



## Slowdown fuelled by uncertainty

The loss of impetus in the European economy resulted in a downturn in Combined Transport performance during the third quarter of the year. The main reasons behind this are the uncertainties in global trade, the prolonged Brexit process and the delayed formation of the new College of European Commissioners. Operational disturbances related to extensive works on the rail infrastructure came on top. On the legislative side, uncertainties stem from the still ongoing and unpredictable amendment of the road transport and combined transport directives. Subsequently, the sentiment of CT actors going forward stayed 'neutral'.

The adoption of elaborate transport policy measures to enable rail freight to grow more dynamically has become a European trend during the past few years. This manifests towards Road-Rail Combined Transport through less expensive access to the railway infrastructure. The next steps should be the enhancement of rail freight's competitiveness through **infrastructure upgrades**: train length of 740m or longer, gross weight of 2000t or more with a single locomotive, the P400 loading gauge. Infrastructure bottlenecks, such as the upgrading of feeder lines to important new infrastructure such as the Gotthard and Brenner base tunnels, or the Fehmarn Belt must be eliminated. **Operating rules** should be improved through coordinated requirements in border areas, updated train path construction methods and the implementation of the RNE International Contingency Management Handbook for Infrastructure Managers. **The role of Rail Freight Corridors should also be reinforced** to enhance the coordination of works, to enable the monitoring and coordination of traffic flows, and to better harmonise capacities and manage contingencies.

Sector players have been tangibly contributing to improve the performance of rail freight throughout Europe: the ELETA project consisting of a consortium of 6 CTOs and UIRR – with the coordination of KNV – has developed a **best practice solution that reliably predicts the estimated time of arrival**. The **International Contingency Management Handbook for Railway Undertakings**, soon-to-be approved at the UIC Freight Forum, has been finalised by EU freight railways with the coordination of ECCO, a subgroup of the UIC Freight Department. An Interim Governance Board, in which the EU Commission participates, discussed the continued financing and further progress of the **Rail Service Facility Portal (RFP)**, delivered earlier this year by a consortium of sector partners. A new project will be initiated by sector players in order to develop an **IT-supported econometric tool to measure and describe the quality performance of a freight train**. This project should aid the optimisation of operational processes by helping to understand where the loss of quality occurs.

Improving rail freight alone will not do the job for Combined Transport. The **progressive amendment of the CT Directive (92/106)** is needed to enable CT Operators to continue filling freight trains throughout the European Union. UIRR is strongly encouraging the EU legislators to complete this work by achieving a forward reaching consensus during the triologue negotiations.

UIRR welcomes **PIMK Terminal** of Plovdiv, Bulgaria, as a new member as of 1 July.

Ralf-Charley Schultze – President

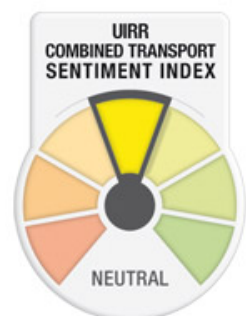
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### UIRR Quarterly CT Performance Gauge



### Business outlook for the 12 months between 1 October 2019 - 30 September 2020



### EU Intermodal Summit

- to commemorate the  
50<sup>th</sup> Anniversary of UIRR's founding

Brussels, Autumn 2020



Prague, 1-3 April, 2020

## Performance of Rail Freight

### Germany takes new steps to enable 740m-long freight trains

August 2019

Reacting to the request of the German Greens, Deutsche Bahn is currently compiling a list of investment measures – divided into 3 packages – that would need to be implemented in order to enable the circulation of 740-meter-long freight trains on the German rail infrastructure network.

Link: <http://www.uirr.com/en/news/mediacentre/1260-gueterzuege-massnahmen-fuer-das-740-meter-netz.html>

### 740m-long freight trains to be allowed in The Netherlands

September 2019

Following successful trials in 2018, Dutch infrastructure manager ProRail has confirmed that the commercial operation of 740m-long freight trains will be permitted on the Dutch network from 2020.

Link: <http://www.uirr.com/en/news/mediacentre/1299-irj-dutch-to-introduce-740m-long-freight-trains.html>

### Rail connection between Japan and the EU reduced to 11-14 days

September 2019

Digital document handling – in place since 2017 – will aid Russian Railways Rzd together with their partner FESCO to reduce the delivery time on the Japan-Europe multimodal route.

Link: <http://www.uirr.com/en/news/mediacentre/1295-railfreightcom-delivery-time-japan-europe-will-be-reduced-to-11-14-days.html>

### ELETA Project delivers valuable and practical results

October 2019

The Electronic exchange of Estimated Time of Arrival (ELETA) Project, co-funded by the Connecting Europe Facility of the European Union is the result of an agreement of the rail sector to provide information on Estimated Time of Arrival (ETA) to their contract partners, including terminals and CT operators. The project successfully aided the validation of the algorithms developed to reliably predict the estimated time of arrival of a cross border freight train.

Link: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2019/mediacentre/1300-uirr-press-release-eleta-project-delivers-for-combined-transport.html>

Link: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2019/mediacentre/1279-roadmap-for-an-effective-digital-transformation-in-ct.html>

### Revision of the Rail Freight Corridor Regulation progresses

October 2019

Boosting rail freight has been a continuous policy goal for the European Commission. The rail freight corridors, selected because of their particular potential for developing international rail freight, are an essential tool for achieving this goal. The revision of the RFC Regulation aims to enhance the effectiveness of the Corridors.

Link: [https://ec.europa.eu/info/law/better-regulation/initiatives/ares-2019-1375253/public-consultation\\_en](https://ec.europa.eu/info/law/better-regulation/initiatives/ares-2019-1375253/public-consultation_en)

Deadline: 3 February 2020

## Mode-neutral, Fair Regulatory Framework

### Energy taxation changes could effectively deliver decarbonisation

August 2019

The legal opinion of the Öko-Institut is that a CO<sub>2</sub> surcharge on existing energy taxes would be allowed according to Germany's Basic Law. This possibility had been brought into question in recent CO<sub>2</sub> price discussions.

Link: <http://www.uirr.com/en/news/mediacentre/1272-german-emissions-trading-scheme-for-transport-and-heating-would-delay-action-several-years-study.html>

### Externalities benefit trucks even more than previously thought

August 2019

A study by Infras in Germany found that the externality gap between trucks and trains/waterborne transport is even greater than confirmed in the Revised EU Externality Handbook by CE Delft. According to Infras trucks in Germany enjoy a €2,27/tkm advantage over barges and €2,41/tkm over freight trains, which translates to €62/vehicle kilometre advantage – considerably higher than the €40/vkm advantage found by CE Delft.

Link: <http://www.uirr.com/en/news/mediacentre/1276-vr-article-gueterverkehr-fuer-22-prozent-der-externen-kosten-verantwortlich.html>

In total, heavy trucks cause around € 21.2 billion in external costs each year, according to the study. The external costs of rail freight transport amount to € 2.6 billion.

## Record reduction of trucks transiting the Swiss Alps

September 2019

The number of truck journeys across the Swiss Alps has reached its lowest level since 1999. In the first half of 2019, the number of truck journeys through the Swiss Alps fell by 2.5 percent according to the report of the Federal Office for Transport (FOT) as only 465,000 trucks drove through the Swiss Alps.

Link: <http://www.uirr.com/en/news/mediacentre/1287-article-vr-weniger-lastwagenfahrten-durch-die-schweizer-alpen.html>

### *Enhancement of Intermodal Transport*

## South Tirol offers regional financial aid to shift road cargo to rail

September 2019

With a subsidy of 1.25 million euros from the province of Bolzano, 138,000 units (containers, swap bodies, trailers) were shifted to rail in 2018. A further 6,600 units were subsidised to move onto the RoLa, in which complete combinations were put on the train. The incentive scheme was renewed for 2019.

Link: <http://www.uirr.com/en/news/mediacentre/1271-subsidies-for-truckers-northern-italy-for-shift-to-rail.html>

## Interreg Project COMODALCE aims to boost CT in Central Europe

September 2019

The COMODALCE project aims to increase cooperation and coordination among multimodal freight transport stakeholders in central Europe through the use of innovative ICT systems. It gathers together some of the most relevant ports and rail terminals and operators generating multimodal transport flows.

Link: <https://www.interreg-central.eu/Content.Node/COMODALCE.html>

## Austrian shippers demand improved RoLa offer from government

August 2019

The Zentralverband Spedition & Logistik Österreich demands from the government and the Austrian Federal Railways (ÖBB) more efficient and flexible Rolling Motorway (RoLa) services to better assist the shifting of cargo from road to rail.

Link: <http://www.uirr.com/en/news/mediacentre/1270-oesterreichs-spediteure-fordern-besseres-rola-angebot.html>

## Construction of new terminals in Czech Republic and Poland

September 2019

A new container terminal will be constructed in Mošnov, a strategic industrial zone near Ostrava in Czech Republic. The new terminal is expected to be operational in 2022.

A new container terminal will be constructed at Bydgoszcz Emilianowo railway station on 5,6 hectares of land in the north-western part of the country. It will become a new important junction on the Baltic-Adriatic corridor.

Link: <http://www.uirr.com/en/news/mediacentre/1296-railfreightcom-belgian-and-czech-partners-build-new-terminal-in-ostrava.html>

Link: <http://www.uirr.com/en/news/mediacentre/1288-article-railfreightcom-poland-will-construct-new-intermodal-terminal.html>

## Measures identified in Sweden to improve conditions for CT

September 2019

The Swedish Transport Administration (Trafikverket) has examined the conditions for freight transport by rail and waterborne modes to be improved. As a consequence, a roadmap for the transfer of goods will be developed and knowledge about intermodal transport will be improved.

Link: <http://www.uirr.com/en/news/mediacentre/1290-trafiverket-the-conditions-for-road-rail-combined-freight-transport-can-be-improved.html>

## 5<sup>th</sup> edition of the UNECE/OECD/EU glossary of transport terms

October 2019

The 5<sup>th</sup> edition of the UNECE/EU/OECD Glossary for transport statistics has been issued with a new section on intermodal.

Link: <http://www.uirr.com/en/news/mediacentre/1273-5th-edition-of-the-uneceeuoecd-glossary-for-transport-statistics-.html>

## US railroads incentivise shippers to shift from trailers to containers

October 2019

US railroads encourage shippers to shift from using trailers to containers as their choice of ILU for intermodal transport by rail.

Link: <http://www.uirr.com/en/news/mediacentre/1294-us-railroads-nudging-shippers-away-from-trailers.html>

## Personnel News

### LINEAS

October



**Kurt Coffyn** will take over the role of Chief Operations Officer from Rik Vos, bringing over 25 years of experience to the role – previously leading complex end-to-end supply chains and operations in multinational organisations. <https://lineasintermodal.net/en/news/management-change>

### LINEAS

October



**Lars Redeligx** will occupy the role of Chief Commercial Officer, with more than 20 years of experience in leading commercial teams at logistics and aviation companies. Departing CCO Sam Bruynseels will pursue new career challenges. <https://lineasintermodal.net/en/news/management-change>

## Members' News

### ALPE ADRIA

July 2019

New bilingual website launched

Click: <https://www.alpeadria.com/en/>

### AMBROGIO TRASPORTI

July 2019

New bilingual website launched – to commemorate 50<sup>th</sup> Anniversary

Click: <https://ambrogiointermodal.com/en/>  
<https://ambrogiointermodal.com/en/news/new-look-50th-anniversary/>

### HUPAC

September 2019

Updated informative website

Click: <https://www.hupac.com/>

### LUGO TERMINAL

September 2019

Updated informative website

Click: <https://www.lugoterminal.com/>

### RAILPORT ARAD

October 2019

10-year anniversary of the terminal's opening.

Click: <http://www.railportarad.ro/en/>

### WIENCONT

October 2019

40-year Anniversary of the terminal's founding

Click: [https://www.wienholding.at/Mediaroom/News/WienCont-Seit-40-Jahren-Meister-im-Container-Umschlag?utm\\_source=newsletter](https://www.wienholding.at/Mediaroom/News/WienCont-Seit-40-Jahren-Meister-im-Container-Umschlag?utm_source=newsletter)

## Key Dates & Events

26-27 November 2019, <i>Venlo</i>	European Silk Road Summit
28 November 2019, <i>Brussels</i>	FEPOR 5 <sup>th</sup> Annual Conference
29 November 2019, <i>Brussels</i>	Waterborne Transport Conference
3 December 2019, <i>Brussels</i>	Politics meets logistics – by DVZ
11 December 2019, <i>London</i>	RFG Christmas Lunch event
30-31 January 2020, <i>Herceghalom</i>	MLSZKSZ Hungary Logistics 2020 Conference
11-12 February 2020, <i>Berlin</i>	BME/DV Rail Freight Transport Conference
18 February 2020, <i>Brussels</i>	CER-UNIFE European Railway Awards Event
19-21 February 2020, <i>Warsaw</i>	9 <sup>th</sup> International Railway Summit
17-20 March 2020, <i>Paris</i>	SITL Europe Exhibition
21-22 March 2020, <i>Riga</i>	Railtech Track Access Charges Summit
1-3 April 2020, <i>Prague</i>	International Rail Freight Conference
13 May 2020, <i>Brussels</i>	UIRR General Assembly
2-5 June 2020, <i>Riga</i>	UIC Global Rail Freight Conference (GRFC)
16-18 June 2020, <i>Birmingham</i>	Multimodal Exhibition



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