MULTI-MODALITY and INTER-MODALITY

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TRENDS AND PROBLEMS

• Increasing container carriers size: 16000 TEU today
• Less ports called for transhipment and distribution probably limited to 3 ports in Europe in the future
• Increasing throughput in these ports: up to 9000 movements per call
• Congestion restrains storage and marshalling possibilities
• Limited inland connections capacity by all modes

• Delays appear in the supply chains
THE OBJECTIVES OF THE EUROPEAN COMMISSION

• Develop environmentally friendly modes of transport mainly rail and inland waterway

• Enhance supply chains efficiency

• Support industry logistics with the creation of a freight oriented rail network with corridors giving more priority to freight traffics

• Develop infrastructure investments to reduce bottle necks on the rail network
PROPOSED SOLUTIONS for a sustainable transport

• Lack of financing slows down the infrastructure investments

• Urgent to solve future port congestion problems as soon as the economy will soar again

• Optimizing the use of existing infrastructure to offer more capacity while increasing the reliability and competitiveness is the only short term solution
TIGER PROJECT

- The concept is to create an inland dry port linked to the maritime port by efficient shuttle trains

- The Rail link carries long trains created either in one port or resulting from the bundling of two trains coming from two ports

- The dry port is a freight village including an intermodal terminal, a marshalling yard or a hub, a conventional terminal and a logistics area. From this dry port trains depart serving the hinterland

- Demonstrator at Munich Riem for Hamburg and at Rivalta Scrivia for Genova are in progress
MARATHON PROJECT

• Marathon aims at increasing the efficiency of the rail link between the maritime port and the dry port

• A Marathon train is the coupling of two classical trains of 750m with an unmanned locomotive in the middle radio remotely controlled by the driver in the front locomotive.

• Increasing network capacity (by carrying twice a train load using only 20% more capacity) this solution reduces transport cost by at least 30%.

• Test on intermodal trains will be made at the end of 2013
TECHNOLOGICAL INNOVATIONS TO COME

• In preparation: improved braking systems allowing instant braking and releasing simultaneously on all wagons will allow lengthening the classical trains safely.

• It will allow also to insert paths for these trains in between regional trains path easily increasing the fluidity of the traffic and the reliability of the freight trains.

• Following these improvements asset turnover will increase, preventive maintenance helped by wagon components wear and tear detectors will become possible enhancing the reliability.
THE CONDITIONS TO SUCCEED

- Intermodal trains will be the first to benefit from these innovations accompanied by new transhipment solutions in terminal design and handling.

- To be successful the support all the actors of the combined transport chain is necessary: the infrastructure manager, the railway undertaking, the combined transport operator, the road haulage operating on the last mile and the shipper.

- Technical and administrative rules to cross the borders must be simplified to allow easy multimodal or intermodal solutions.
THANKS FOR YOUR ATTENTION