



INTERNATIONAL UNION
OF RAILWAYS

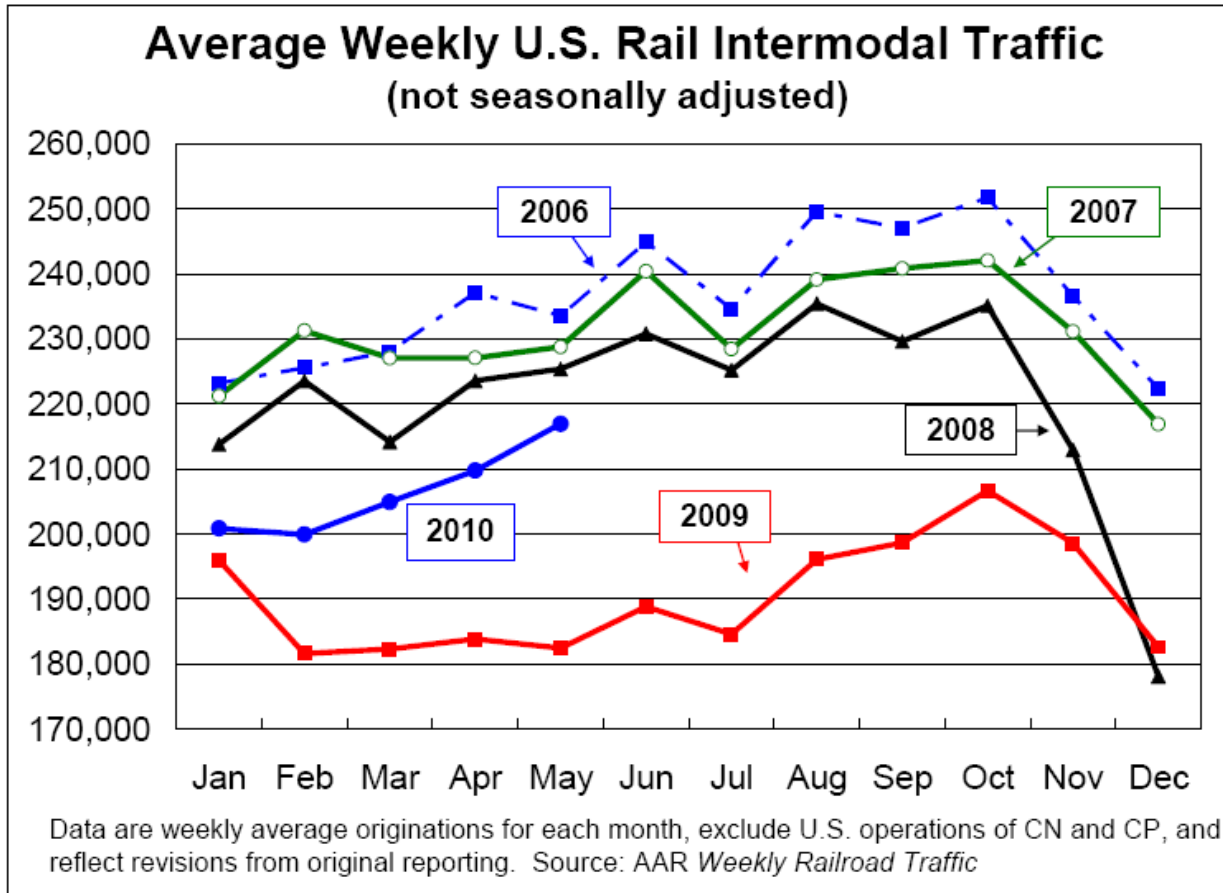
unity, solidarity, universality

Session 1: The need to drive efficiency in combined traffic

2nd UIC Global Rail Freight Conference

Oliver Sellnick, Director Freight , UIC

2010 volumes in US only slightly under 2008

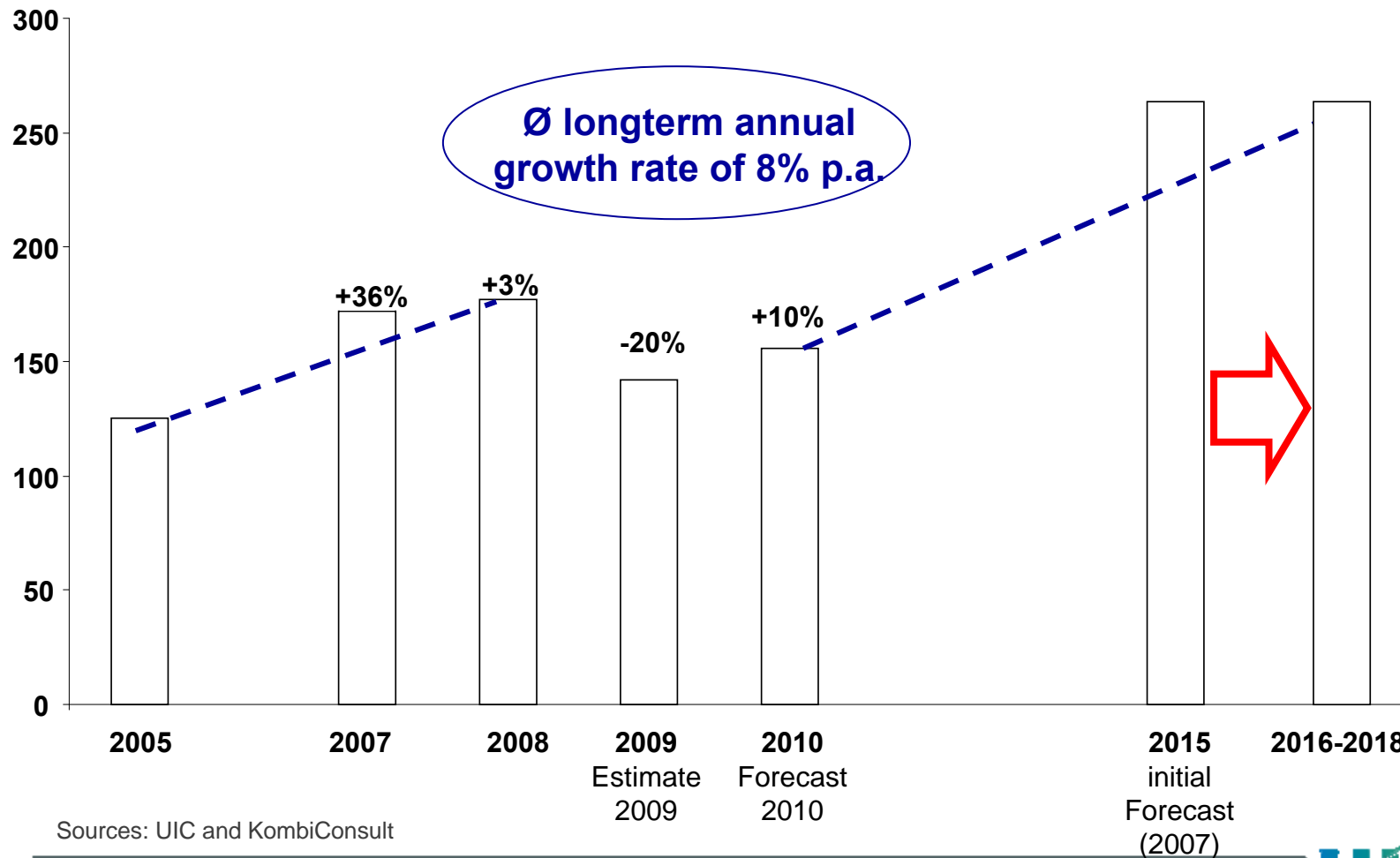


- > Intermodal traffic up 18.9% in May 2010 compared with 2009, but still down 3.8% compared with 2008
- > Intermodal traffic was up 2.8% from April 2010

Source: AAR Rail Time Indicators, June 7, 2010

Europe: Strong rebound in 2010 and return to longterm growth rate of around 8% in 2011

European intermodal rail freight 2005-2018
in million TEUs



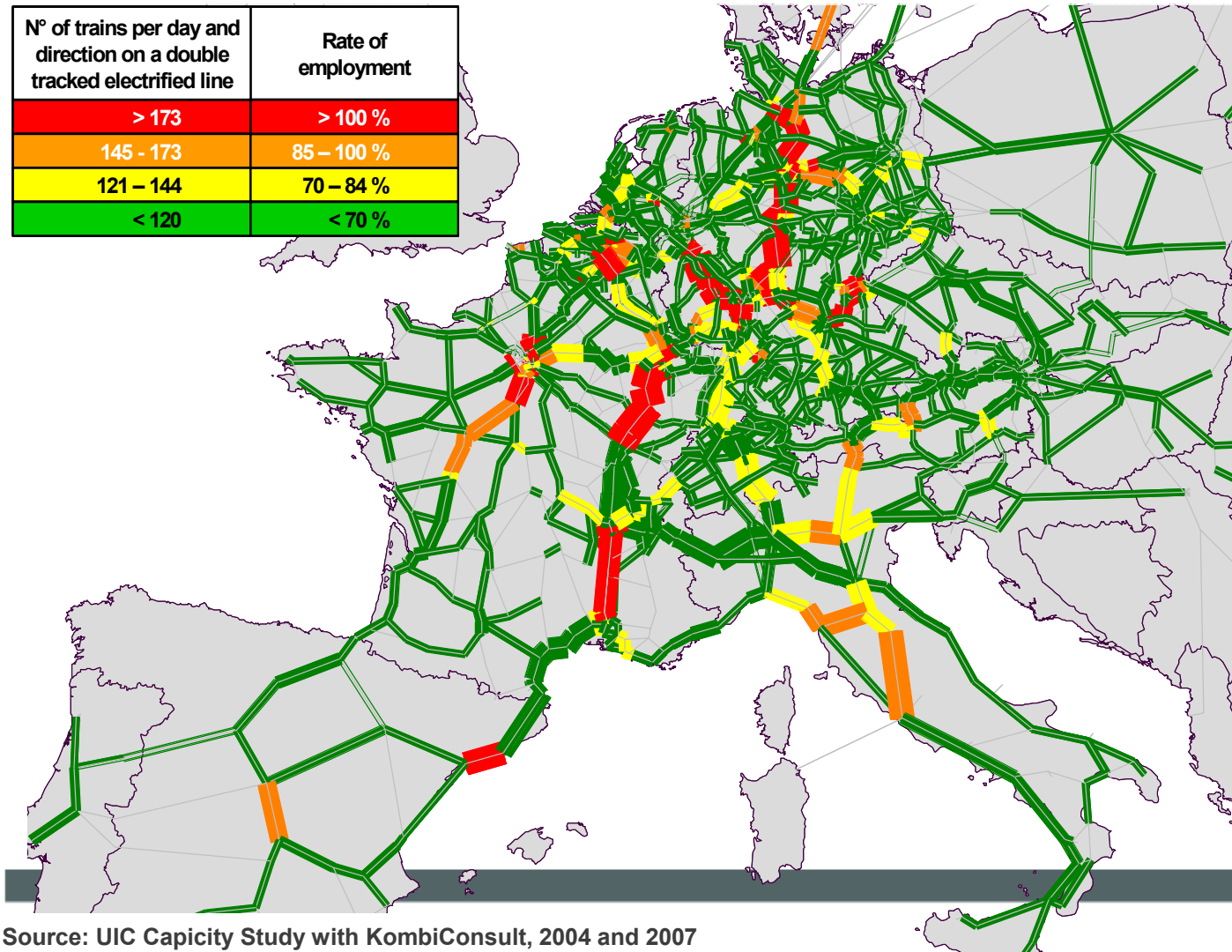
Sources: UIC and KombiConsult

Combined Traffic growth in Europe will lead to bottlenecks in rail infrastructure in 2016-2017

Rail network load 2015

Taking all planned investments into account

N° of trains per day and direction on a double tracked electrified line	Rate of employment
> 173	> 100 %
145 - 173	85 - 100 %
121 - 144	70 - 84 %
< 120	< 70 %

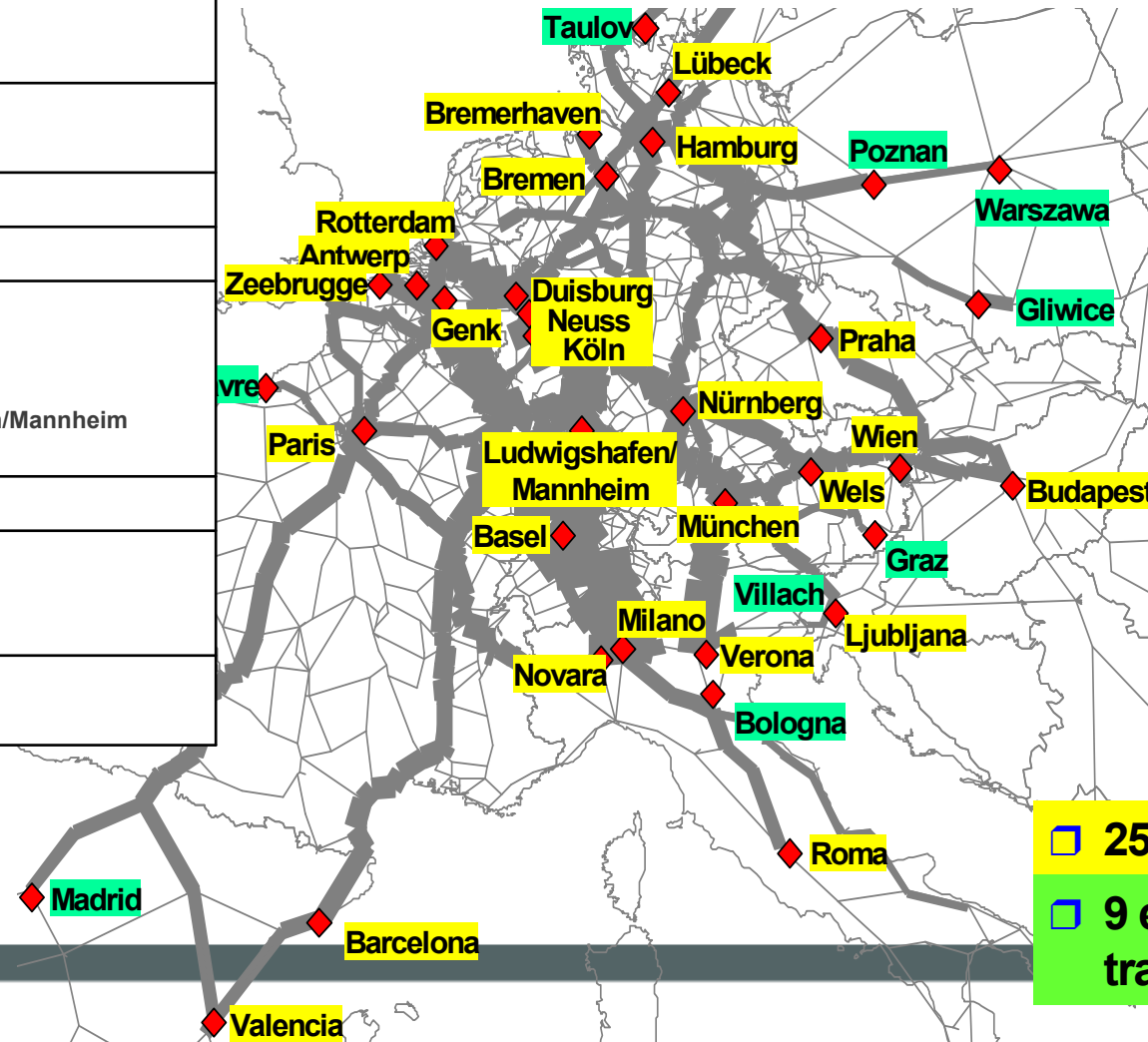


Source: UIC Capacity Study with KombiConsult, 2004 and 2007



Combined Traffic growth in Europe will lead to bottlenecks in terminal infrastructure in 2016-2017

	Transport areas with additional capacity need
Austria	Graz Villach Wien Wels
Belgium	Genk Zeebrugge
Czech Republic	Praha
Denmark	Taulov
Germany	Hamburg Köln München Neuss Ludwigshafen/Mannheim
Italy	Milano
Poland	Gliwice Poznan Warszawa
Spain	Barcelona Valencia



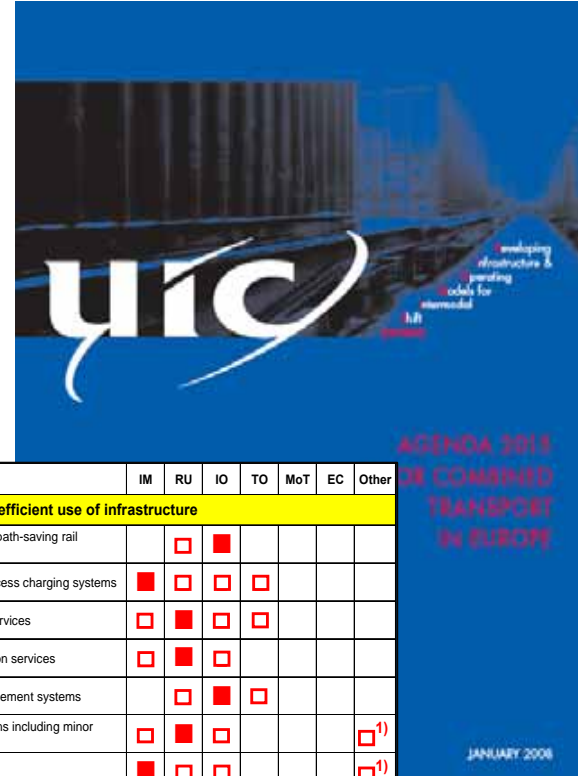
- 25 largest areas
- 9 end-of-corridor transport areas

Agenda 2015 for Combined Traffic in Europe

Efficient use of infrastructure and international coordination

(selected measures)

1. Path-saving *production systems*
2. Enhanced process *organisation of rail traction*
3. Train and network *capacity management systems*
4. Application of *best practices in terminal operation and management*
5. Regular nationwide and international *coordination of terminal development*



Actions	IM	RU	IO	TO	MoT	EC	Other
More efficient use of infrastructure							
Employment of infrastructure-efficient, train path-saving rail production systems		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Application of incentives in infrastructure access charging systems	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Improvement of punctuality of rail traction services	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Enhanced process organization of rail traction services	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
Advanced train and network capacity management systems		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Implementation of longer and/or heavier trains including minor infrastructure adaptations	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/> ¹⁾
Increased wagon axle loads	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/> ¹⁾
Best practices in terminal operation and management	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
More infrastructure investments and international co-ordination							
Implementation of ongoing and envisaged rail network investments	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
International agreement on "Achilles' heels" removal programme	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Realization of ongoing and envisaged terminal investments and intermodal hub programme	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Standardized process for international co-ordination of CT terminal development	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
¹⁾ Railway Industry	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

■ ■ ■ Thank you for your kind attention

Oliver Sellnick, Director Freight, UIC