



Gradually returning to normal

European road-rail Combined Transport continues to look into the future with moderately positive expectations, as reflected in the UIRR CT Sentiment Index through which members signalled a mixture of neutral outlook and cautious optimism for the coming 12 months.

The change-of-guard at the helm of the European Union has entered its final phase as the new commissioners have been named by Commission Chairman Juncker. The nominations included a last minute change in the position of Transport Commissioner from Slovakia's Mr Maros Sefcovic to Slovenia's Ms Violeta Bulc. The European Parliament's Transport Committee has held the hearing of Ms Bulc on 20 October. The EP plenary vote to confirm the new College of Commissioners should happen on schedule two days later - hopefully in time for the new Commission to take office on 1 November 2014.

Driven by the intention to inform the new transport politicians of the European Institutions, UIRR has published the paper titled "Combined Transport's EU Transport Policy Expectations" on 5 September 2014. This paper identifies the legislative action needed to take the European Union closer to reaching its transport policy aims of sustainability and competitiveness.

The tri-party talks to agree the amendment of the Weights and Dimensions Directive (96/53) and the Rail Statistics Regulation as well as the passage of the Fourth Railway Package have commenced. The Italian Presidency is firmly committed to reach a political agreement on the Political Pillar of the Fourth Railway Package, while it intends to reach an agreement with the European Parliament on the other two dossiers.

Two projects, DESTINY and EcoHubs, in which UIRR took an active role are reaching their maturity. DESTINY has yielded significant practical results in load securing, dangerous goods handling and the marking and codification of intermodal loading units. EcoHubs, on the other hand, has recently unveiled its deliverables aiming to simultaneously enhance the ecological and economic productivity of intermodal road-rail terminals. Details on these tangible results can be found on pages 5 and 6 of this Newsletter.

UIRR's organisational renovation continued with the launching of six Interest Groups to better structure the coordination of positions with members and to facilitate exchanges to boost best practice development. The Terminal and Dangerous Goods interest groups already held their meetings, while the other four interest groups will launch their activities in the next two months. The ambitions of the CT sector to further develop its IT environment, also utilising its industry association's capabilities, have been outlined on page 7.

I am convinced that you will find this issue of the UIRR Newsletter an informative reading.

Ralf-Charley Schultze - Director General

Register to the event

Conference on Intermodal Transport

<http://extranet.uirr.com/invitation>

4 December, 2014

in Brussels



IT solutions
for
Green and
Efficient
Terminals

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**Business outlook for
the 12 months between
1 October 2014 - 30 September 2015**



The new College of Commissioners and its programme

20 October 2014

The incoming European Commission President, Mr Jean-Claude Juncker issued mission letters to his commissioner nominees that were uniquely made public. The mission letter of Transport Commissioner designate, Ms Violeta Bulc, can be found here: http://ec.europa.eu/about/juncker-commission/docs/bulc_en.pdf

The priorities for transport as defined by President Juncker in the mission letter are the following:

- Ensure the functioning and development of the EU transport infrastructure with a focus on - wherever possible private - investment, in particular to build missing interconnections,
- Reduce greenhouse gas emissions of transport,
- Implement the user-pays principle,
- Collaborate to develop smart cities,
- Complete the Fourth Railway Package, to be maintained in a single package, and the Single European Sky,
- Deliver innovation through SESAR and Shift²Rail, and
- Develop European policy standards for safety and security.

The mission letter defines the overall principles that are to guide the Juncker Commission throughout its mandate, including ethics and transparency, as well as taking a more active role in communicating Europe to its citizens.

Ms Violeta Bulc, the candidate for Commissioner proposed by Slovenia, has been a businesswoman and innovative entrepreneur prior to taking up a role in the government of Slovenia after the elections that took place earlier this year.

Ms Bulc holds degrees in engineering and a master in business. Her career was focused on the telecom and IT sector.



*Violeta Bulc
Nominee for Transport
Commissioner*

The Slovenian Commissioner designate has also been active in teaching, lecturing, publishing professional articles and authoring two books.

The transport portfolio in the Juncker Commission has originally been allocated to Slovakia's Mr Maros Sefcovic, who has been shifted to the Energy Union (Vice Presidential) position after the European Parliament rejected the previous Slovenian candidate.

The confirmation hearing of Ms Bulc has taken place on 20 October, while the plenary vote of the European Parliament on the new College of Commissioners will be held on 22 October. In a positive outcome, the Juncker Commission could be instated and begin working on schedule as of 1 November.

UIRR's expectations of EU Transport Policy

5 September 2014

UIRR issued the position paper titled "Combined Transport's EU Transport Policy Expectations" (for the 2014-2019 period) on 5 September 2014.

Three overriding desires motivate the stakeholders of European intermodal and combined transport:

- Create a balanced regulatory playing-field in transport,
- Boost the competitiveness of the railway sector through adopting the Fourth Railway Package, as integrated with the Governance Pillar, to enhance intra-modal competition,
- Adopt temporary policy measures that could effectively compensate intermodal and combined transport until the prevailing regulatory imbalances are corrected.

The following 7 legislative actions are seen as necessary to make a meaningful step in the right direction over the next five years:

1. Enact the amendment of the Directive 96/53/EC regarding weights and dimensions as adopted in first reading in April 2014
2. Conclude the Fourth Railway Package Technical and Governance Pillars as proposed by the European Commission
3. Adopt the revision of the European Excise Duty Directive (2003/96/EC) as proposed by the Commission (COM/2011/169)

4. Recast the Combined Transport Directive (92/106/EC) to become an effective temporary mitigation and promotion tool
5. Recast the Eurovignette Directive (1999/62 modified twice by 2006/38 and 2011/76) into the eToll Directive
6. Consistently monitor the progress of implementation of adopted laws through consideration of the Commission's Reports
7. Duly consider the potential that intermodality and Combined Transport can deliver towards achieving European transport policy aims during the mid-term review of the Commission's Transport White Paper and the formulation of the new Freight Logistics Action Plan.

Finally, UIRR advocates that the forming of the new European Commission could provide the opportunity to reinforce the quantity of resources devoted within the European Commission to intermodality, combined transport and logistics in general as well as to boost the level at which these very important interdisciplinary issues are handled within the Commission.

The position paper can be found here: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2014/mediacentre/663-combined-transport-eu-transport-policy-expectations.html>

UIRR Terminal Interest Group Meeting

2 September 2014

As part of the recently adopted new strategy of UIRR, the association has decided to establish a more structured way for consulting and supporting its members, while facilitating professional exchange through six thematic interest groups. The Terminal Interest Group was the first to hold a kick-off meeting, which took place on 2 September in Brussels.

CT Terminal Members and terminal managing Operator Members launched their new in-house platform for professional exchange regarding the issues of intermodal/combined transport terminals: technicalities peculiar to Combined Transport, the role of terminals in EU Rail Freight Corridors, and the input of terminals into dossiers of more general concern.

SERAC Noise Differentiated TAC Working Group

4 September 2014

The meeting considered the draft of the Implementing Act on Noise Differentiated Track Access Charging.

The following aspects were examined:

- Scope: rules in case an IM wishes to implement a NDTAC system
- Equilibrium between revenues and costs (cost neutrality) must be maintained
- Terminology, definitions: silent- and noisy-wagon, silent trains, bonus, malus

- Application: limited in time until 2021
- Bonus: mandatory but Malus: optional
- Administration costs: not to be included in the determination of the level of bonus and malus

The CT sector's main concern is that the transactions are foreseen to take place between IMs and RUs, while the main beneficiaries (wagon keepers) are not seen to directly receive the financial incentive. How will the measure increase the motivation to retrofit existing wagons?

SERAC Rail Freight Corridor Conference

22 September 2014

Whereas the SERAC Rail Freight Corridor Conference meeting was convened with a short advance notice, a meaningful exchange emerged. Several corridor managers confirmed their decision to recognise CT Operators as Authorised Applicants (AA) capable to directly apply for train paths, while they also intend to invite AAs to attend the Railway Advisory Group meetings of their Corridor.

Terminal topics included the UIRR supported notion of organising a single Terminal Advisory Group (TAG) to efficiently consider Corridor-related terminal issues. Support for making the Train Information System (TIS), operated by RNE, accessible to Terminal Managers. Solutions were discussed to better align train paths with terminal slots.

EUROSTAT Inland Freight Report

1 October 2014

Eurostat issued a report on the status of land freight statistics in the European Union (http://epp.eurostat.ec.europa.eu/cache/ITY_PUBLIC/7-01102014-AP/EN/7-01102014-AP-EN.PDF) on 1 October 2014.

UIRR issued a public reaction to this Report considering the unclear picture that it presents, which is mainly attributable to:

- The significant 21 month delay, which spans between the end of the reporting period (2012) and the issuance of the Report (October 2014)
- An understanding of "Inland Freight Transport" by Eurostat, which excludes motorways of the sea (or the coastal shipping variation of short sea shipping), and
- A failure to separate final-mile and distribution-type of road haulage ("day trucking") from long-distance trucking; of which only the latter is a relevant comparison to the alternate (sustainable) modes of freight transport.

In its public statement [<http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2014/mediacentre/667-misleading-picture-in-eurostat-freight-transport-report.html>], UIRR pointed out that had Eurostat chosen 2009 instead of 2007 as the basis of comparison, the headline of the Eurostat press release could have been entirely different. This would have been correct also if considering the modal developments that have taken place since (see the OECD statistical data on p.7 of this Newsletter).

UIRR has long been committed to compiling and providing as accurate as possible statistics of freight transport, and intermodal / combined transport within it. [UIRR's CT statistics are uniquely included in Eurostat's Transport Statistics Pocketbook publication.] Only this attitude can bring European transport politicians to the status of information necessary to define good regulation and fair policies.

Detailed data of Eurostat can be found here: http://epp.eurostat.ec.europa.eu/statistics_explained/index.php/Freight_transport_statistics_-_modal_split



10th Innotrans Exhibition

15 May 2014

This 10th edition of the exhibition and conference has shown that it is growing and that it is getting more and more international: 2.758 exhibitors from 55 countries - 61 % coming from outside of Germany; 140.000 visitors from more than 100 countries - 10% more than last time.

Innotrans is about the contact between the railway industry and politics, challenges like noise, digitalisation and harmonisation. Very concrete issues affecting the sector were discussed throughout the exhibition. Rail freight has also found its place, though it is yet far lagging the status enjoyed by passenger transport. Perhaps some IT solutions developed for passenger operations could be adapted to the needs of rail freight?

<http://www.innotrans.de/en/>

The European Railway Agency (ERA) was very present through numerous panels and workshops.

Especially for the intermodal sector it was interesting to see that efficiency is getting more and more in the centre of interest beside some innovative developments, mainly on the wagon side. This is crucial as the most innovative solution will only be successful and sustainable if it is economically viable.

The challenge for the future will not be to depart from industrialised, harmonised, standardized solutions and paths but to be creative and innovative within the context of this international efficiency.



Road tolling developments: UK, Paris

August/September 2014

More than 618,000 individual HGV Road User levies, the toll vignettes introduced in the UK, have been purchased since it has come into force on 1 April. Foreign-registered HGVs have generated £17 million in additional revenue with this, making the initial target of £20 million in the first year of its enforcement more than reachable. All hauliers operating trucks of 12 tonnes or more must pay the levy, including UK hauliers – who do so through readjusted VED rates. Foreign-registered vehicles pay a charge of £10 per day to operate in the UK.

The City of Paris is planning to introduce a transit tax on HGVs using the périphérique road network that rings the French capital. From 1 January 2015, the tax would be levied on a distance basis [average €0.13/km] on all vehicles above 3.5 tonnes differing according to emission class, weight and number of axles. The tax would generate estimated annual revenues of €5m. Four 'tax gantries' spanning roads have already been installed and dry-run testing is due to begin in October.

Heavier trains possible on the Brenner

August 2014

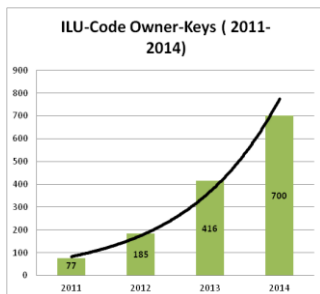
After a series of trials and technical studies, Italian infrastructure manager RFI has approved the operation of 1,500 tonne trains on the Brenner route to Austria for a trial period of one year.



Operating longer and heavier trains on the corridor is a real revolution for freight transport, which will contribute to reducing operating costs and also optimise track utilisation.

ILU-Code update

30 September 2014



The registration of ILU-Code owner keys has accelerated over the years: the data in the graph above reflects the registrations realised until 1 October 2014.

The 700 owner-keys belong to owners of intermodal loading units in 22 different countries.

In October 2010, the EN 13044-1 was adopted by CEN, defining the ILU-Code as a new owner-identifier for European loading units (craneable semi-trailers and swap-bodies). Its structure is similar to the worldwide renowned BIC-Code, used to identify millions of maritime containers. The UIRR was officially named as the Administrator of the ILU-Code.

Preliminary results of a survey recently launched by UIRR shows that the ratio of ILU- (or BIC-) Code bearing loading units at the busiest European



transshipment terminals has already surpassed 75%.

The DESTINY Project, a common learning action developed under the framework of the Marco Polo programme, a large-scale information campaign was carried out to engage all stakeholders to encourage the adherence with the new marking standards.

UIRR, as the Administrator of the ILU-Code, initiated additional services to aid the proliferation of this new identification regime for intermodal loading units:

- An internet and smart phone application allowing easy access to the ILU-Code Register,
- A labelling service to assist the marking of loading units by ILU-Code registrants, and
- A contribution to the amendment of CT-related UIC Leaflets, which now require the ILU-Code marking.

EcoHubs deliverables

August 2014

The FP7 Project ECOHUBS started in November 2012 and has the mission to

- provide a comprehensive model for cooperation and communication between the terminals and their main users/customers, and to
- design and demonstrate value-added services making co-modal networks more attractive to use and, at the same time, greener by reducing the greenhouse gas emissions and other pollutants on the entire supply chain.

Four pillars have been identified as key elements for the 'terminal of the future':

1. Design and definition of collaboration models and tools (value-added services),
2. An innovative IT infrastructure,
3. CO₂ assessment tools for terminals and
4. Development of measuring tools.

During these last three months project partners have developed several product prototypes covering one or several of the above-mentioned pillars:

The Intermodal Terminal Eco-Efficiency Calculator (ITEC):

- Calculates the energy use and greenhouse gas (GHG) performance of terminals including all relevant operations;
- Identifies the terminal's 'hot spots', i.e. the main energy consumers and processes;
- Points out the impact of 'greening measures' already implemented and anticipates effects of planned measures.

The benefits for terminals are: ITEC can be used ad hoc (no change to the TOS), experience figures and model calculations are available in case of missing terminal specific parameters and not limited to total carbon footprint/'greening' effect.

The ITEC tool is currently tested and assessed by the following terminals: Interporto Bologna (IBI), Stockholm Arsta (Jernhusen), Ljubljana Moste (Adriakombi), Antwerp Zomerweg (IFB), Antwerp Combinant and Neuss Trimodal.

The Container Consolidation and Interfacing System (CCIS):

- Transforming data (message formats): in order for terminals to receive data in a format that does not require changes to the TOS, since there are several standards used for information exchange in transport and logistics. The cost of connecting terminals to new users may be costly (for terminal, users or both). The Information Transformation module contains a run-time 'transformer' that transforms information from one format to another.
- Merging information from different sources to provide terminals with information that enables efficient operations. In order to perform its operations effectively and efficiently, terminals need to have information about the cargo to be handled and where and when it needs to be moved. Not all terminals receive this information from carriers bringing cargo to a terminal, or from any other stakeholder in the process. The CCIS module includes a specific capability for gathering all appropriate information that is required in a terminal, prior to the arrival of the cargo, so that terminal operations may be planned and executed properly.

CCIS is currently tested by CT Operator Adria Kombi and the Port of Koper.

www.ecohubs.eu



The **EcoHubs Truck Appointment & Unit Status Service - ecoTAURus**: is a service that enables stakeholders around a group of terminals (terminal and intermodal operators, trucking companies, truckers, dispatchers, etc.) to increase their effectiveness and optimize their operations through the seamless integration of truck appointment systems and the consolidation of Unit status data from multiple sources (multiple Terminal Operating Systems - TOS and Trucker mobile interfaces). The service is also bundled with complementary security, environmental and marketing services depending on the type of terminal or port. The ecoTAURus was conceived and built based on the project's requirements and provides:

- Unit Order Management: supports the retrieving, sending and providing visibility on Unit order information from multiple sources, along with the identification of preferred unit loading/unloading slots to maximize the potential for direct loading/unloading
- Integration with multiple Terminal and other Systems: supports the seamless collection of Track Appointment Reservations, Visit/Call IDs, slot availability, TOS generated events, TMS
- Trip Order Management: supports the retrieving, updating, sending Trip Order information from multiple sources
- Trucker Mobile Interface: supports the receiving/accepting Trip Orders from multiple sources, reporting Unit Status, receiving notifications, transmitting GPS data
- Automated Incident Notifications: provides notifications for unit delays, traffic data, terminal capacity/congestions/equipment failure through secure channels to the responsible actors/roles
- Information Exchange/Authentication: enhances security and information protection through a single Access (Entry) Point, alleviating the routing concerns for messaging
- Measurement: seamless connection and streaming data flows with measuring and benchmarking application for decision support, process monitoring, and strategic planning.

The service is currently tested by two project partners, IFB in Belgium and Adria Kombi in Slovenia.

The **MetricHub - a system for exchanging data, metrics and insights** is a low cost, lightweight and flexible system that allows organizations to capture data, calculate metrics and detect events, then share these results in real time with internal and external stakeholders so that they can monitor their activities, identify problems and improve their operations. The potential benefits are currently tested and integrated within the ecoTAURus application which involves Adria Kombi and IFB.

The **BOLANO - BOlogna - LA Spezia - NApoli** demonstrator: developed and proposed by Consorzio IBI Innovation has set distinctive and incremental priorities regarding the "terminals of the future" aiming at positioning them as dynamic and collaborative facilitators for the whole transport network. Thus, the emphasis has not been put only on upgrading the quality of the internal processes but especially on introducing value-added services for the entire community, and for terminals increased competitiveness and market share.

DESTINY - Load Securing in CT

August 2014

DESTINY which stands for DEployment of STANDards for Intermodal efficiency is a Project co-funded under the Marco Polo programme of the European Commission, which aims to improve efficiency in the intermodal transport chain. The project, coordinated by UIRR and started on 1 September 2012 has been developed by a consortium of 5 partners, and relies on the official support of 15 associations operating in the intermodal transport sector. DESTINY seeks to deploy best practices in the implementation of existing standards related to the identification, marking and codification of ILUs, load securing and handling dangerous goods.

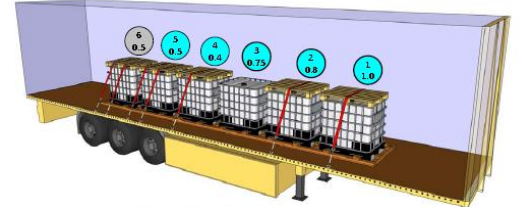
The Topic 3 (TO3) is related to load securing with the following focus:

- Analysis of the current situation for load securing in road, rail, inland and maritime (collection of regulations and standards, literature study and interviews)
- A gap analysis identifying the main differences in particular between road and rail, and
- A dissemination and training plan (development of specific materials such as a leaflet for cargo securing in Combined Transport).

From both analysis it was found that acceleration forces are different between road and rail - in particular in the longitudinal direction: 0.5G for road - 1.0G for rail.

The key question was: shall the principles for cargo securing for road transport be also accepted in Road-Rail Combined Transport? The following test was devised:

- **Involvement:** coordination MariTerm-UIRR - CT trains: Hupac and Kombiverkehr - Terminals: Verona - Busto - Antwerp Zomerweg - Köln - Lübeck - Genk.
- **Dynamic tests in two different loading units (one DHL trailer and one DFDS swap-body):** Objective: measurement of movements and of shocks
Set-up (see example for trailer): Test transports were performed by identical cargo items secured to withstand different acceleration levels. The cargo items were stowed and secured in a semi-trailer and a swap body respectively. The cargo transport units were sent between different terminals in Europe to cover different rail networks, wagon types and handling equipment. In order to record the significant shocks that the units have been subjected to, accelerometers were fitted on the floor of the two units, one in front of the cargo and one behind it. Furthermore, accelerometers were fitted on top of the two IBCs in the trailer that had been secured against a horizontal acceleration of 0.5G. One of these IBCs was filled with water and the other with concrete.
Routes (see picture): 6 routes - 6,000 km.



Main results:

Movements

- No noticeable movement for the IBCs secured for 0.5G or more in neither unit - No noticeable movement sideways
- In the trailer, the two IBCs secured for 0.5G behaved identically, although one was filled with water and the other one with concrete.
- When subjected to hump or fly shunting, all IBCs secured for 0.5 or less moved significantly, while the one secured for 0.75G moved only slightly.

Shocks

- During normal intermodal transport, shocks with the following typical characteristics were frequently recorded (means acceleration: 0.5 – 0.8G and duration: 10 - 40ms)
- During these shocks the IBCs did not move.

Inspection of units at various European Terminals

- 7 terminals - 131 loading units (67% trailers - 27% swap-bodies - 6% containers)
- randomly chosen (units without seals)
- all relevant properties of the loading unit, the cargo and the cargo securing measures were documented. For the cargo in each unit, the actual limiting accelerations of the securing arrangement have then been calculated in each direction: forward, backward and sideways.
- results: 78% of the cargo would withstand a static acceleration of 1.0 g in the forward direction, while only 12% of the cargo would survive such acceleration in the rearward direction. Remarkably, only 54% would actually withstand a static acceleration of 0.5G in the rearward direction.

Conclusions

- 0.5G in longitudinal (both directions) is ok for static design of cargo securing arrangements. There are higher accelerations, but these are low impulse shocks with short durations. Results support current wording of the recently adopted CTU Code.
- For hump or fly shunting, a design acceleration of more than 0.5G is needed.

Recommendations

- Change UIC Loading Guidelines: acceleration in longitudinal direction to 0.5G for combined transport; terminal to terminal with marshalled sorting of wagons.
- Consider rail participation in revision of standard EN12195-1 and EN 12642

Innovations in the IT environment of CT

September 2014



The UIRR, in collaboration with its CIS/Cesar partners (Hupac, Kombiverkehr, Novatrans and Cemat), performed an analysis of the current and possible future IT environment in which the UIRR may evolve in the next 5-10 years. The overall objective is to prepare a UIRR IT roadmap 2020 over the course of 2015.

Three aspects have been considered for the customers as well as for internal operations: functionalities, communities (one-stop-shop for the users) and standards/databases.

Functionalities

- Timetables & Journey planners
Decentralised applications (individual operators such as Kombiverkehr based on HaFas)
Centralised applications such as www.viacombi.eu, www.intermodalrouteplanner.com, www.inlandlinks.eu, UIRR terminal database (but no direct connections with individual operators - data encoded manually)
- Tracking & tracing
Increase data quality: integration of additional data such as ETA, last mile, wagon movement (for example TRAIN MONITOR of HaCon, Train Information System - TIS developed by RNE - applications developed by RailData)
Design & lay-out: integration of GIS function (exact positioning of trains) for example DB ZUGRADAR and MAV in rail passenger, www.vesselfinder.com for the maritime traffic, planefinder.net for airplanes)
- Transfer to new technologies (mobile applications, cloud)

Communities

- New collaborative models for terminals (for example applications developed in EcoHubs)
- One-stop-shop for all users (timetables, bookings) for example port communities (Antwerp, Rotterdam)

Standards and database

- Standards imposed by Regulation (TAF TSI in rail - data exchange between railways and infrastructure managers + extension to the customers)
- Standards developed by the Sector (for example in the maritime sector - UN EDIFACT)
- European initiatives and projects (Common Framework for SMEs - easy connectivity at low costs, EcoHubs, Efreight, Icargo)
- Ongoing work (electronic consignment note, data exchange between keepers and ECM)
- Databases: ERA registers (wagons, infrastructure, etc.), UIRR, UIC (Raildata), UIP (RSRD2)

UIRR's mission - to extend supporting services

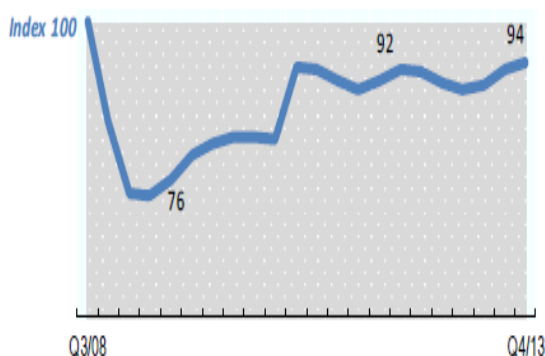
UIRR - the industry association of road-rail intermodal/combined transport - is in a unique position both through the expertise and experience that it gathered over the decades of its existence, and as a not-for-profit entity, to most efficiently and neutrally organise and extend support services that aid the functioning of the entire sector. Among these services, IT-based solutions may occupy a prominent position. UIRR is presently undertaking the development of the strategy - together with its members - that will deliver these services to aid the competitiveness of road-rail intermodal and combined transport throughout Europe.

OECD / ITF Transport Statistics 2013

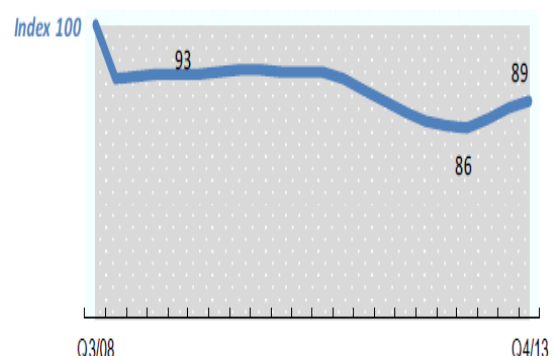
July 2014



Rail freight growth index (Q3.2008 = 100%)



Road haulage growth index (Q3.2008 = 100%)



On the pre-crisis - Q3.2008 - basis rail freight performance, expressed in tonne-kilometres, was 6 percentage points down at the end of 2013, while trucking output stood 11 percentage points lower.

The findings of OECD (<http://www.internationaltransportforum.org/statistics/StatBrief/2014-07-Freight-Diverging-Trends.pdf>) stand in stark contrast to the recently published EUROSTAT Inland Freight Report, which is discussed on page 3.

Recent Appointments

**EUROPEAN
COMMISSION**
October 2014



Ms Violeta Bulc, the Commissioner candidate of Slovenia, has been allotted the Transport Portfolio in the Juncker Commission. Ms Bulc, a newcomer to the world of politics, spent her career as a businesswoman and entrepreneur - mostly in the telecommunications sector. Her training is in engineering and business administration. The European Parliament's Transport and Tourism Committee held a hearing for her confirmation on 20 October, after which she is slated to be approved as a member of the new College of Commissioners.

**EUROPEAN
COMMISSION
DG MOVE**
July 2014



Mr Sandro Santamato, long-time head of Unit A.3, which deals with economic impact analysis, has been appointed as Head of Unit D.1 covering Maritime, intermodal and logistics topics. Unit D.1 is the one responsible for the recast of Directive 92/106.

**EUROPEAN RAILWAY
AGENCY**
October 2014



Mr Ralf-Charley Schultze, Director General of UIRR, has been appointed to the Administrative Board of the European Railway Agency as the Member representing Rail Freight Customers. The mandate is for 3 years until 2017.

**GROUPEMENT
NATIONAL DES
TRANSPORTS
COMBINÉS (GNTC)**
October 2014



Ms Delphine André, President of Group Charles André (GCA), has been elected to lead GNTC, the national organisation founded in 1945 for the promotion of road-rail intermodal and combined transport in France. GCA owns Novatrans, one of the largest CT operators and terminal managers in France, and a member of UIRR.

Members' News

ADRIA KOMBI
1 July 2014

A modernised website was launched in 5 languages on the occasion of the company's 25th Anniversary.

Click: <http://www.adriakombi.si/>

HUPAC
29 July 2014

Near 4% growth experienced in H1.2014 despite dramatically deteriorating rail network punctuality performance.

Click: http://www.hupac.ch/index.php?MasterId=g1_440&id_item=440&lng=2&node=345&rif=c8ac5006d9

Key Dates & Events

22-24 October, Berlin	31st German Logistics Conference (BVL)
6 November, Brussels	CLECAT Rail Freight Meeting and Freight Forwarders' Forum
12 November, Stockholm	SAGIT Cargo Securing Conference
11-13 November, Rotterdam	Intermodal Europe 2014 Conference and Exhibition
18 November, Brussels	The Group of Representative Bodies welcomes the new Executive Director of the European Railway Agency
20-21 November, Berlin	IBS Conference
20-21 November, Duisburg	European Freight and Logistics Leaders' Forum
27-28 November, Brussels	DG MOVE Rail Freight Days Conference
4-5 December, Brussels	Intermodal Transport Conference and UIRR Extraordinary GA



UIRR s.c.r.l.

Address: 31 rue Montoyer
B-1000 Brussels, Belgium

Tel: +32 2 548 7890

Fax: +32 2 512 6393

E-mail: headoffice.brussels@uirr.com

Internet: www.uirr.com

Editor: Ákos Érsek, UIRR