



Searching for an engine

The weakening of the euro could not compensate the negative consequences that the slowing Chinese economy had on trade with Europe, and subsequently to the overall demand for Combined Transport. Moreover, the recent drop in the price of oil caused a reduction in road haulage rates, which are regularly compared to CT prices placing profitability under pressure. Mainly attributable to these two phenomena, the 12-month outlook of the EU CT sector, as

reflected in the UIRR CT Sentiment Index stands 'neutral' for the second quarter in a row.

The European Union continues to waver as its leaders fail to identify the recipe for kick-starting the engine of economic growth - such as 'creating a regulatory framework that would enable cash-positive business models to emerge in transport infrastructure management'. The €315 billion 'magic fund' of the Juncker Commission - partially fed by previously earmarked CEF Transport money, but without any clear guidance like the revised TEN-T Guidelines - appears painfully distant and vague.

In terms of ongoing European legislative initiatives, the final approval process of the amended Directive 96/53 (weights and dimensions of commercial road vehicles) will be concluded by the end of April. Progress on the Governance Pillar of the Fourth Railway Package has been more lacklustre, whereas only this can deliver fair competition on rail and uniformly structured - and thus comparable - rail infrastructure managers.

The comprehensive report of the European Commission concerning the state-of-the-art of the EU Combined Transport sector has been finally published on the website of DG MOVE. The well prepared and thorough paper underscores UIRR's call for the need to recast Directive 92/106 to thus establish the EU-level regulatory framework of Combined Transport.

The review of the Transport White Paper has also been progressing: the drafts of the European Parliament's own initiative report contains the need for much more rail freight in the future. This is also confirmed in the studies ordered by the Commission that are intended to feed into the work such as Spectrum and Transforum.

UIRR, as the industry association of European CT Operators and Terminal Managers, has been reinforced by 5 new members: Cargo Terminal Enns, CFL Intermodal, Combinant Terminal, European Multipurpose Terminal and John G Russell Transport. UIRR began to establish memoranda of understanding with national organisations Combinet (Austria), IBS (Germany) and GNTC (France) to enhance the delivery of Combined Transport's messages on the Member State level. The overall aims of the association - to promote, enhance and support European Combined Transport - remain unchanged.

Ralf-Charley Schultze - Director General

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**Business outlook for
the 12 months between
1 April 2015 - 31 March 2016**



Dissemination Event

**EcoHubs,
Swiftly Green and GreCor projects**

Brussels, 28 April, 2015

See www.uirr.com for more
information

**transport
logistic**

**Visit the IBS - UIRR stand
Hall B.6 - Stand 300**

**Messe München
5 - 8 May, 2015**

Directive 96/53 on weights and dimensions adopted

20 April 2015



The European Parliament plenary voted for the Amendment of Directive 96/53 on 10 March, while the Council approved it on 20 April to be finally confirmed by the Parliament on 29 April. Publication in the official Journal of the European Union is expected in May.

The final compromise text of the two European legislative bodies is to be greeted by European Combined Transport sector, in spite of containing some inadequacies:

- + All protruding aerodynamic devices must be compatible with Combined Transport requirements; if folded they should not be bulkier than 20cm over the maximum allowed length;
- + Extra size and weight allowances (for aerodynamic devices or alternative powertrains) may not be used to increase the loading capacity;
- + The definition of *intermodal transport* may be overruled in case a different formulation is agreed during the recast of Directive 92/106;
- + 44 tonne gross weight allowance of trucks engaged in CT positioning legs - carrying any combination of loading units up to 45-feet in length - is only authorised for three-axle tractors; those trucks that are driven by two-axle tractors may only weigh up to 42 tonnes; 15cm length extension for these vehicles is approved.

Careful follow-up of the Member State-level imposition of the new Directive will be necessary regarding the following four points:

- The declaration of the actual net weight of the loading unit by the shipper towards the haulier;
- The mandatory disclosure of this data to those involved in the forwarding of the loading unit (e.g. terminals, CT operators);
- Liability rules pertaining to the shipper and the hauliers in case the net weight information is missing or incorrect;
- The penalties for infringement of any value (weight or dimension) contained in the Directive.

UIRR will actively participate in the drafting of the implementing acts authorised in the Directive, as well as in any standardisation work that may stem thereof.

The amended Directive - most unfortunately - failed to resolve the ambiguity of the present text relating to the use of megatrucks (heavier and longer vehicles used in sparsely populated Nordic regions), which was subject to dubious interpretations and reinterpretations in the near past. Adopting firm language pertaining to the use of these vehicles that may not be subject to broad interpretation in either direction should be high on the agenda in 5-year time when the next review of the Directive is due.

UIRR's original 96/53 position paper from 2013 can be found here: <http://www.uirr.com/en/component/downloads/downloads/955.html>

The text adopted by the European Parliament on 10 March can be found here: <http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//TEXT+TA+P8-TA-2015-0046+0+DOC+XML+Vo//EN&language=EN>

Noise Differentiated Track Access Charge Act adopted

13 March 2015

The European Commission has adopted Implementing Regulation 2015/429 on the methods to charge for the emission of rail noise as authorised in Directive 2012/34.

Subsequently, from 16 June 2015 all EU Member States may apply a system of surcharges that are to be added to the distance-based track access charges to those trains running with wagons that are not equipped with low noise brakes. Any existing such scheme must be brought in line with the Implementing Act as of 10 December 2016.

A bonus-malus system should be devised and implemented that encourages through both tools, carrots and sticks, the retrofitting of freight wagons originally equipped with conventional cast iron brake-blocks to use low noise, but more expensive composite brake-liners. Ultimately, through the bonuses offered for quiet trains, railway operators should be able to recover their extra costs.



This legislative act completes the range of legislation related to the internalisation of rail transport's externalities as :

- GHG (CO₂) emissions of traction electricity production is internalised through the EU Emission Trading Scheme;
- Congestion is internalised through (track) capacity scarcity surcharges; and
- Noise through the Implementing Act 2015/429.

The superior safety of rail transport is legislated into the rail system itself, the independent accident investigation bodies and strict oversight by National Safety Authorities, as well as the European Railway Agency.

It is high time for the European legislator to focus its attention on the internalisation of the excessive externalities of road transport, bulk of which is on the shoulders of society at large to this day, and thus is not reflected in the "market prices" of road haulage.

The text of the implementing act can be found here: <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32015R0429&from=EN>

Report on European Combined Transport

March 2015

Whereas DG MOVE has engaged a consortium of consultants in late 2013 to draft a report on its behalf - required of it within the Directive 92/106 - on the status of Combined Transport in Europe, the scope of the engagement was extended to include recommendations concerning the amendment of the Directive that dates back over two decades. The public consultation organised alongside culminated in a stakeholder workshop held in July 2014.

Whereas the announcement of the results and the beginning of drafting of the proposed recast of the Directive was expected in the Autumn of 2014, the change of guard at the helm of the Commission resulted in delays. In November 2014 the Commission announced that Directive 92/106 has been brought under a regulatory Fitness and Performance (REFIT) Programme that is to be concluded in the first half of 2015. Subsequently, while the public consultation results were published without comment, the release of the Report on the State of CT was delayed.

Finally, over the course of this past March DG MOVE posted the Report on its website without commentary; to be found here: <http://ec.europa.eu/transport/themes/strategies/studies/doc/2015-01-freight-logistics-lot2-combined-transport.pdf>

Agreeing with the outcome of the public consultation, and in line with UIRR's assessment, the Report also calls for a thorough recast of Directive 92/106 - instead of scrapping the legislation:

"Whilst there should be a degree of flexibility for MS to tailor Directives to best suit local conditions (e.g. geographic, social, economic, environmental and political), the long distance / cross-border nature of the CT sector (and the alignment with the Transport White Paper objectives for mode shift of freight from road for transits over 300km) suggests that end users and transport undertakings should be able to plan Intra-EU CT transits without having to navigate such differences in policies at each end. These differences can create unnecessary administrative complexity (or even unwillingly expose users and operators to legal challenge from road-based competitors), generating a reluctance and inertia from the wider freight market to make more use of CT."

The Report contains the most thorough collection of statistics data, CT market analysis, business models, national support programmes and regulatory frameworks (imposition of the directive), as well as the specific infrastructure of contemporary European Combined Transport - involving every sustainable mode of transport: shortsea shipping, inland navigation and rail.

Mid-Term Review of the 2011 Transport White Paper

20 April 2015

The Transport White Paper of the European Commission contains the guiding principles of EU transport policy. The current White Paper was adopted in 2011, hence its mid-term review is under way.

UIRR welcomed the White Paper, and published its paper titled CT Roadmap 2050 upon reading it: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2013/mediacentre/564-uirr-ct-roadmap-2050.html>

The Commission has launched several studies to collect the feedback of the various stakeholders:

- TRANSFORuM - long-distance freight: http://www.transforuM-project.eu/fileadmin/user_upload/o8_resources/o8-01_library/TRANSFORuM_Roadmap_Freight.pdf
- Spider Plus - rail freight: http://www.spiderplus-project.eu/images/pdf/Executive_Summaries/SPIDER_PLUS_Deliverable_7.2_Executive_Summary.pdf
- Spectrum - innovative rail freight: <http://www.spectrumrail.info/component/downloads/viewcategory/40-c1-innovative-rail-freight-markets?Itemid=473>

UIRR has been an active follower of the developments that comprise the mid-term review process. The most important expectations of Combined Transport from the European legislator have been compiled by UIRR: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2014/mediacentre/663-combined-transport-eu-transport-policy-expectations.html>

Public consultation to aid the Commission's work: <https://ec.europa.eu/eusurvey/runner/white-paper-2011-midterm-review>

The Transport Committee (TRAN) of the European Parliament has decided to offer an own initiative report to support the mid-term review of the Transport White Paper.

Rapporteur of the dossier, Mr Wim van de Camp, expressed a number of important positions of note in his draft, such as

- the need for a broad range of policy tools to shift towards the least polluting and most energy-efficient modes of transport to minimise the adverse effects of transport;
- streamlining of the rules for the intermodal transport of dangerous goods so as to ensure interoperability between the different modes;
- greater simplification and harmonisation of transport and logistics documents; calls on the Commission to submit a proposal for establishing an electronic framework for multimodal transport of goods (e-Freight), achieving paperless, seamless information flows along the whole transport logistics chain
- solid, sufficient and predictable long-term funding to improve rail infrastructure quality and capacity and to enable the provision of reliable and sustainable services by rail freight and passenger operators



The latest draft of the EP's own initiative report's can be found here: <http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//NONSGML+COMPARL+PE-551.935+02+DOC+PDF+Vo//EN&language=EN>

France: railway reform and CT support scheme

4 January 2015

The controversial railway reform in France, or the reversal thereof, is progressing in spite of unfavourable opinions being issued about it by various branches of government, most recently by the Competition Authority of the Ministry of Economy (<http://www.autoritedelaconcurrence.fr/pdf/avis/15a01.pdf>). The government is struggling to devise a governance scheme whereby adequate guarantees are given to those afraid that SNCF will gain means of undue influence to harm competition (contrary to the Fourth Railway Package currently under adoption in the European Council).

A progressive component of the recent announcement of RFF is the clear recognition of the status of Authorised Applicants (<http://www.rff.fr/fr/services-et-produits/notre-produit-le-sillon/la-tarification>) in France.

The responsibility for and control of CT Terminals has been transferred to SNCF Réseau (under the control of ARAF, the National Regulatory Body of France).

Compensating for price increases implemented by SNCF a €30 million state financial support scheme was enacted for the 2015-17 three-year period. Another similar size fund was established as a financial contribution towards investment in last mile solutions, including terminals.

Rail freight continues to suffer in France with a lacklustre performance that can not lift its market share. Quality train paths remain scarcely available and traffic rules continue to be unfavourable to freight trains. Competitiveness will evade the sector without solving these problems and adopting a structure that ensures the competitiveness of the sector.



Switzerland: Gotthard Tunnel and TAC changes

30 January 2015

The 57 km-long Gotthard base tunnel, the longest train tunnel in the world, is scheduled to open on 11 December 2016, as announced by the Swiss Federal Railways (SBB) recently.



The entire north-south axis will only be operational in 2020, after the Ceneri base tunnel (2019) and 4m corridor (2020) will enter into service. Until then 25 construction projects - including the Ceneri base tunnel, improvement of numerous tunnels in Ticino, blocking the east side of Lake Zug, and the Bellinzona nodal point - are being carried out.

The adjustment process to have the Swiss track access pricing system gradually reflect the productivity gains offered by this new infrastructure will begin in parallel. UIRR Member, Hupac, expressed the position of the entire CT sector when warning that certain principles must be maintained in the new pricing scheme so as not to disadvantage rail freight, but rather to encourage the introduction of new, more productive services which exploit the full potential of the new infrastructure. In its present form the gross tkm cost of infrastructure is set to increase already from 2017, while the entire infrastructure will not yet even be complete - this should be reconsidered:

http://www.hupac.ch/download.php?id_doc=877&lng=3&MasterId=g1_456&rf=3e799c868e



Italy ratifies COTIF

5 February 2015

Italy, a founding member of OTIF, has ratified the 1999 version of the Convention concerning International Carriage by Rail (COTIF).

The European Union acceded to the 1999 version of COTIF in 2011, while its ratification of the Vilnius protocol became effective in 2006.

COTIF 1999 and its 7 Appendices (including the Vilnius Protocol) will apply over the entire rail network in Italy.

More information can be found here:

http://www.otif.org/fileadmin/user_upload/otif_verlinkte_files/o8_Presse/Com_Presse/C_P_2015/Italy_ratification-e.pdf



SNCB Logistics partially privatised

5 February 2015

Argos Soditic, a Swiss private equity fund, offered to buy a part of SNCB Logistics, to which among others UIRR Member Interferryboats (IFB) belongs. The fund also committed to an increase in the capital of SNCB Logistics, which should increase the

stake of the private equity fund to majority in the Belgian rail freight logistics service provider group. For more information see:

<http://www.argos-soditic.com/en/press-room/285-argos-soditic-rejoint-la-sncb-au-capital-de-sncb-logistics.html>



Chinese rail strategy in Europe

8 March 2015

China committed to boost its trade links to the European Union upon the EU confirmation of the "market economy status" of China within the World Trade Organisation (WTO).

An important component of trade is transport, where China is proposing to develop - among others - the "Silk Road" land route, which connects Xi'an in northwest China to Europe through Central Asia, Iran, Iraq, Syria and Turkey (crossing at the Bosphorus), as well as the sea route which spans between Southeast China's ports through the Suez Canal to the Greek Port of Piraeus - currently on a 35-year lease to Cosco. Shortsea and rail connections are foreseen to further distribute the consignments from there to the final destination points throughout the European Union.

Several countries in the region are promoting the transformation of the main Southeast-Northwest line of the SEETO Comprehensive Network to become an official EU rail freight corridor to connect Thessaloniki through Skopje, Belgrade with Zagreb to provide a shorter alternative to the Orient / East-Med Corridor, which runs through Bulgaria and Romania.

The Chinese Government has announced in January 2015 its intention to provide financing for the upgrading of the Budapest-Belgrade line. The Serbian government has announced plans to reconstruct several other railway lines that belongs to the SEETO Network: contracts were signed for the rehabilitation of the Belgrade-Pancevo railway section (financed by a Russian loan), for the revitalization of Corridor 10 to the Croatian border, the Indjija- Novi Sad railway and the Nis - Dimitrovgrad railway sections (financed by a Czech loan).

Further infrastructure development plans focus on the modernisation works of the Gilje-Cuprija railway section (13.5 km), including the bridge over the Morava, reconstruction of Corridor 11 and completion of the Novi Sad bridge on the Danube and the Zezelj Bridge.

Cargosped inaugurates China train

4 February 2015

A freight train service organised by Cargosped of Poland to connect China and Germany has completed its maiden journey in early February.

Travelling along the Kazakh route, the train entered the European Union at Małaszewicze (Poland) from where PKP Cargo took charge and forwarded it to Hamburg-Billwerder in 26 hours. The entire 10,000km journey took 13 days to complete.

The train, consisting of 19 wagons (18 six-axle and 1 two-axle), carried containers holding textile products, machine parts and other mechanical equipment. The connection is foreseen to be offered as a regular service from April onwards.



A Railway Act was adopted by the Serbian parliament in June 2013 to align the structure of the Serbian railway sector with the European trends - separating rail infrastructure management from the organisation of operations.

Macedonian state railways are also actively planning the upgrades of its railway lines belonging to the SEETO network. The investment programme of the Greek rail infrastructure manager similarly includes the modernisation of all relevant lines.



ILU-Code news

April 2015

The ILU-Code is needed together with the BIC-Code in order to enable a fully paperless administrative process within European Combined Transport. These are 11 digit identifiers of each individual intermodal loading unit that takes part in unaccompanied Combined Transport should be used for booking, administrative processing en-route, tracking and tracing, as well as statistics data collection.

DG Taxud has already confirmed its intention to propose the mandatory use of the BIC- or ILU-Code within the Modernised Customs Code as the identifier of Intermodal Loading Units entering or leaving the European Union. UIRR is proposing the same for loading units that take part in intra-EU Combined Transport, which could be conveniently included in the recast of Directive 92/106.

www.ilu-code.eu



UIRR, as the Administrator of the ILU-Code, has offered to the market a sticker service to help the marking of loading units for ILU-Code owner-key registrants. A promotion entailing a 15% discount to the price of labels has been announced in March: <https://ilu-code.eu/en/ilu-code-stickers>.

The establishment of **national ILU-Code contact points** was commenced through the memoranda of understanding that UIRR concluded in the first quarter of 2015 with a number of national associations operating in various EU Member States:

- Combinet (Austria)
- GNTC (France)

It is the aim of UIRR to establish a National ILU-Code Contact Point in every EU Member State.

Alternative technologies in Combined Transport

26-27 February 2015

A two-day event took place in Switzerland to show to the professional audience in an organised manner the new technologies developed for Combined Transport.

Lohr (below) is a system based on a specialised wagon with a turning tray to enable roll-on loading of semi-trailers.



Nikrasa (to the right) is a frame and ramp system to enable the vertical loading of non-craneable semitrailers onto pocket wagons compatible with the Nikrasa frame.



CargoBeamer (below) is based on a specialised wagon that enables the horizontal loading of non-craneable semi-trailers.



RailRunner (below) is a North American solution requiring specialised semi-trailers with reinforced frames that may be placed on bogies to be forwarded on rail without the use of wagons.



Innovatrain (to the right) offers a fitting to be installed onto trucks which allows the horizontal transshipment of containers to/from trains standing under overhead catenaries.



New member: Cargo City Enns

1 January 2015

A newly completed trimodal CT Terminal was developed in the City of Enns, where the river of the same name flows into the Danube. The terminal is directly connected to the Western Rail Line of Austria (part of the "Orient East Med" rail freight corridor).

The 35 hectare facility consists of 150,000 m² in office and warehouse space and 200,000 m² for transshipment.

For more information click: <http://www.cargo-city-enns.at/>



New member: CFL Intermodal

1 January 2015

CFL Intermodal (formerly Eco Logistics Operator - ELO) specialises in combined rail-road transport, transport of semi-trailers and containers transferred from truck to train, and vice versa.

The company offers more than 17 rail connections per week from Luxembourg to the North Sea ports, Eastern and Southern Europe; it is a wholly owned subsidiary within the Chemins de Fer Luxembourgeois (CFL) Group.

For more information click:

<http://www.cfl.lu/espaces/multimodal/EN/qui-sommes-nous/structure/cfl-intermodal>



New member: Europa Multipurpose Terminals

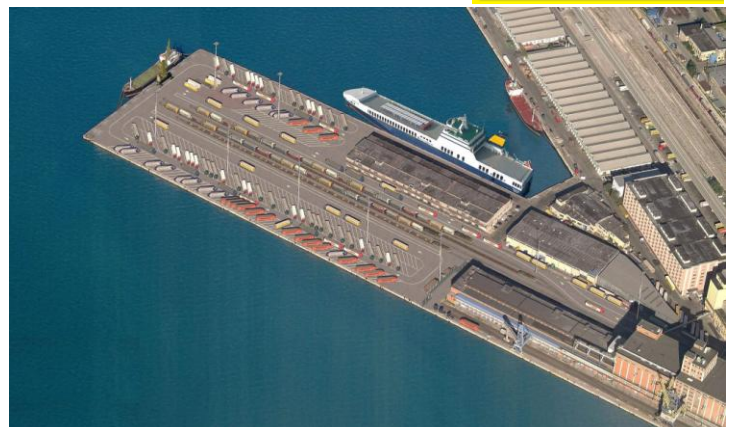
1 January 2015

EMT provides 31 weekly railway connections from its 4 railway tracks on Pier 6 of Trieste Port to Germany, Luxembourg and the Czech Republic, which consist primarily of craneable semi-trailers that arrive via shortsea shipping from Turkey and Greece.

The terminal also handles loading/unloading of break bulk, stuffing/un-stuffing of containers and storage in customs areas with 8,000 m² of covered area.

EMT has been established by the family owned Parisi Group on 2010 as its terminal operation in the Port of Trieste under a 25-year concession (2010-2034).

For more information click: <http://www.emterminals.com/>



Recent Appointments and Personnel News

NOVATRANS

January 2015



Mr Jean-Louis CHEREL, has been appointed the CEO of Novatrans and Director of Logistics activities and GCA storage. Mr Chérel has started his career at Group Charles André in 1978. He was Director of Bulk subsidiaries for several years and led the 2000 SCM Logistics Automotive Division. From 2008 Mr Chérel worked as the HR Director of the Group.

Members' News

FELB

January 2015

New image video

Click: https://youtu.be/R1_CuiXNKVo

CFL INTERMODAL

5 January 2015

New governance structure announced

Click: <http://www.cfl.lu/espaces/multimodal/EN/actualite/C3%AgS-et-media/nouvelle-organisation-pour-les-activite%C3%AgS-fret-du-groupe-cfl>

RALPIN

8 January 2015

Spotless safety record and excellent capacity utilisation

Click: <http://www.ralpin.ch/appl/file.php?id=729>

KOMBIVERKEHR

2 February 2015

New online booking tool finalised

Click: http://www.kombiverkehr.de/neptun/neptun.php/oktopus/page/2/207?sid=8maods6ivk9ebgnqtjjsjng6q5&version=&show_article=5545

COMBINANT

12 March 2015

Videofilm to instruct truck drivers on how to use the terminal

Click: <http://www.combinant.be/instructies-voor-chauffeurs.aspx>

HUPAC

27 March 2015

Change of email addresses and telephone numbers

Click: http://www.hupac.com/index.php?MasterId=g1_455&id_item=455&lng=2&node=344&rif=ffcb715c7c

Key Dates & Events

21-24 April, Moscow	TransRussia Expo and Conference 2015
28 April, Brussels	EcoHubs, Swiftly Green and GreCor Projects Joint Dissemination Event
28-29 April, Gdansk	3rd Intermodal Transport Forum
28-30 April, Birmingham	Multimodal Expo and Conference 2015
5-8 May, München	Transport and Logistics Fair and Conference 2015
13-15 May, Istanbul	Multimodal 2015: bridge between Europe and Asia
19-23 May, Milan	Intralogistica Italia 2015
21 May, Brussels	UIRR Annual General Assembly
15-17 June, Barcelona	SIL European Supply Chain & Logistics Summit 2015
17 June, Berlin	15 years of Allianz Pro-Schiene Conference
1 October, Amsterdam	International Rhine-Alpine Corridor (RFC1) Conference
17 November, Brussels	FERRMED 2015 Conference (<i>rescheduled from 22 April</i>)
26 November, Brussels	EU Commission 2nd Rail Freight Days Conference



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

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