuously stable growth of combined transport by the year 2015 and beyond in a context of congested infrastructure.

Luc Aliadière, UIC Chief Executive, opened the conference stressing the importance of **DIOMIS** as it illustrates one of the key missions UIC: to serve as a technical platform for its members and for the industry as a whole.

He further emphasised that one of the great values of the study was to bring together all stakeholders providing logistic solutions involving rail with the aim to achieving modal shift for the benefit of the freight market and society (sustainable development).

Martin Burkhardt, Director General of UIRR, and *Gilberto Galloni*, Chairman of Europlatforms, expressed the support of the member companies of their Associations, and outlined their collaboration to the project.

AGENDA 2015 FOR COMBINED TRANSPORT addresses three issues:

Growth potential of unaccompanied combined rail/road transport in Europe by 2015

Eric Peetermans, Chairman of the UIC Combined Transport Group gave an outline of the growth potential of combined transport in Europe by 2015. The intermodal industry is expected to more than double the total volume of shipments by 2015. Total unaccompanied combined rail/road traffic in Europe is forecasted to increase to 268 million gross tonnes by 2015 up 113 per cent from the 2005 volume. This signifies a mean annual growth rate of 7.9 per cent thus achieving a significantly higher increase than expected for road or conventional rail freight transportation.

Required measures to realise full growth potential of combined transport

The intermodal industry in Europe has already taken numerous actions to gear the productivity and performance of services to customer requirements, increase the

network and capture new markets. Many innovations concerning rail production, process organization, technology, and capacity management are still required.

Agenda 2015 has looked into the issue and highlights the need for industrial production and using the best practices of the industry which are too often not communicated and known widely enough.

Role and responsibilities of all stakeholders

The **Agenda 2015 for combined transport in Europe** formulates a vision of the development of the intermodal industry in Europe by 2015 and beyond. With an aim to supporting intermodal stakeholders **Agenda 2015** provides a tool-box of effective actions which will enable modal shift.

The actions are illustrated in the table below and concern all stakeholders:

Actions	Main actor and involved parties							Reference to DIOMIS report...
	Infrastructure Manager	Railway Undertaking	Intermodal Operator	Terminal Operator	Ministry of Transport	European Commission	Other	
More efficient use of infrastructure								
Employment of infrastructure-efficient, train path-saving rail production systems		<input type="checkbox"/>	<input checked="" type="checkbox"/>					A7
Application of incentives in infrastructure access charging systems to induce resource-saving production schemes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				A11
Significant improvement of the rate of punctuality and consistency of rail traction services:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				A11
Enhanced process organization of rail traction services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>					A11
Implementation of smart train and network capacity management systems		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				A5
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⁾	A7
Increased wagon axle loads	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/> ¹⁾	A10
Application of good practices in terminal operation and management	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				A4
More infrastructure investments and international coordination								
Implementation of ongoing and envisaged rail network investments	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>		A0/A1
Conclusion of an international agreement on "Achilles' heels" removal programme	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>		A0/A1
Realization of ongoing and envisaged terminal investments and implementation of an intermodal hub programme	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		A0/A4
Implementation of a standardized process for ensuring the international co-ordination of combined transport terminal development	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			A8

¹⁾ Railway Industry

The conference panellists *F. Castagnetti* (New Opera), *T. Struyf* (TRW), *E. Possegger* (RCA), *B. Morgante* (RFI & RNE), *J. Gemels* (IFB), *F. Jaeger* (ERTMS Corridor C), *M. Alweil* (DUSS), *P. Rousseaux* (DG Tren), who animated the afternoon session, all stressed that the success of AGENDA 2015 particularly depends on all stakeholders committing to this programme and integrating it into their own business or policy strategies without delay.

Oliver Sellnick, UIC Director Railway Undertakings concluded: “*The **Agenda 2015** is more than just another study demanding more investment into rail infrastructure. It explains to railway undertakings, intermodal operators, terminal operators and infrastructure managers how they can use infrastructure more efficiently by using already existing best-practise measures.*”

He once again reiterated the undisputed need for stakeholder cooperation and international coordination and encouraged all participants to disseminate the information in their own companies.

M. Sellnick closed the day by inviting all participants to take over the responsibility of being promoters of the **Agenda 2015** and to meet again next year to share the concrete actions which they will have undertaken on the basis of **Agenda 2015**.

For more information on **DIOMIS** and the **Agenda 2015 for Combined Transport**:
<http://www.uic.asso.fr/diomis>

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