



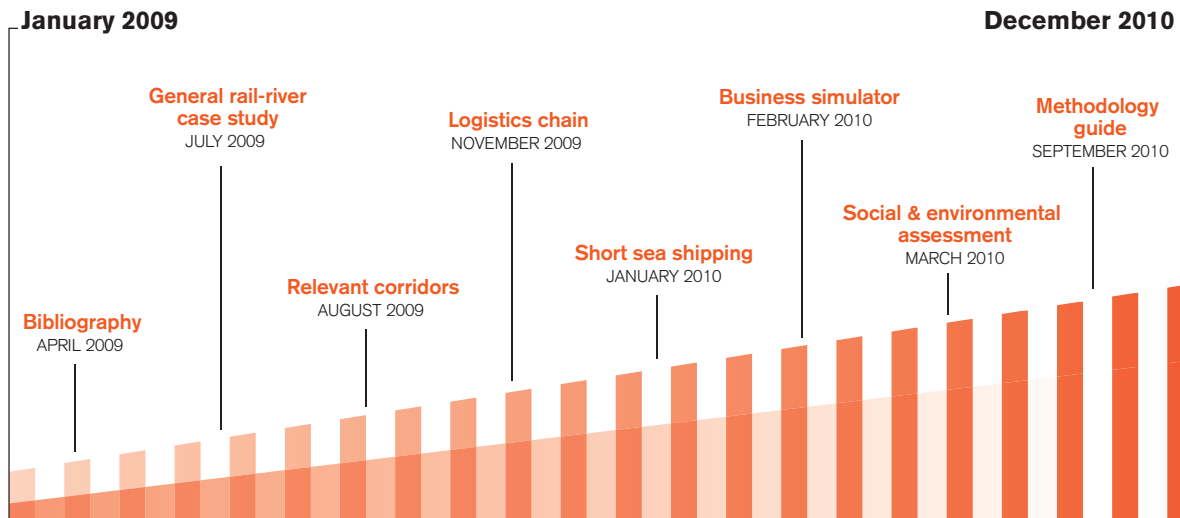
In 2007, 80% of goods in France were transported by motorway. Hauliers are the victims of their own success: they must cope with the price of oil and an increasingly saturated road network. As greenhouse-gas and CO₂ emissions rise, new regulations are encouraging companies to switch their goods flows to cleaner transport modes such as rail, river and short sea shipping. But non-road alternatives are still marginal.



River-rail
offers
interesting
prospects

WHERE ARE WE UP TO?

UTILE project progress points



FOCUS ALL ROADS LEAD TO UTILE!

The UTILE research project meets a need not yet satisfied: the development of intermodal land transport. The 45' PW container offers new logistics options to realise this alternative to road-only solutions. The purpose of the research is to study under what conditions multimodal motorways – rail, river, short sea and road – can emerge, and to validate the project's relevance in limiting road use over the final kilometres.

The impact of the French environment summit, shippers' need for a serious alternative and VNF's strong intention to develop effective multimodal schemes have prompted VNF Lyon to undertake this project. At present, there is no intermodal transport equivalent to the semi-trailer – except for the swap body, which is road/rail-specific and hard to adapt for river carriage. And yet rail-river multimodality offers interesting prospects: it's eco-friendly thanks to lower energy consumption, and economical through its high-capacity single loads. It also provides a reliable, safe solution for carrying employees and goods. The 45' PW, which can carry 33 europallets totalling 44 tonnes, has the dimensions and specific technical features to replace road transport by expanding into other modes.



Members of the technical and steering committees:

ADEME, AUTF, BP2S, CASINO, COE, CNR, CTS, DGITM, DRAST, ECOMODAL, GPM, IMTM, LOGIRHONE, LOUIS DREYFUS, LYON TERMINAL, MARFRET, MGE, PAGNY TERMINAL, RFF, RSC, SNCF, TLF

PROJECT PARTNERS:



www.vnf.fr

EXPERT OPINION

THIERRY DUCLAUX

Chief executive, VNF

What is VNF's funding contribution to the UTILE project?

Out of a total cost of €400,000, France's PREDIT 4 land transport research and innovation programme, which we're very happy to be working with, is providing €300,000. VNF and its partners are contributing the rest. The UTILE research programme weds an environmental objective with an economic ambition: to review current transport systems and prepare for a less oil-driven future, and to develop innovative co-modal solutions. Our wish is that the 45' PW container will soon be travelling along France's upcoming multimodal motorways...



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The centres of France's navigation network.



KEY FIGURES

French environment summit target

+50%

non-road transport by 2012

today, land transport breaks down as follows:

80% by road

16% by rail

and only **4%** by river

CECILE COHAS

VNF Lyon

Why has this project been initiated by VNF's Saône-Rhône-Mediterranean Division?

The research has a wider scope than the Saône-Rhône- Mediterranean basin because there's a Europe-wide need for land UTIs – to date, no non-road standard has been developed. VNF Lyon is driving this project because we hope it will open up the Saône-Rhône-Mediterranean basin and create extensive connections via rail with the rest of Europe, using tri-modal platforms.

Who are the project's other stakeholders?

- French National School of Public Works (ENTPE-LET)
- French National Institute for Transport and Safety Research (INRETS) (SPLOTT unit: productive systems, logistics, transport organisation and work)
- PREDIT programme (main funder)
- Retailers Casino, Ikea, Leroy Merlin and Conforama (co-funders interested in developing alternative solutions)

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