



Growing together

50

1970-2020

UIRR Report

EUROPEAN ROAD-RAIL COMBINED TRANSPORT

2019-20



The mission of UIRR, as an industry association, is to

grow the pie for Combined Transport through enabling fair competition based on technical merit and management excellence

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Key Figures of Combined Transport

The founding document of UIRR has been signed by seven CT Operators on 23 October 1970 in Munich. UIRR's membership including all seven founders, or their successors, has grown six-fold, over the decades. Land freight transport, in the meanwhile, has been transformed from a controlled market to a regulated competitive marketplace. The association has successfully adapted to this transformation and continues to perform strongly in supporting the growth of the sector and its members.

1970 - 2020

50 years

is how long UIRR has been in the service of the European intermodal sector

1 out of 2

freight trains is an intermodal train on the European railway network

The Combined Transport Report published by UIC found not only that rail intermodal is the sole dynamically growing production system of rail freight but also that over 50% of rail freight tonne-kilometres can be attributed to Combined Transport. Following the trend in North America, every second freight train in Europe has also become an intermodal train. This is a reflection of the change in types of cargo the economy requires to be shipped, as well as the preferred quantity: the 'truckload'.

The transport of full trucks and semi-trailers was how historically road hauliers began using intermodal transport. 30 years ago their ratio within continental CT reached almost 40%, while during the past 15 years it stabilised around 20%. In the meanwhile, many shippers 'graduated' to using containers - 45-foot pallet-wide high-cube in the case of intra-EU traffic. These offer the greatest productivity through top-loading and stackability, while they can be transported on the cheapest intermodal flat-wagons that also ensure maximum rail capacity utilisation.

20%

has been the stable proportion of full trucks and semi-trailers within total Combined Transport over the past 15 years

2019: a difficult year concluded with a historic high

The past year saw a gradual deterioration of business sentiment in the European intermodal sector, nevertheless an increase of +1,48% growth in terms of tonne-kilometres was realised by UIRR member Combined Transport Operators. This growth matched the expansion of the EU GDP. The number of intermodal consignments transported increased only marginally - by +0,19% - largely attributable to the reduced performance of domestic unaccompanied Combined Transport and transalpine Rolling Motorway services.

The positive mood of 2018, accentuated by acquisitions and the expectation of a progressive amendment of the Combined Transport Directive, was replaced by numerous operational challenges that began with the Great Belt Bridge accident, followed by natural disasters as well as insufficiently coordinated works on the rail infrastructure and concluded with a prolonged railway strike in France. The business process improvements and sector-level solutions introduced by Combined Transport Operators and Transshipment Terminal Managers could not fully counterbalance the operational challenges exacerbated by a generally slowing European economy and the added competitiveness of the road-only competition backed by a low oil price.

The State of Affairs

FROM THE PRESIDENT

European Road-Rail Combined Transport (CT) completed a difficult year in 2019 even as it saw an increase in terms of intermodal tonne-kilometres - by +1.49% - that matched GDP growth. The total number of intermodal consignments transported has remained largely unchanged. UIRR member CT Operators carried a historic high of over 8,8 million TEUs in 2019. The development of UIRR, the industry association of the sector, has been boosted by the accession of five new members, while negotiations are ongoing with several more.

CT performance

2019 was a year of reckoning after the optimism of the year before. Several acquisitions by UIRR members and the hope of a progressive resetting of the regulatory framework of European land transport - through the Mobility Packages - determined the mood of the preceding year of multimodality. This was replaced by the need to manage several operational challenges in 2019:

- a terrible accident on the Great Belt Bridge in Denmark temporarily disrupted the transport of semi-trailers in pocket wagons - a growth segment of Combined Transport;
- landslides and flooding resulted in sensitive operational disruptions impacting cross-border relations;
- extensive, yet insufficiently coordinated works on the rail infrastructure adversely impacted punctuality performance;
- a prolonged railway strike in France caused considerable harm even before the coronavirus pandemic arrived on the shores of Europe.

The European parliamentary elections in May 2019 meant that the EU legislative process was temporarily suspended. The von der Leyen Commission took office with a delay on 1 November and soon thereafter a trialogue deal on Mobility Package 1, potentially harmful to Combined Transport, has been reached, while the withdrawal of the CT Directive amendment proposal has also been decided.

The sentiment of the Combined Transport Sector turned negative as a consequence of the numerous adverse operational developments exacerbated by the slowing economy. A growing number of Member State governments announced support schemes targeting rail freight and intermodal transport, but this could not counterbalance the downturn of the mood, which was dampened by the adverse European regulatory developments.

UIRR closely monitors the challenges that its members face and does its utmost to mitigate the negative impacts. A coordinated effort of intermodal actors and national associations will be indispensable to reverse the trend, especially amid the coronavirus pandemic and the anticipated economic crisis.

Developments to the Regulatory Framework

The Mobility Package 1 trialogue deal, which threatens many existing CT business models, should not overshadow the progress that was otherwise agreed to the regulatory framework of trucking, even if the final votes in the European Parliament and Council will only occur in 2020. On the whole, the new legislation is expected to shift the regulatory framework of land transport towards greater fairness and improved mode-neutrality.

The withdrawal of the Combined Transport Directive amendment proposal needs to be viewed in the context of the Climate Emergency Declaration and the European Green Deal, both of which are outcomes of the European Parliament elections. Accordingly, the CT Directive will be reworked and brought back in 2021, bundled together with the revision of the Rail Freight Corridor and the TEN-T Guideline regulations in a "Green Cargo Package".

The amendment of the Fuel Excise Duty Directive has also been promised for 2021, while the deliberations of the Eurovignette Directive should commence in the second half of 2020. Both are expected to contribute to correcting the imbalances that currently prevail in the regulatory framework of land transport in the EU. The designation of 2021 as the European Year of Rail on the one hand, while the coronavirus economic crisis on the other will frame the legislative work of the coming years.

2019 brought an increase in terms of intermodal tonne-kilometres - by +1.49% - that matched GDP growth



Ralf-Charley Schultze, President

Achievements of 2019

UIRR focuses its efforts on the following three areas, where considerable progress was recorded over the year:

- **Boosting the quality of rail freight:** the IM and RU contingency management handbooks, as a legacy of the Rastatt disaster of 2017, promise a more orderly management of disruptions of international scope. Major milestones were reached in the ETA-prediction and Rail Service Facility Portal development projects. Work progressed on the development of a new European timetabling, path allocation and TCR management process.
- **Achieving a fair, mode-neutral regulatory environment:** the Electronic Freight Transport Information [eFTI] Regulation has been agreed, which should reduce the administrative burden through increased digitalisation. Development of the European implementing acts that will deliver the new Regulation has already started. UIRR published the CT Digitalisation Roadmap in October 2019.
- **Enhancement of intermodal transport:** development of digital tools to support the operation of Combined Transport - including the EDIGES data message standard, the Register of Intermodal Loading Units and the revised Dangerous Goods Brochure - has been progressing on the sector's own initiative, while several Member States have offered temporary compensatory measures to support intermodal transport.

Developments of the Association

UIRR inaugurated five new members over the reporting period - CFL Terminals of Luxembourg, EastWest IL of Hungary, PIMK Rail of Bulgaria, Samskip of The Netherlands, and Terminali Italia from Italy. In other membership news: Crokombi ceased its activities, while EMT Terminal and DB Cargo Eurasia have decided to discontinue, and Amber Rail merged into GYSEV Cargo.

Equimodal joined as a new intermodal technology partner from Spain, while a memorandum of understanding has been signed with UIC, the Global Association of Rail. As of 1 January 2020 UIRR has over 70 members, partners and MoU peers, all committed to the objective of advancing the cause of Combined Transport.

Outlook and expectations

The gradually deteriorating sentiment of the European Intermodal Sector - experienced throughout 2019 - will likely be exacerbated by the coronavirus pandemic and the ensuing economic crisis during the years to come. Hopes are hinged on the increasing understanding of imbalances stemming from significant mode-based differences in the regulatory framework, which should be corrected in the spirit of fair competition, and the need to decisively address the climate and pollution challenges of our times.

The superior energy efficiency and labour productivity of Combined Transport can, on the one hand, contribute to reinforcing European competitiveness - essential in times of a global economic crisis. On the other hand, Combined Transport's low carbon footprint and minimal adverse externalities can meaningfully contribute to the underlying greening objectives.

In October 2020, UIRR will celebrate the 50th anniversary of its founding. Just as during the first five decades of its existence, so will UIRR continue in the upcoming decades to professionally contribute to delivering the policy measures and the legislative changes necessary to release the potential embedded in the intermodal system of longer distance surface freight transport. At the same time, the association will go on with coordinating sector-level initiatives to improve the efficiency and competitiveness of European Combined Transport.

Quality

Performance of Rail Freight



- Infrastructure and Railway Undertakings
- Means of addressing rail freight quality
- Impediments to rail freight operations during 2019
- Achievements of 2019

The door-to-door quality of Road-Rail Combined Transport is largely impacted by the quality performance of the mode responsible for the longest segment of the transport: rail freight. Facing the influence of political decisionmakers on the railway sector - both from the Member States and the European Union level - UIRR has been tasked by its members to help bring about positive change rooted in a solid business performance. Determining factors of rail freight quality performance from a Combined Transport perspective are listed in the 12 points below.

Infrastructure

(A) **Network parameters** - on a terminal-to-terminal basis, extending to the railway first/last mile sections as well P400 loading gauge, 22.5t axle load, uniform track speed, 750m-long trains, electric power upgrades to enable frequent 2000t trains and interoperable signalling.

(B) **Operational processes** - harmonised along the sequence of lines and between the networks belonging to a particular train path including border zones, where locomotives and/or their drivers may need to be changed.

(C) **Train paths** - capacities in the various networks should be harmonised so that train paths that may enable the uninterrupted progress of freight trains can be constructed (train paths determine the timetable speed and the progress of freight trains); capacity harmonisation should also take place from a long-term perspective based on potential market needs identified in the area of the railway line.

(D) **Traffic management** - transparent rules must be in place for traffic managers to know which train has the right of way (ideally the train on time should have the right of way) and adequate timetable reserves should be planned to enable a smooth management of delays or disturbances; bypass tracks should be built with adequate length to allow the passing of slower trains by faster ones.

(E) **Temporary capacity restrictions** - maintenance- and construction work along the lines frequently used by border-crossing freight trains should be harmonised and restrictions coordinated to make the adjustment of train paths possible in time and in order to ensure the uninterrupted progress of trains; vis major type incidents should be managed in accordance with the harmonised contingency management procedures.

(F) **Train paths** - many Combined Transport Operators employ a railway undertaking to produce the entire railway portion of the journey, and to arrange for the necessary train paths and occasionally subcontract for local traction. While some CT Operators take it upon themselves to apply for the train paths directly - to negotiate them and to hold the title to these train paths directly. As an *authorised applicant*, CT Operators can assume this role - and thus retain a greater degree of control over the rail portion of their transport services without the need to launch an own railway undertaking or to obtain a license.

(G) **Digitalisation** - IT systems should enable efficient electronic delivery and receipt of information from the estimated time of arrival to irregularity notifications and contingency management messages.

(H) **Transparency - information - benchmarking** - all information needed to assess the performance of the railway infrastructure and to efficiently interact with infrastructure managers should ultimately be compiled and presented through a single, user friendly web surface.

Railway Undertakings

(I) **Locomotives and rolling stock** - while many Combined Transport Operators invest own intermodal wagons, to ensure guaranteed access to essential rolling stock, very few find investment into locomotives worth the risk. Other business models are built on wagons rented from railway undertakings. More and more Combined Transport Operators obtain the ECM (Entity in Charge of Maintenance) certification - needed to maintain full control over rolling stock. Yet there are few, who employ locomotive drivers. Road-Rail Combined Transport will always depend on freight railway undertakings.

(J) Locomotive drivers and other expert staff - locomotive drivers are a key human resource provided uniquely by railway undertakings. RUs ensure that drivers hold the necessary certifications and training needed to drive freight trains. Wagon inspection is another important service provided by railway undertakings, which is crucial for safety and to assume the liability for a train.

(K) Digitalisation and open data - extensive volumes of data - such as shipping documents, technical information for railway operations, information related to the cargo carried - accompany each freight train. Moreover, each freight train generates a substantial volume of crucial information during its movement. It is essential that every actor, who collaborates to produce a door-to-door CT chain is adequately informed including the consignor and the recipient of the shipment. The data and information in question determines the efficiency of asset utilisation and also the quality of service and reliability. The ability to send and receive digital data is equally important to the willingness to share all information.

(L) Benchmarking - the marketplace for rail freight services is one open to competition. In order for buyers of rail freight services, such as Combined Transport Operators, to make the best purchasing decisions they should have access to an extensive range of performance data. Equally, every rail freight actor should have access to reliable benchmarking information to support their own quality performance enhancement efforts.

Means of addressing rail freight quality

UIRR participates in the work of EU- and rail freight corridor-level working groups, which focus on the daily challenges of the aforementioned 12 components of rail freight quality performance. The association gathers data through its members, then analyses and presents it to the European Commission and other policymakers.

European projects are also a key means by which to address the issues of quality performance. Through these activities, the European Combined Transport sector actively and constructively shapes the factors that determine the quality output of the European rail freight sector.

Impediments to rail freight operations during 2019

The year begun with a major accident on the Great Belt Bridge in Denmark. The disruption was prolonged by the need to investigate the cause and to upgrade safety procedures. The Joint Network Secretariat, a crisis resolution body coordinated by the European Union Agency for Railways, led the effort through its urgent procedure that, together with the Danish Rail Safety Authority and the collaboration of the sector, resulted in an efficient resolution of the disturbance. Regrettably it caused several weeks of traffic suspension to and from Scandinavia.

Freight transporters share most of the lines on which their trains run - on the European railway network - with passenger trains in what is called mixed use operation. During the past year a lot has been done to improve the operational punctuality of passenger trains also related to the promotion of passenger rights - a key European Union initiative supported by the S&D group in the European Parliament. I have been active in the passenger trains through initiating the free Inter-rail travel for 18-year-old young Europeans that has become the Discovery Europe Programme. This legislative term I also act as the Vice-President of Rail Forum Europe.

Legislative attention towards rail freight was, regrettably, not so much in the focus. The European Commission uses a modal and segment-based method when proposing European legislation. Accordingly, rail freight will return to the forefront of the European Parliament's attention in 2021 when the revision of the Rail Freight Corridor Regulation is scheduled to arrive.

The members of the Transport and Tourism Committee are nevertheless aware of the difficulties that result in an inconsistent punctuality performance of rail freight. Improvements should emerge through the increasing spread of ERTMS and other infrastructure investments supported through the CEF Transport programme - strongly favoured by the European Parliament. The revision of the TEN-T Guidelines next year will provide a good opportunity to reinforce the infrastructure needs of rail freight.

ISTVÁN ÚJHELYI
*Deputy Chair,
Transport and Tourism
Committee of the European
Parliament*



The S&D group recognises the role intermodal rail plays in drawing new types of cargo to be carried in freight trains. The ability of electrically powered transcontinental intermodal trains to replace expensive air freight in the trade with China has been amply proven through the record number of trains that arrived in April 2020 with equipment to support the fight against the coronavirus pandemic. Opening additional doors on the rail infrastructure, such as the new gauge-changing terminal to be constructed in Fényeslitke on the Ukraine-Hungary border, will be equally important.

Digitalisation will not only bring technology but also streamlined and coordinated processes to rail freight, which will result in quality improvements through enhanced train path allocation, timetabling, traffic management and the prediction of the estimated time of arrival (ETA). The European Parliament will continue to think of rail freight and keep in mind its role in supplying citizens with the things they need, as well as serving the competitiveness of the European economy.

Natural disasters, a landslide and flooding in France and windstorms in Germany have extensively disturbed rail freight traffic. The International Contingency Management Handbook of rail infrastructure managers was triggered on several occasions and the procedures described therein played an instrumental role in the effective management of the disturbances. European rail freight undertakings have also adopted a mirroring EU-level contingency management handbook that will make future mitigation efforts even more effective.

After three months of railway strikes in 2018, rail strikes again heavily disrupted rail freight operations in France during 2019. Rail freight along three rail freight corridors, the NorthSeaMed, the Atlantic and the Western section of the Mediterranean, was adversely impacted - undermining reliability and causing excessive additional costs not only to cross-border but also to domestic rail freight services. UIRR has been an active participant in the crisis communication efforts on behalf of the deeply affected Combined Transport sector.

Achievements of 2019

The heightened pace of rail infrastructure investments, maintenance and developments works, which has been increased by about 50% over the past 5 years and is nearing €50

billion annually, continued in 2019. More works, which regrettably continue to be inadequately coordinated between the various infrastructure managers, negatively impacted rail freight quality. Nevertheless, once the improvements are completed, these works promise to deliver a better performing rail infrastructure.

The first phases of two European projects, the ELETA project and the Rail Service Facility Portal development project, have been successfully completed during the year. Preparations for the second phase of both activities have begun almost instantly. UIRR is working on a specific task that will be one of the three main tasks of the ELETA 2.0 project, which should deliver a best practice guideline on the holistic way of measuring and reporting quality performance. The aim is to establish an indisputable way to quantify the operational progress of a freight train, including the relay of the accompanying data and information exchanges that will result in effective quality improvement action.

Several European rail freight corridors began experimenting with new initiatives to improve their functioning, which is expected to positively impact the quality performance on their lines. This includes enhanced communication with stakeholders, an experimental oversight of traffic management and intervention in case of disturbance, as well as new ways to construct better performing corridor train paths.

The mission of the OptiYard (Optimised real-time yard and network management) project, funded by the Shift2Rail program, was to improve the capacity and service reliability of yard operations by providing an optimized decision support system.

Started in October 2017, the consortium of 13 partners, coordinated by UIC, has successfully completed its work in September 2019 with the final conference in Paris. It was the opportunity to share the results of the two case studies (Trieste Campo Marzio, Italy and Česká Třebová, Czech Republic) and to share the prospects of innovation initiated by the project.

UIRR was responsible for the coordination of the two selected demonstrators: intermodal transport with the marshalling yard in Italy and single wagon load traffic with the Czech case. The operators of both marshalling yards have tested and validated the developed simulation and optimization modules during 2019.

More information on <https://optiyard.eu>



The Electronic exchange of Estimated Time of Arrival 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 ELETA- coordinated by UIRR and Koninklijk Nederlands Vervoer (KNV) - brought together UIRR member Combined Transport Operators Hupac, Kombiverkehr, LINEAS, Mercitalia Intermodal, Novatrans and Rail Cargo Operator to demonstrate a solution devised by the IT service providers of the project - HaCon and Synfioo - over 22 relations with the intense support from Rail Net Europe as the main data provider.

The project successfully aided the validation of the algorithms developed to reliably predict the estimated time of arrival of cross border freight trains. The results were presented at a well-attended conference held in Brussels in November 2019.

More information on www.uirr.com



The project objective is to develop an efficient, user-friendly, single online source for information about rail service facilities that are covered by the Implementing Regulation on Access to Rail Service Facilities. The aim is to satisfy at the same time the data disclosure requirements defined in various legislative texts, as well as to satisfy the business-related information needs.

The consortium, which includes UIRR, has successfully developed a web portal that enables efficient legal and business compliance for service facility operators. Since May 2019, facility operators are invited to publish their facilities and services directly on the portal. An interim governance board has been set up in July 2019 under the chairmanship of DG MOVE. The candidates for the daily portal management, RNE and UIRR, have started to elaborate the outlines of their partnership.

The portal can be viewed under <https://railfacilitiesportal.eu>



RAIL
FACILITIES
PORTAL

The ETA4Rail Action, co-funded under the CEF programme, includes several highly interconnected initiatives on applied data sharing based on the European Train Information System (TIS), managed and maintained by RailNetEurope (RNE).

The Action, coordinated by RNE, follows up on recent work done on data sharing and ETAs, under the supervision of the so-called ETA-Taskforce, consisting of representatives of the sector, the EC and Ministries. The major topic is the combination of train composition messages and real-time train information with the aim to transform the HERMES30 v2 into a TAF TSI-compliant message. Two additional important aspects, coordinated by UIRR, will be the improvement of train running forecasts based on smart ETA algorithms and the connection of three selected terminal operators to the RNE TIS system with the objective to adapt the currently used EDIGES into a TAF TSI-compliant messaging format. The last topic, under the leadership of the RFC Rhine-Alpine, is an assessment of the feasibility of a Collaborative Decision Making (CDM) approach as used in the airport sector.

ETA4RAIL

Mode-Neutral Regulatory Environment



- The regulatory dimension of surface transportation
- Mobility Package 1
- The Electronic Freight Transport Information Regulation

Intermodal transport, which is a transport solution that combines different transport modes to perform a single goods transport operation, is an alternative to unimodal, door-to-door trucking. The intermodal alternative can only be competitive if the costs of every mode of transport reflect the totality of resources needed to operate them - including charges for the use of the transportation infrastructure and every externality associated with their functioning.

The mission of UIRR requires that the association advocates for competition based on technical merits and management excellence. Subsequently, competition in the longer distance surface freight transport market should not be based on any kind of regulatory advantage. UIRR must raise its voice if regulations distort fair competition.

Combined Transport competes in the longer distance surface freight transport segment. The table below shows the complex relation of the different surface transport markets and their infrastructure and regulatory relations.

SURFACE TRANSPORTATION			
 Freight		MARKETS	
		 Passenger	
Longer Distance Segment (300km +) - Trucking - Rail freight - Barges - Coastal Navigation Vessels - Combined Transport	Short-Distance Urban Segment (less than 300km)	Short-Distance Urban Segment (less than 50km)	Longer Distance Segment (50km +)
SEGMENT-SPECIFIC INFRASTRUCTURE			
Sea- and Inland-Ports		Train Stations	
Transshipment Terminals		Bus Stops	
Logistics Centers		Passenger Ports	
JOINTLY USED INFRASTRUCTURE, ROAD, RAIL, WATERWAYS			
Technical standards			
Rules of access			
Charging			
REGULATIONS			
Labour rules			
Safety requirements / dangerous goods			
Environmental aspects: noise, emissions			

The regulatory dimension of surface transportation

The graphic on the preceding page depicts the surface transportation and its various markets and segments. The challenge when creating a regulatory framework is which aspects to regulate in a mode-specific approach, which on a segment basis with which for the entire market. The aim should be the creation of a fair, competitive market-place, where neither mode nor segment enjoys a regulatory benefit over another. Or, if they do, this should be done transparently with offering the reasons and conditions for an explicit regulatory preference.

UIRR argues that naturally horizontal aspects such as digitalisation or infrastructure, be it jointly used or sector-specific, as well as legal topics such as rules for safety, the environment or customer-protection should be addressed in mode-neutral horizontal legislation.

Regrettably, there are very few examples for horizontal legislation either on an EU-level or within Member States. Ministries of transport, or the European Commission's Directorate General for Transport (DG MOVE), are organised on a transport modal basis with departments for road transport, railway transport and waterway transport. Regrettably, transport legislation is also devised on a modal basis. The different modal legislations addressing similar aspects of the different modes of transport are typically tabled for revision, change or policy-setting separately from one another, divided in time by several years. This practice of law-making makes the creation of fair, mode-neutral legislation especially challenging.



train driver

50 for up to
trucks

**Large volumes
can be transported
by just a few people.**



Transport brings our four freedoms to life and by combining them, our Single Market is forged. Bringing unprecedented opportunities to citizens and businesses while creating an open and prosperous Europe. And Combined Transport, as the sophisticated offspring of single modes of transport, promises to unlock the full potential of ship, rail and road transport by putting every mode to its best use.

Obviously, the flip side is that every logistic chain is just as good as its least reliable and most bureaucratic link. Therefore, every Combined Transport operation has to overcome quite a few obstacles; more in comparison to any single mode of transport - both artificial and protectionist obstacles, in the view of the EPP group. They range from vehicles, to inter-modal loading units, to the very infrastructure itself, incomplete digital registers, inadequate telematic applications, disadvantageous traffic management and an almost 30-year-old directive, to name just a few.

Hence, there is an overall agreement between the institutions and groups that decisive action is needed. The goal to make Combined Transport attractive is shared by all, nevertheless, the preferred solutions differ greatly. We as the EPP group believe in a slim and balanced regulatory environment to enable fair competition. However, the competition has to be within a mode of transport and not between different modes

of transport. Every mode has its advantages and disadvantages. Therefore, Combined Transport should be an obvious choice for long range transport - sadly, for a good part, only in theory. In practice the combined disadvantages of the modes often outweigh their combined advantages.

Unsurprisingly, the demands for subsidies are not in short supply, but they will not do the trick, since reliability, flexibility and easy access are key variables as well. The EPP group is committed to use the upcoming and reworked proposal of the CT directive to drastically improve the environment for Combined Transport. We are looking forward to making a huge step towards the completion of our Single Transport Area - to the benefit of citizens, companies and the environment.

BARBARA THALER

*EPP Deputy Coordinator,
Transport and Tourism
Committee of the European
Parliament*



Mobility Package 1

The Juncker Commission submitted proposals to fundamentally reform the regulatory framework of road transport in 2017 in what has become known as the Mobility Packages. Mobility Package 1, containing the rules for access to the market, access to the profession as well as working rules and the Posting of Transport Workers Directive, has come close to completion in early 2020.

The triilogue negotiations delivered a sour surprise to the European Combined Transport sector as a new paragraph was inserted by the triilogue negotiators into the Access to the Road Transport Market Regulation (1072/2009), which empowers Member States to unilaterally suspend the application of Article 4 of the CT Directive (92/106) on their territory.

Article 4 spells out the legal equivalence between a cross-border road haulage and the cross-border Combined Transport operation that corresponds to it. By using this new provision, Member State governments could heavily disrupt existing Combined Transport services. UIRR strongly advises that Member States exercise restraint if ever applying this provision.

The Electronic Freight Transport Information (eFTI) Regulation

The new Electronic Freight Transport Information (eFTI) Regulation is well advanced towards being voted into law, making it the most notable legacy of former Transport Commissioner Violeta Bulc. The eFTI Regulation obliges all competent public authorities to accept proof of compliance with legal requirements in the form of electronic information provided by transport actors through certified platforms.



The European Commission uses the Digital Transport and Logistics Forum (DTLF), a collaborative platform with the transport sector, economic actors and Member States, to develop 4 implementing regulations that will define the framework for how the objective of the Regulation is to be delivered. The eFTI Regulation will give a new impetus to digitalisation projects throughout the entire European freight transport sector.



The overall objective of the H2020 project AEROFLEX is to develop and demonstrate new technologies, concepts and architectures for complete vehicles with optimised aerodynamics, powertrains and safety systems, and flexible and adaptable loading units with advanced interconnectedness contributing to the vision of a “physical internet”.

UIRR’s main role in the project consortium is to ensure the compatibility of the technical solutions devised by the AEROFLEX partners for intermodal transport. With the collaboration of CFL, UIRR will coordinate an intermodal test between Luxembourg and France to demonstrate that the innovative craneability and the aerodynamic features fitted on the semi-trailers are fully interoperable with different types of railway wagons (both horizontal and vertical techniques) and can be safely transported during a railway journey in all types of configuration. The test shall be performed in the first trimester of 2021.



Started in April 2019, FENIX (European Federated Network of Information eXchange in LogistiX) is a 3-year-long Connecting Europe Facility project aiming to support the development, validation and deployment of the digital information systems along the EU transport Core Network. It will develop a European federated architecture for data sharing in the form of digital corridor information systems serving the European logistics community.

The consortium, coordinated by Ertico (Belgium), consists of 43 beneficiaries, 2 Member States and 23 implementation bodies. The 11 selected pilot sites will roll out in 9 European countries. UIRR is partner of the Dutch pilot site on intermodal transport and will contribute to the development of various IT services related to terminal operations (ILU-Code Register) and lead the use case 3 on eFTI (freight data exchange with authorities). More information on <https://fenix-network.eu>

Enhancement of Intermodal Transport



- Standardisation
- Own initiatives of the intermodal sector

Intermodal transport is a freight transport solution where the cargo transported is held in an intermodal loading unit from the point of origin to the destination and is carried by at least two different modes of transport. Intermodal transport offers the most efficient connection between the various transport modes used to complete a single transport assignment. The unique properties of each modality can only be exploited this way. Combined Transport is the form of intermodality where a conscious effort is made to minimise the use of the transport mode, which operates with the greatest external costs: road haulage.

Intermodal transport is the youngest of surface transport solutions that operate in Europe. It has a history of little more than five decades. While Combined Transport gradually became responsible for more than half of rail freight, intermodal transport is still not understood by many. Neither the benefits it offers to society, nor the conditions of regulatory fairness and mode-neutrality. Therefore, UIRR engages extensively in delivering the facts of intermodal transport to economic actors, the general public and their policymakers.

In 2019 UIRR and its members devoted substantial resources to the mission of disseminating information about intermodality and Combined Transport. Economic actors - shippers, consignors, logistic service providers - are targeted

through conferences, exhibitions and publications. Regional conferences such as the Nordic Seminar in Scandinavia, the Jornada Intermodal Conference on the Iberian Peninsula and the Eastern Europe Intermodal Summit in Bucharest, as well as Interreg projects such as COMBINE in the Baltic Sea Region or COMODALCE in Central Europe are used to bring intermodality closer to local economic actors.

Print and social media outlets, journalists and non-governmental organisations are instrumental in informing the public and policymakers. Most recently short videoclips are also used through social media platforms to disseminate the facts about intermodal and combined transport.



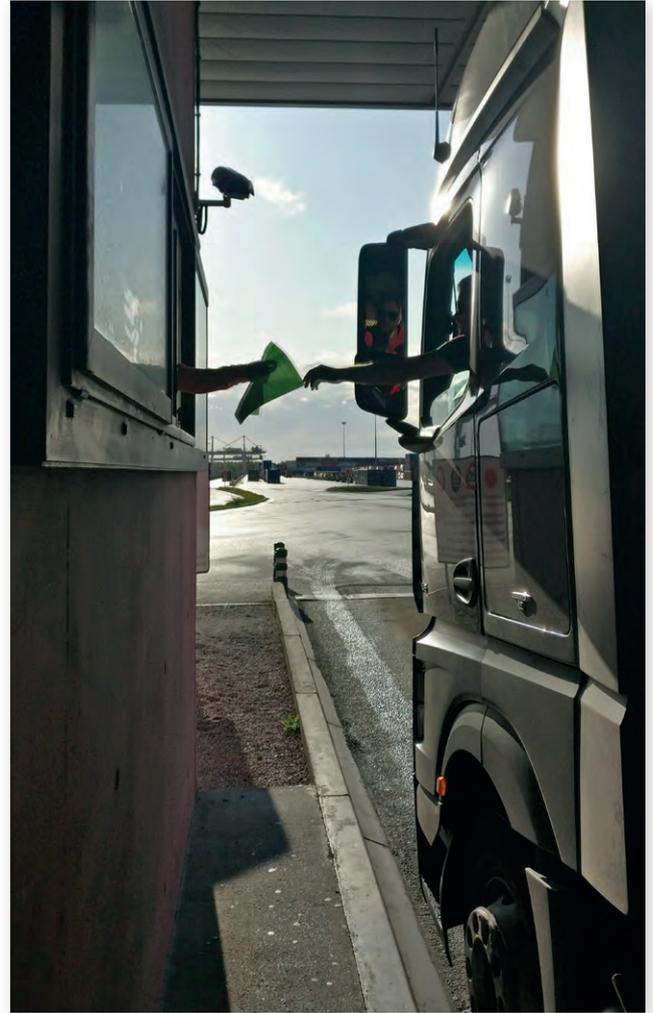
Standardisation

Being more complex than the unimodal alternative, well-functioning intermodal transport requires extensive standardisation. It is undeniably the simplest to hire a truck, load the cargo onto it and then send the shipment to its destination - much like a taxi. However, unimodal transport cannot offer an optimal performance from an environmental, climate, safety and economic- and labour-efficiency perspective, if the distance to be covered is longer than 300km .

Standardisation is not limited to technical aspects but must also extend to operating rules in the various countries. Besides the European agencies responsible for standardisation - such as the European Union Agency for Railways (ERA) or CEN/CENELEC - a major role is played by the UNECE and OTIF from a Pan-European perspective, accompanied by sectoral bodies like UIC, RailNetEurope (RNE) and UIRR.

The Intermodal Task Force that was run by ERA produced an Implementation Report in 2019, which describes the changes required from an intermodal perspective to TSIs that govern interoperability and safety on the European railway network. The corresponding revision of several TSIs is subsequently under way in close cooperation with UIRR. The revision of EN13044, as well as other standards related to intermodal loading units are in progress with UIRR's expert contribution at CEN/CENELEC/TC119).

The intermodal sector is also an active participant to the development of Pan-European standardisation contained in multilateral agreements, like COTIF. And UIRR is a regular contributor to standardisation efforts undertaken by UIC and RNE, besides own-initiative projects such as the EDIGES data message standard.



European Commission's proposal on Combined Transport gave a drive to the importance of intermodal transport within the Mobility Package II. Moreover, at the stage where everything is focused to combat COVID-19 and its consequences the commitment for the intermodality becomes essential. Rail, Air, Road and Maritime transport are suffering from the crisis and the only solution to get out from this situation will come if we act together, building a more sustainable and digital transport, focused on the need of a recovery plan linked directly not just to transport infrastructures but also to transport industry.

A recovery plan based on the Green Deal, Digitalisation and Resiliency that will lead us to a new mobility model where we should use all our transport sectors' resources and benefits to maximise better our challenges. We need to see it as an opportunity for the future: improving the monitoring of eligibility and enforcement conditions and analysing the effectiveness of incentives for intermodal transport. The already fixed goal on reaching 30% of road freight over 300km shifted to other modes of transport such as rail or waterborne transport by 2030 and more than 50% by 2050 in order to optimise the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes, continues being a priority.

However, for the good functioning of the intermodality the big challenge is to finish the construction of our TEN-T networks

**IZASKUN BILBAO
BARANDICA**

*Member of the Transport
and Tourism Committee of
the European Parliament
(Renew Europe Group)*



that will show us a real European subway combining road, rail and maritime transport. We have lost precious time and we cannot afford it. A multimodal, digitised, decarbonised and accessible system is the future.

The vote in July 2020 plenary on the agreement reached on the regulation on electronic freight transport information (eFTI) is a good step forward to ask for more digitalisation in the transport sector that will ease the exchanges between economic operators and administrations.

The revision of the Combined Transport Directive in the frame of the Green Deal will be a key point to deepen in the needs of each multimodal sectors and the emergency of new business models.

Own initiatives of the intermodal sector

Dangerous goods brochure + the RID portal: UIRR published the latest update to its Best Practice Guidelines for Dangerous Goods transportation.

- Work continues on the UIRR RID Portal, which will present all relevant information in a user-friendly digital form. The portal will feature a webshop for RID labels.

Digitalisation is an important contributor to productivity, as it is a significant mitigator of complexity. UIRR coordinates several initiatives in the sector to support daily operations:

- EDIGES: the soon-to-be TAF TSI-compliant data message format to connect the EDI systems of intermodal actors.
- ILU-Code + ILU Register: UIRR has been appointed the Administrator of the ILU-Code, which entails the issuance of the ILU-Code owner-keys, the management of the ILU-Code Register and the www.ilu-code.eu portal. The renewed ILU-Code portal is scheduled to debut in late 2020. A register of intermodal loading units will form part of the new portal. It will contain the codification data of each loading unit based on actual ILU-Codes. The Register will be a source of important data for terminal operating systems (TOS).

- Register of Infrastructure (RINF): a database developed by ERA with the contribution of UIRR. This will be a comprehensive database of the physical parameters of the European railway network aiding the design of intermodal trains by offering reliable data on such features of each line as maximum allowed axle load or the loading gauge.
- Wagon Register: a database that will contain the type-specific data of each wagon class. The development is an initiative of UIRR's peer association UIP. The wagon data, when combined with the ILU-Register and the RINF data, will enable an enhanced train load planning.



COMBINE

The COMBINE project, funded by the Interreg Baltic Sea Region (BSR) Programme, aims at enhancing the share of combined transport (CT) in the Baltic Sea Region to make transport more efficient and environmentally friendly. The COMBINE project is led by Port of Hamburg Marketing and implemented together with 14 partners from Belgium, Denmark, Germany, Finland, Lithuania, Latvia, Poland and Sweden.

COMBINE follows a comprehensive transport service-related approach to strengthen all parts of the transport chain: main leg, terminal handling and last mile. With the support of UIRR, a detailed benchmark terminal analysis was initiated with the aim to better comprehend the current handling processes (e.g. semi-trailers) and the legal context (ownership, operational). In addition, UIRR coordinated the activities regarding the analysis of the funding schemes and of the non-financial support measures in the BSR.

More information on www.combine-project.com



ICONET

ICONET, a 30-month project funded by the EU's H2020 program, will significantly extend the state-of-the-art research and development around the Physical Internet (PI) concept. The ICONET Proof of Concept will be deployed, tested, refined and extended in four industry-driven PI living labs (PI Hub, PI corridor, e-Commerce and Warehousing).

UIRR is the coordinator of the Living Lab 1 whose objective is to create the foundations of a potential PI Hub in the area Port of Antwerp. The potential PI services such as simulation, optimisation, encapsulation, re-routing, tracking, will be designed in the context of the Rail Traffic System, currently under development by the Antwerp Port Authority for all railway actors active in the port (terminal operators, railway undertakings, Combined Transport operators, end customers).

More information on <https://www.iconetproject.eu>



PLANET, coordinated by Inlecom Group Ltd and co-funded under the H2020 research program, addresses the challenges of (1) assessing the impacts of emerging global trade corridors on the TEN-T network and (2) ensuring effective integration of the European context into the Global Network by focusing on two key R&D pillars: a geo-economics approach, modelling and specifying the dynamics of new trade routes and their impacts on logistics and an EU-Global network enablement through disruptive concepts and technologies aligned to the DTLF concept of a federated network of T&L platforms.

UIRR is responsible for the legislative analysis, industry consultation, living lab demonstrator and dissemination. The project will be officially launched in June 2020 and it will complete its mission over a 3-year period.

About UIRR



- UIRR’s mission and Organigramme
- Highlights of 2019
- UIRR today
- UIRR CEO’s Intermodal Study Tour & IANA 2019 visit

UIRR is the European industry association of Combined Transport. The association binds together Combined Transport Operators, Transshipment Terminal Managers, technology producers and various associations committed to coordinate the development of intermodal freight transport in Europe. UIRR also builds numerous bridges towards shippers, stakeholders of related transport modes and operators of different types of transport infrastructure.

UIRR’s mission

UIRR, the industry association for the advancement of Combined Transport in Europe, aims to achieve its mission of **growing the pie on the basis of competition founded in technical merit and management excellence, as well as facilitating cooperation of intermodal actors** through focusing on the following three areas:

- Quality performance of rail freight
- Fair and mode-neutral regulatory framework
- Enhancement of Combined Transport

The association’s six interest groups and the attached collaborative platforms for partners, as well as the national peer associates of UIRR, focus on these concerns during their activities.

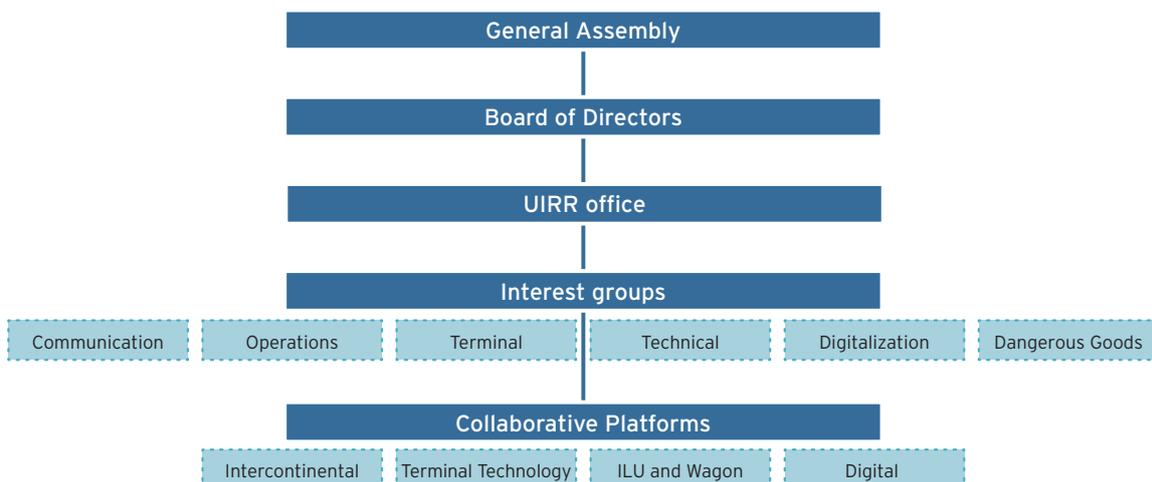
Two members of the Board of Directors, Marco Gosso and Rainer Mertel, have retired from their UIRR member employers, and therefore had to be replaced for the final year of the Board of Directors’ three-year mandate. The two new members are Andrea De Bernardi and Andreas Kraus.

The entire UIRR Board of Directors will be up for re-election in May 2021.



Irmtraut Tonndorf; Ralf-Charley Schultze, President; Thibault Fruitier, Vice Chairman Ben Beirnaert; Andrea De Bernardi; Andreas Kraus; Christopher Müller

Organigramme



Highlights of 2019

January: CEN TC119 kick-off meeting for the revision of the EN13044 (ILU) standard; COMBINE Project kick-off meeting. UIRR position paper on Council position on the CT Directive.

February: European Commission conference on Multimodal Transport - to close the European Year of Multimodality.

March: JNS Urgent Procedure begins on Great Belt Bridge accident; European Parliament plenary votes in favour of the CT Directive amendment.

April: Digital Transport Logistics Forum plenary on eFTI implementing regulations; TAF TSI revision group meeting; ICONET project meeting.

May: UIRR annual Ordinary General Assembly and European Commission consultation; European Parliament Elections; Jornada Intermodal Conference.

June: UIRR at Transport Logistics Expo in Munich; JNS Normal Procedure on Great Belt Bridge accident begins.

July: first meeting of the newly elected European Parliament and publication of UIRR's Transport Policy Expectations paper;

August: UIRR Nordic Intermodal Seminar and consultation with the Danish Minister of Transport.

September: OptiYard Project final conference; IANA Intermodal Expo and UIRR North America Study Tour; East Europe Connected - intermodal conference

October: GNTC Journée du Transport Combiné conference; Digital Transport Days Conference; release of the UIRR Intermodal Digitalisation Roadmap

November: new European Commission takes office; ELETA Project final conference; SGKV Terminaltag Conference; UIRR ILU-WAG Platform meeting.

December: European Green Deal announced including the withdrawal of CT Directive amendment; Mobility Package 1 trialogue agreement delivers surprise limitation of Article 4 of the CT Directive.



The UIRR team - from left to right: Mateusz Nowak, Digital Project Officer, Ákos Érsek, Chief Policy Advisor, Ralf-Charley Schultze, President, Pekiye Biçici, Assistant to the Management, Eric Feyen, Technical Director, Mattia Liseri, Project officer

UIRR today

During the reporting period 2019-20 UIRR has been reinforced by:

New members: CFL Terminals of Luxembourg, East-West Intermodal Logistics of Hungary, PIMK Rail of Bulgaria, SAMSKIP of The Netherlands and Terminali Italia of Italy.



Equimodal of Spain has become the newest partner of UIRR, while UIC and UIRR have signed an MoU.



As of January 2020, UIRR had 40 members from 17 European Countries. UIRR formally recognizes 16 technology partners, while Memoranda of Understanding have been concluded with 16 peer associations.

UIRR, the Administrator of the ILU-Code

UIRR has been appointed as the Administrator of the ILU-Code in the EN13044 standard. The www.ilu-code.eu portal has been duly launched, while the dissemination of ILU-Code owner-keys have begun in July, 2011.



By the end of 2019 the European intermodal market has been 99% compliant with the ILU-Code marking regime, thereby enabling a meaningful advance in digitalisation.

UIRR is now actively participating in the currently ongoing revision and updating of the EN 13044 standard. The renewal of the ILU-Code portal is simultaneously under way. ILU-Code services will be extended by an ILU-Register, which will list codification plate data and tare weight information according to the particular ILU-Code of each intermodal loading unit.

UIRR CEO'S INTERMODAL STUDY TOUR TO NORTH AMERICA AND VISIT TO THE IANA EXPO 2019



UIRR Galaxy

PARTNERS



COLLABORATIVE PLATFORMS
UIRR OPERATORS



GOVERNMENTAL BODIES

MoU PEERS



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT



European
Logistics
Platform



INDUSTRY ASSOCIATION PEERS



50-year timeline

UIRR, the industry association of European Combined Transport, will celebrate the 50th anniversary of its founding in October 2020.

1970

FOUNDING OF UIRR

UIRR has been founded on 23 October 1970 in Munich in the context of the second international transport exhibition that took place there that year. The founding member companies were ASG - acquired by DHL Deutsche Post in 1999 (Sweden), Hucketrans - presently Rail Cargo Operator (Austria), Hupac (Switzerland), Kombiverkehr (Germany), Novatrans (France), Trailstar - presently Hupac Intermodal (Netherlands) and TRW - presently LINEAS (Belgium). The members organised unaccompanied Combined Transport using swap bodies and semi-trailers: at that time domestic traffic represented around 230,000 shipments, and there were only 17,000 shipments that were forwarded across borders. The mission of UIRR was to coordinate the national Combined Transport Operators, including the coordination of services and the co-production of trains.



ADOPTION OF THE FIRST ISO STANDARD ON CONTAINERS

The standard by the International Standards Organisation (ISO) sets out the dimensions of general purpose freight containers, also known as ISO containers.

1975

DIRECTIVE 75/130 OF THE EUROPEAN COMMISSION ON THE PROMOTION OF COMBINED ROAD-RAIL TRANSPORT

The European economy suffered the oil shocks, which deeply impacted through dependency on imported oil, as well as recognizing the increased role of containers in intercontinental trade. The members of the European Economic Area decided that more intermodal rail transport was needed. The concept of the shortest road legs combined with the longest non-road legs was invented and Combined Transport was given a preferential status.

247.000

1972

FIRST INTERNATIONAL ROLLING ROAD (ROLA) LINKS

Accompanied Combined Transport, where complete trucks together with their drivers are transported by rail, is introduced between the cities of Cologne and Verona.



Jean-Claude Chapeau (Novatrans)



Dr. Ing. Johannes Nicolin (development of intermodal wagons)

1973

DEVELOPMENT OF THE FIRST POCKET WAGON

In cooperation with railway undertakings, the German, French and Swiss representatives of the UIRR Technical Commission developed the pocket wagon, which makes possible the rapid vertical transshipment and easy carriage of semi-trailers by rail - using unaccompanied Combined Transport.



UIRR TRAFFIC DEVELOPMENT (in number of consignments) - (data-series)



Edmond Renaud



Heinrich Steinhardt



Pietro Ris



Florent de Vos

Dr. Ing. Klaus Lange (Deutsche Bahn)

Jean-Claude Bru (SNCF)

The association, which was started by 7 Combined Transport Operators, today binds together over 70 Operators, Transshipment Terminal Managers, technology producers and various national and global associations committed to the development of intermodal freight transport in Europe.



Hans-Peter Rheindorf
(technical developments,
Kombiverkehr)



Hans Wenger
(founding-CEO of Kombiverkehr)

1988

OPENING OF THE UIRR LIAISON OFFICE IN BRUSSELS

The enlargement of the European Union and an increased role for Combined Transport has coincided with the beginning of the legislative process to liberalise the EU freight transport market. UIRR members achieved 1 million consignments.



Martin Burkhardt organised the opening of the UIRR Liaison Office in Brussels.



1983

THE MONTBAZON AGREEMENT

International Agreement signed between UIRR and European railway undertakings to establish the technical and operating framework for Combined Transport.

500.000

1.000.000

1984

UIRR GENERAL TERMS AND CONDITIONS

European-level General Terms and Conditions were introduced, harmonising the responsibilities and liabilities in border-crossing Combined Transport between the CT Operators and customers.

1987

FIRST ARTICULATED WAGONS

Articulated wagons, where three bogies are enough to support two platforms capable of carrying two semi-trailers or 45-foot containers, were first introduced.

1981

MODERN ROLLING ROAD WAGONS

Hupac and Kombiverkehr introduced 240 wagons with a length of 19m for RoLa (payload of 38t and later of 40t). That same year, UIRR members' traffic performance reached 500,000 consignments.

1986

INCREASED IMPETUS TO VERTICAL TRANSHIPMENT

With the growth of volumes, transshipment terminals are increasingly shifting to using rail mounted gantry cranes, which enabled a quality jump in the efficiency of transshipment between the various transport modes.

THE FOUNDING OF INTERUNIT

The branded collaborative platform of railway undertakings represented by UIC and UIRR CT Operators to promote Combined Transport and to jointly develop operational practices and technical standards.



Willem H. Gerlach



Giulio Valera



Jean Mathieu



Rolf Posselt



1990

DECLARATION OF BRUSSELS

An agreement signed by UIRR, Inter-container and the railway undertakings of INTERUNIT to clarify the “continental” and “maritime” Combined Transport market segments.

1992

DIRECTIVE 92/106 ON COMBINED TRANSPORT AND THE PACT PROGRAMME (PILOT ACTIONS FOR COMBINED TRANSPORT)

UIRR transforms itself abandoning the coordinative functions that it pursued until the liberalization of the market. The association becomes an expert in PACT projects.

1991

CHANGE OF THE ASSOCIATION

UIRR becomes a co-operative under Belgian law with its head office in Brussels, beginning to function as the industry association of Combined Transport, allowing it to offer more services to its member companies.

Cross-border Combined Transport traffic exceeds national traffic for the first time.



1997

NEW ARTICLES OF ASSOCIATION

As a final step to complete the transformation of UIRR the association becomes open to all European CT operators. The status of associated member is created.

THE “CESAR” PROJECT

The EU-funded CESAR project develops a standardised IT interface between CT operators and customers.

2003

MARCO POLO PROGRAMME

The Marco Polo Programme aimed at taking goods off the road and putting them onto more environment-friendly modes of transport. UIRR supported the programme and participated in several projects.

2000

30TH ANNIVERSARY OF UIRR

The 2-million consignment milestone is reached.



2.000.000

2004

FOUNDING OF THE CESAR INFORMATION SERVICES (CIS)

The CIS company is created by the CT operators Cemac

- presently Mercitalia Intermodal (Italy), Hupac (Switzerland), Kombiverkehr (Germany), Novatrans (France) with the participation of UIRR. CESAR provides a logistical tracking service and works for customers of European Combined Transport.



1995

UIRR DATA MESSAGE

UIRR CT Operators agree the UIRR Data Message Format to enable digital exchange between Operators. UIRR issues the necessary customer- and terminal-codes.

1998

REVISION OF THE UIRR GENERAL TERMS AND CONDITIONS

CT operators take on more responsibilities towards customers



Eric Peetermans (SNCB)



Marcel Verslype (European Railway Agency)



Pietro Ris



Eugenio Belloni



Werner Külper



Herbert Reul

2011

DISTRIBUTION OF THE ILU-CODE BEGINS

UIRR launched the www.ilu-code.eu website and began distributing ILU-Code owner-keys to enable the standardised marking of European intermodal loading units - an essential prerequisite to digitalisation in the intermodal sector.



ILU-Code

2019

UIRR DATA MESSAGE UPDATED TO EDIGES

The EDIGES format is to replace the UIRR Data Message Format.



15-YEAR-OLD CESAR INFORMATION SERVICES UPDATED

The functionalities and user-interface of CESAR were substantially updated.



2017

A HISTORIC RECORD OF 4 MILLION CONSIGNMENTS WAS ACHIEVED

UIRR members transported 4 million consignments (8 million TEUs) within a single year.

3.000.000

4.000.000

4.500.000

2010

40TH ANNIVERSARY OF UIRR

The 3-million consignment threshold is reached.



ILU-CODE

EU Member States in CEN voted for the new standard EN13044, which created the ILU-Code identifier for European intermodal loading units and named UIRR as the Administrator of the ILU-Code.



Dr. Christoph Seidelmann

2014

NEW ARTICLES OF ASSOCIATION

UIRR opened the association to accept membership of Transhipment Terminal Managers. The "Partner" designation was created to formalise the collaboration with the providers of intermodal technologies. The association has begun signing Memoranda of Understandings with Peer associations - 'MoU Peers' - that shared UIRR's mission.



2020

50TH ANNIVERSARY OF UIRR

UIRR celebrates the 50th anniversary of its founding in October 2020.

More than 70 Members - including six of the original founders, as well as Partners and Peers will be invited to Brussels.

ILU-CODE 10-YEAR OLD

10 years after its creation



99% of European intermodal loading units are marked with the ILU-Code.



Eugenio Muzio



Rudy Colle



Robert Brehuhn



Ralf-Charley Schultze

New Members

An open invitation: the doors of UIRR, the industry association of European intermodal freight transport, are open to every Combined Transport Operator and Terminal Manager active in the European marketplace.

Companies from various Combined Transport operating models and every business size are encouraged to join

- the development of sectoral positions towards public policymakers,
- the fulfillment of R&D projects and to contribute to standardization initiatives,
- the benefits of UIRR's collectively designed, shared support services.

The transparent collaboration of otherwise fiercely competitive intermodal actors is indispensable to build a robust intermodal market in Europe and to reach the status that Combined Transport deserves based on its usefulness to the economy and to society.

CFL Terminals



CFL Terminals, a subsidiary of CFL Multimodal, is the operator of the **conventional intermodal terminal** offering vertical transshipment using rail mounted gantry cranes and a **rail motorway platform** (Lohr Railway System Technology) located in the Eurohub South area near Dudelange in Luxembourg.

With its surface of 33 hectares dedicated to multimodal logistics, this public terminal, in open access, can handle any type of international transport unit.

Website: <https://www.cfl-mm.lu/en-gb/organisation/cfl-multimodal/cfl-terminals>



EAST-WEST Intermodal Logistics



The company is developing a new gauge-changing intermodal terminal on 85 hectares near the Hungarian-Ukrainian border at Fényeslitke, part of the Záhogy transshipment area. The terminal will feature three modules: two focused on transshipment between Russian wide-gauge (1520mm) and UIC gauge (1435mm) trains, while the third offering vertical transshipment for conventional intermodal transport, including Nikrasa services to cater to non-craneable semi-trailers.

An extensive storage area will complement the transshipment services. Following its opening expected in 2022 the new Fényeslitke terminal will become a major gateway of Trans-Eurasian intermodal rail transport.

Website: <https://eastwestil.com/en/home>



PIMK Rail *PIMK Rail*

Established in October 2015 PIMK Rail is the part of the biggest Bulgarian company for international cargo transport - PIMK Ltd - with the idea to promote the growth of intermodal rail-based transport solutions. This concept is implemented by the arrangement of international block trains, passing through Bulgarian in transit, along the Europe - Asia axis. The viability of such initiatives is ensured through close cooperation between Combined Transport Operators in Europe and Turkey.

PIMK Rail also operates an intermodal transshipment terminal in Plovdiv to supply the Bulgarian market.

Website: <http://pimkrail.eu/en>



Samskip **SAMSKIP**

With offices in 35 countries across Europe, North and South America, Asia and Australia, SAMSKIP offers freight transport and related services by land, sea, rail and air, around the world, focusing on cost-efficient, reliable and environmentally friendly solutions.

Founded in Iceland in 1990, SAMSKIP presently is based in The Netherlands. The company organises intermodal rail transport in Europe and operates a state-of-the-art open access transshipment terminal in Duisburg, Germany.

Website: <https://www.samskip.com>



TERMINALI ITALIA



Since 2008 Terminali Italia has become a subsidiary company of the Italian Public Railways Group. In particular, Terminali Italia was established to run a fully integrated management of the 14 Intermodal Terminals scattered throughout Italy. Furthermore, Terminali Italia is equally appointed as subsidiary company that manages the intermodal terminal network, that it is to say the core service of "last mile". Being a state-run company, Terminali Italia guarantees the same access conditions to anyone who requests it. The final objective of the company is to reach an integrated capacity of its whole terminal network.

Website: <http://www.terminaliitalia.it>



Member Company Information



ADRIA KOMBI D.O.O.

Tivolska 50
SLO - 1000 Ljubljana
Tel.: +386 1 23 45 280
Fax: +386 1 23 45 290
infor@adriakombi.si
www.adriakombi.si

Activities: UCT - RoMo - RSO - RH - ECM
Agency: SI
Total traffic: 260,000 TEU
Revenue: € 39 million



ALPE ADRIA S.P.A.

Via S. Caterina da Siena, 1
I - 34122 Trieste
Tel.: +39 040 9712 611
amministrazione@alpeadria.com
www.alpeadria.com

Activities: UCT - RoMo
Agency: IT
Total traffic: 140,000 TEU
Revenue: n/a



AMBROGIO TRASPORTI S.P.A.

Via Tognasca, 5
I - 21013 Gallarate
Tel.: +39 0331 707 500
Fax: +39 0331 776 366
ambrogio@ambrogiointermodal.com
www.ambrogiointermodal.com

Activities: UCT - TTO - TTM - RH - ECM
Agencies: IT - BE - FR - DE
Total traffic: 88,000 TEU
Revenue: n/a



BALTIC RAIL AS

Tulika 15/17
EE - 10613 Tallinn
Tel./Fax: +372 661 3118
Booking@BalticRail.com
www.balticrail.com

Activity: UCT
Agencies: PL - SLO
Total traffic: 18,000 TEU
Revenue: € 8.4 million



BOHEMIAKOMBI, SPOL. S R.O.

Opletalova 6
CZ - 113 76 Praha 1
Tel.: +420 2 42 444 560
Fax: +420 2 42 444 924
info@bohemiakombi.cz
www.bohemiakombi.cz

Activity: UCT
Agency: CZ - SK
Total traffic: 18,000 TEU
Revenue: € 5.4 million



CARGOBEAMER AG

Handelsplatz 1b
D - 04319 Leipzig
Tel.: +49 (0) 341 652339 - 00
Fax.: +49 (0) 341 652339 - 01
www.cargobeamer.com

Activity: UCT
Agencies: DE - CH - IT
Total traffic: 31,000 TEU
Revenue: € 10 million



CFL INTERMODAL S.A.

Terminal Intermodal
Eurohub Sud
L - 3434 Dudelange
Tel.: +352 4996-0001
Fax: +352 4996-0150
info@cfl-intermodal.lu
www.cfl-intermodal.lu

Activity: UCT
Agency: LU
Total traffic: 145,000 TEU
Revenue: n/a



CFL TERMINALS S.A.

Terminal Intermodal
Eurohub Sud
L - 3434 Dudelange
Tel.: +352 4996 - 0001
info@cfl-terminals.lu
<https://www.cfl-mm.lu/fr-fr/organisation/cfl-multimodal/cfl-terminals>

Activity: TTM
Agency: LU
Total traffic: 266,000 TEU
Revenue: € 16.7 million



COMBIBERIA S.A.

Rafael Herrera, 11 Pta 203
E - 28036 Madrid
Tel./Fax: +34 91 314 98 99
info@combiberia.com
www.combiberia.com

Activity: UCT
Agency: ES
Total traffic: 47,000 TEU
Revenue: € 3.2 million



COMBINANT NV

Scheldelaan 800 - haven 755
B - 2040 Antwerpen
Tel./Fax: +32 3 250 62 62
info@combinant.be
www.combinant.be

Activity: TTM
Agency: BE
Total traffic: 138,500 units
Revenue: € 7.8 million



CTE CONTAINER TERMINAL ENNS GMBH

Ennschafenstrasse 45
AT - 4470 Enns
Tel.: +43 7223 81347
customer-service@ct-enns.at
www.ct-enns.at

Activities: TTM - RH
Agency: AT
Total traffic: 400,000 TEU
Revenue: n/a



DELTA 3 SPL

7 Boulevard Louis XIV
F - 59000 Lille
Tel.: +33 3 281 690 70
delta@delta-3.com
www.delta-3.com

Activities: TTM - ECM
Agency: FR
Total traffic: 300,000 TEU
Revenue: n/a

EAST-WEST

 Intermodális
Logisztikai
Szolgáltató Zrt.

**EAST-WEST
INTERMODALIS
LOGISZTIKAI ZRT**

 Robert Karoly krt. 59
HU-1134 Budapest
Tel: +36 1 431 0221
info@eastwestil.com
http://eastwestil.com/terminal

 Activity: TTM
Agency: HU
Total traffic: n/a
Revenue: n/a

FELB LTD

 Rivergate Handelskai 92
Gate 2/3.0G/TOP G
A - 1200 Vienna
Tel.: +43 (1) 890 63 39 0
Fax: +43 (1) 890 63 39 63
sales@felb.world
www.felb.world

 Activity: UCT
Agencies: DE - PL
Total traffic: 50,000 TEU
Revenue: n/a

GYSEV CARGO ZRT

 Mátyás király utca 19.
H - 9400 Sopron
Tel.: +36 99 577 206
Fax.: +36 99 577 401
info@gysevcargo.hu
www.gysevcargo.hu

 Activity: RU - TTM - UCT - RSO -
RH
Agency: HU
Total traffic: 166,000 TEU
Revenue: € 4.5 million

HUPAC GROUP

 Viale R. Manzoni 6
CH - 6830 Chiasso
Tel.: +41 588558000
Fax: +41 588558000
info@hupac.com
www.hupac.com

 Activities: UCT - TTM - RSO -
ECM - RU - CA
Agencies: BE - CH - DE - IT - RO -
PL - NL - RU
Total traffic: 1,72 million TEU
Revenue: € 502 million

**IMS CARGO AUSTRIA
GMBH**

 Trillergasse 8
A - 1210 Wien
Tel.: +43 1 20168 0
Fax: +43 1 20168 8840
sales@imscargo.com
www.imscargo.com

 Activity: UCT
Agencies: AT - BE - CH - ES - DE -
HU - NL - SK - PT
Total traffic: 31,000 TEU
Revenue: n/a

JOHN G RUSSELL LTD.

 Deanside Road, Hillington,
Glasgow. G52 4XB UK
Tel./Fax: +44 141 810 8200
sales@johngrussell.co.uk
www.johngrussell.co.uk

 Activities: UCT - TTM - RH
Agency: UK
Total traffic: n/a
Revenue: £68 million

**KOMBIVERKEHR GMBH
& CO. KG**

 Zum Laurenburger Hof 76
D - 60594 Frankfurt
Tel./Fax: +49 69 79 50 50
info@kombiverkehr.de
www.kombiverkehr.de

 Activities: UCT - TTM - RSO -
ECM - RU
Agencies: CZ - DE - ES - IT -
NL - SE
Total traffic: 1,77 million TEU
Revenue: € 411 million

**KTL KOMBI- TERMINAL
LUDWIGSHAFEN GMBH**

 Am Hansenbusch 11,
D - 67069 Ludwigshafen/Rhein
Tel./Fax: +49 621 659 13 0
info@ktl-lu.de
www.ktl-lu.de

 Activity: UCT
Agency: DE
Total traffic: 674,092 TEU
Revenue: € 22 million

GLOSSARY
ACTIVITIES:

 UCT: Unaccompanied Combined Transport
RoMo: Rolling Motorway
TTM: Transshipment Terminal Management

 RSO: Rolling Stock Operator (owner /
lessee)
ECM: Entity in Charge of Maintenance

 RU: Railway Undertaking
CA: Customs Agent
RH: Road Haulage

COUNTRIES:

 AM (=Albania), AT, AZ (=Azerbaijan), BE, BG, BiH (=Bosnia), BZ (=Belarus), CH, CZ, DK, DE, EE, EL, ES, FI, FR, GE (=Georgia), HR, HU, IE, IT, LT, LU, LV,
ME (=Montenegro), NL, PL, PRC (=China), PT, RO, RS (=Serbia), RU (=Russia), SI, SK, SE, TR, UK

UIRR CONSIGNMENT:

Corresponds to the transport capacity of one tractor-trailer combination on the road (equivalent to 2.0 EVP/TEU). A TEU (twenty-foot equivalent) is a unit of measurement corresponding to an ISO container of 20 feet in length (6.10m), used to express traffic capacities or flows, principally in the maritime transport sector.

Member Company Information

 <p>LINEAS INTERMODAL</p> <p>4 Roderveldlaan B - 2600 Berchem Tel.: +32 3 270 27 00 Fax: +32 3 226 26 26 sales.im@lineas.net www.lineasintermodal.net</p> <p>Activities: UCT - TTM - ECM - CA - RH - RSO Agencies: BE - DE - IT Total traffic: 400,000 TEU Revenue: € 120 million</p>	 <p>LUGO TERMINAL S.P.A.</p> <p>Via della Dogana 5 I - 48022 Lugo (RA) Tel.: +39 0545 216411 Fax: +39 0545 210987 info@lugoterminal.com www.lugoterminal.com</p> <p>Activities: TTM - UCT Agency: IT Total traffic: 59,400 TEU Revenue: € 17 million</p>	 <p>MERCITALIA INTERMODAL S.P.A.</p> <p>Via Valtellina 5-7 I - 20159 Milano Tel.: +39 02 668 951 Fax: +39 02 668 00 755 info@mercitaliaintermodal.it www.mercitaliaintermodal.it</p> <p>Activities: UCT - RSO - ECM Agency: IT Total traffic: 728,000 TEU Revenue: € 207.6 million</p>	 <p>METRANS</p> <p>Podleska 926/5 CZ - 104 00 Praha 10 Tel.: +420 267 293 111 www.metrans.eu</p> <p>Activities: UCT - TTM - RSO - ECM - RU - CA - RH Agency: CZ - SK - PL - HU - AT - SI - IT - NL - DE Total traffic: > 1 million TEU Revenue/turnover: € 405 million</p>
 <p>NAVILAND CARGO SAS</p> <p>26 Quai Charles Pasqua CS 10095 F - 92309 Levallois Perret Cedex Tel.: +33 1 41 05 33 01 Fax: +33 1 40 87 08 20 contact@naviland-cargo.com www.naviland-cargo.com</p> <p>Activities: UCT - TTM - RSO - RU Agency: FR Total traffic: 379,000 TEU Revenue: € 120 million</p>	 <p>NOVATRANS SAS</p> <p>10 rue Vandrezanne CS 91397 F - 75634 Paris Cedex 13 Tel.: +33 1 85 34 49 00 www.novatrans.eu</p> <p>Activities: UCT - TTM - RSO Agencies: FR - IT Total traffic: 347,000 TEU Revenue: n/a</p>	 <p>ÖBB-INFRA AG - TSA</p> <p>Praterstern 4 A - 1020 Wien vertrieb.tsa@oebb.at infrastruktur.oebb.at</p> <p>Activities: TTM Agency: AT Total traffic: n/a Revenue: n/a</p>	 <p>PIMK RAIL EAD</p> <p>36 Rogoshko Shose St BG - 4003 Plovdiv Tel.: +359 32 901 102 office@pimkrail.eu www.pimk.eu/en</p> <p>Activity: TTM - UCT Agency: BG Total traffic: n/a Revenue: n/a</p>
 <p>RAIL CARGO OPERATOR</p> <p>Žerotínova 1132/34 CZ - 130 00 Praha 3 Tel.: +420 220 193 200 www.railcargoperator.cz</p> <p>Activities: UCT - TTM - RoMo - RSO Agencies: CZ - AUT - SK - HU Total traffic: 1,16 million TEU Revenue: € 272,8 million</p>	 <p>RAIL CARGO TERMINAL - BILK ZRT.</p> <p>Europa utca 4. H - 1239 Budapest Tel./Fax: +361 2896000 titkarsag.rct.bilk@railcargo.com</p> <p>Activity: TTM Agency: HU Total traffic: 180,000 TEU Revenue: € 8.06 million</p>	 <p>RAILPORT ARAD SRL</p> <p>P.O. Box 10. RO - 315200 - Curtici FN Tel.: +40 357 100 189 Fax: +40 357 100 190 office@railportarad.ro www.railportarad.ro</p> <p>Activity: TTM Agency: RO Total traffic: 163,000 TEU Revenue: € 2.5 million</p>	 <p>RALPIN AG</p> <p>Römerstrasse 3 CH - 4601 Olten Tel.: +41 58 822 88 88 Fax: +41 58 822 88 80 www.ralpin.com</p> <p>Activities: RoMo - ECM Agencies: CH - DE - IT Total traffic: 173,000 TEU Revenue: n/a</p>


ROCOMBI
ROCOMBI SA

Blvd. Dinicu Golescu 38
RO - 010873 Bucharest
Tel./Fax: +40 21 312 23 14
info@rocombi.ro
www.rocombi.ro

Activities: TTM - UCT
Agency: RO
Total traffic: 12,000 TEU
Revenue: € 1.5 million

SAMSKIP MULTIMODAL B.V.

Waalhaven O.Z. 81
NL - 3087 BM Rotterdam
Tel.: +31 88 400 1000
rotterdam@samskip.com
www.samskip.com

Activity: UCT - TTM - RH
Agency:
Total traffic: 221,000 TEU
Revenue: n/a


SINDOS RAIL CONTAINER SERVICES - SRS S.A

Industrial Area of Thessaloniki
GR - 570 22 Sindos, P.O. Box 1099
Tel.: +30 2310576991
Fax: +30 2310576997
Antonia.Giannakopoulou@srs-sa.gr
<http://srs-sa.com>

Activity: TTM
Agency: GR
Total traffic: n/a
Revenue: n/a


T3M

11 rue Maryse Bastié -
ZI de la Lauze
F - 34430 St Jean de Védas
Tel.: +33 4 67 27 18 51
info@t3m.fr
www.t3m.fr

Activities: UCT - TTM - RH - RSO
Agencies: FR - IT
Total traffic: 216,000 TEU
Revenue: € 50 million


TERMINAL CONTAINER ATHUS SA

Rue du Terminal 13
B - 6791 Athus
Tel.: +32 63 380020
Fax: +32 63 37 01 92
infotca@tca.be
www.tca.be

Activities: UCT - TTM - RH
Agency: BE
Total traffic: 110,000 TEU
Revenue: n/a


TERMINALI ITALIA S.R.L.

Piazza della Croce Rossa 1
IT - 00161 Roma
Tel.: +39335263220
info@terminaliitalia.it
www.terminaliitalia.it

Activities: TTM
Agency: IT
Total traffic: 1,43 million TEU
Revenue: € 32 million


VIASAS

Espace Seine,
26 quai Charles Pasqua
F - 92300 Levallois-Perret
Tel.: +33 1 56 76 75 77
www.viaa.com

Activity: RoMo
Agencies: FR - ES - IT - LU
Total traffic: 220,000 TEU
Revenue: n/a


WIENCONT GMBH

Freudenauer
Hafenstrasse 8-10
A - 1020 Vienna
office@wiencont.com
www.wiencont.com

Activity: UCT
Agency: AT
Total traffic: 400,000 TEU
Revenue: n/a

GLOSSARY
ACTIVITIES:

UCT: Unaccompanied Combined Transport
RoMo: Rolling Motorway
TTM: Transshipment Terminal Management

RSO: Rolling Stock Operator (owner / lessee)
ECM: Entity in Charge of Maintenance

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Partners of UIRR



COMBIPASS

COMBIPASS is professional in the rental of intermodal loading units and mobile storage equipment. With more than 25 years of experience, COMBIPASS provides intermodal transporters and producers with a selection of quality equipment which meet constantly evolving demands and the latest norms whether for ADR, road, rail, barge or maritime transport.



DEN HARTOGH

DEN HARTOGH LOGISTICS is one of the leading Logistics Service Providers to convey safely bulk liquids and gases for the chemical industry. The company preferably develops smart logistics solutions based on intermodal routings with inland and railway journeys.



ERMEWA

ERMEWA is a European leader in rail wagon leasing with the aim of ensuring the success of a rail-based supply chain. The company offers a fleet of over 45,000 railcars, which includes a high number of specialised equipment for Combined Transport, to freight forwarders, CT Operators, railways and industrial companies.



EQUIMODAL

Founded in 1992, Equimodal began its activity as a manufacturer of transport containers offering customization in design and small series, mainly intended for intermodal traffic. The difference in width of the European pallet with respect to the ISO pallet maintained a market that due to its size was not especially interesting for large manufacturers until the early 2000s.



GATX RAIL EUROPE

GATX Rail Europe operates a fleet of more than 23,200 tank and freight wagons in Europe. The company is present in the most important railway markets in Europe. We do not follow market developments - we want always to be one step ahead.

GATX operates two own plants for maintenance and construction of new freight wagons.



HACON

HACON provides cutting-edge software solutions for public transportation, mobility and logistics. The consulting department assists its customers with projects in rail freight transport and Combined Transport in particular.



KRONE

KRONE is a leading global manufacturer of commercial road equipment for all types of goods. It is also specialised in the design of compatible loading units for the railway systems such as craneable semi-trailers for pocket wagons used in Combined Transport.



LIS

LIS AG is a leading company in Transport-Management-Software for logistics, forwarding agencies and shipping. The proposed solutions integrate all intermodal capabilities, especially all data and interfaces needed to improve the visibility of the railway system.



LOHR INDUSTRIE

LOHR is a private French group specialised in the design, manufacturing and marketing of goods transport systems, in particular the Modalohr railway freight solution for the transportation of standard semi-trailers on wagons.



MODALIS

MODALIS is known as a major actor in rental, trading and consulting in the intermodal sector. It is a specialized company in intermodal equipment rental such as loading units (containers for general cargo, gas and liquid tanks, dry bulk containers and chassis) and railway cars.



RAILWATCH

RailWatch is a German company specialised in providing solutions for the predictive maintenance of freight wagons using advanced sensor technology.

RailWatch also designs and installs photogates at intermodal terminals.



SCHMITZ-CARGOBULL

SCHMITZ-CARGOBULL AG manufactures trailers and semi-trailers for commercial road vehicles. The Company offers an extensive range of equipment for all types of cargo and for all types of forwarding systems, in particular the design of intermodal loading units such as craneable trailers compatible with rail wagons.



UNIT45

UNIT45 concentrates its activities on the development, construction, financing and delivery of 45-foot containers meeting the specific requirements of the client. The 45-foot container concept is considered to be the most efficient solution in European intermodal logistics.



VTG RAIL EUROPE

VTG is the largest private wagon leasing company in Europe with 80,000 freight wagons made up of about 1,000 different wagon-types. A large portion of the VTG fleet are intermodal wagons designed for the transport of containers, swap bodies and craneable semi-trailers.



WECON

WECON is a specialist in commercial vehicles and container technology for the transportation of goods by road and rail. The company is one of the leading manufacturers of swap bodies and trailers for intermodal transport.



WIELTON

Wielton S.A. is one of the top three manufacturers of semi-trailers, trailers and car bodies in Europe and is among the top ten manufacturers in the industry. The Group has been developing its own technological ideas for years, optimising the production process, introducing technical innovations. In late 2016, Wielton also established a subsidiary in Côte d'Ivoire.

MoU Peers



ASSOFERR

ASSOFERR is the result of the merger of the two Associations ASSOCARRI and SUNFER on 27 November 2000, which until then represented the interests of the operators in the "private railway wagons" sector. Since 2002 ASSOFERR has also collected the inheritance of ASSOCOMBI.



ASSOLOGISTICA

Founded in 1947, Assologistica is the association of logistics companies, general warehouses and refrigerators, port terminal operators, intermodal terminals and airports in Italy. With the establishment of its territorial representatives and with the meeting between the logistics infrastructure managers and the third-party contractors who use them, Assologistica guarantees a 360° logistic integration.



BIC

The Bureau of International des Containers (BIC) was founded in 1933 as a neutral, non-profit, international organization whose mission is to promote the safe, secure and sustainable expansion of containerization and intermodal transportation. With a mission to promote the safe, secure and sustainable expansion of intermodal transportation, BIC enables professional dialogue amongst its members, standards bodies, governments and other industry organizations.



COMBINET

CombiNet was founded in 2007 by more than 30 companies from all sectors of combined transport in Austria: freight forwarders, freight forwarders, CT operators, terminals, ports, railway companies, manufacturers of handling equipment and equipment. The association's mission is to represent the interests of combined transport, strengthen networking between members, provide information to the media and the public and improve the conditions for CT.



ECTA

ECTA, the European Chemical Transport Association, speaks for the chemical transport industry to all its stakeholders and organises the Responsible Care Initiative for the European land transport industry. The association provides the chemical transport industry - including several intermodal shippers - with a voice at the EU level.



GNTC

Groupement National des Transport Combinés, GNTC, is the professional organization of Combined Transport stakeholders exploiting the technique of combined rail-road, river-road transport by swap bodies, containers and semi-trailers in France. The objectives of the GNTC are to defend the interests of its members and promote combined transport with the European Community, public authorities (both at national and regional level), transport, shippers and the general public.



GROUPEMENT FER

Groupement Fer brings together Swiss freight forwarding and logistics companies with the common goal to handle the transport of goods between the North Sea and Mediterranean ports and Switzerland, as much as possible, by using the environmentally friendly railway mode which includes Combined Transport in particular.



IANA

The Intermodal Association of North America, IANA, is the only organization that represents the combined interests of the intermodal freight transportation industry in North America. IANA promotes the benefits of intermodal freight transportation and educates industry stakeholders, provides a neutral forum for discussion and positively influences the legislative and regulatory environment.



IBS

The International Rail Freight Business Association (IBS) aims to create framework conditions that will promote the position of companies interested in rail freight, including Combined Transport, and to improve the competitive conditions of rail freight in Europe. Promoting and improving the capacity of railways, standardization and simplification of its legal and business foundations, bundling of users of European rail freight traffic.



KNV

KNV, The Royal Dutch Transport Federation (Koninklijk Nederlands Vervoer) is the Dutch umbrella organization for professional passenger transport and rail freight in the Netherlands. KNV Rail Freight Transport promotes the use of more rail freight, including Combined Transport, in order to make Dutch transport and logistics more sustainable and safe.



MLSZKSZ

The Association of Hungarian Logistics Service Centres (MLSZKSZ) is one of the most significant associations of logistics and transport in Hungary, connecting almost 90% of the logistics service centres in the country. As opposed to other organisations which only deal with certain segments of logistics, MLSZKSZ is the only association in Hungary that represents all aspects of the service chain, including numerous intermodal stakeholders.



RFG

RFGB is the representative body for rail freight in the UK. Membership includes rail freight operators, logistics companies, ports, equipment suppliers, property developers and support services, as well as retailers, construction companies and other customers, who share the mission to increase the volume of goods moved by rail.



SGKV

Since 1928 the Studiengesellschaft für den Kombinierten Verkehr e.V. (SGKV) roughly translated as German Promotion Centre for Intermodal Transport, is active on behalf of the interests of intermodal transport chains. The association aims at strengthening and to developing Combined Transport further through bringing together research and practice.



UIC

UIC is the worldwide professional association representing the railway sector and promoting rail transport. Europe features prominently among the six regions of UIC. Several working groups address technical, standardisation, operational, Combined Transport and corridor topics. There has historically been a collaboration between UIC and UIRR, which gained a new impetus by the signing of a formal Memorandum of Understanding between the two associations.



USER

USER is a professional organization founded in 1993 that brings together companies with activities covering all modes of transport and related services, including logistics operators and customs brokers. The objectives are to safeguard the economic, financial and technical aspects of their member companies to promote cooperation between its members, between the same profile or similar associations in the country and abroad, building and strengthening the solid reputation of industry shipments.

Performance

Statistics 2019

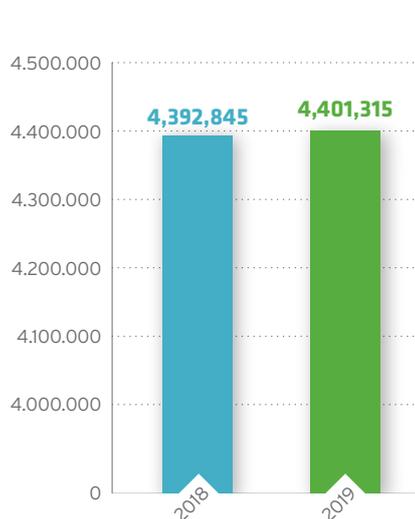


Summary

European Combined Transport closed a difficult year in 2019 as the total number of consignments transported by UIRR operator members increased by +0.19%, whereas output, when expressed in tonne-kilometres, matched the growth of the EU GDP at +1.48%. Cross-border services have expanded by +1.46% with a continued strong increase of semi-trailers (+4.96%) and containers (+1.41%), while a sharp decline of full trucks (RoLa) at -8.75%. Domestic relations expanded by +1.7% - when measured in tonne-kilometres - however the number of domestic consignments contracted due to a poor domestic RoLa performance (-9.83%). Overall, the decline in average rail distance of European Combined Transport observed in 2018 was partially reversed, as manifested in an 860km/consignment performance. The CT services exceeding 900km continued their relative contraction, while those between 600-900km increased strongly.

	Cross-border			Domestic			Total		
	2018	2019	2019/2018	2018	2019	2019/2018	2018	2019	2019/2018
Number of consignments	3,042,331	3,086,658	1.46%	1,350,514	1,314,657	-2.66%	4,392,845	4,401,315	0.19%
containers	2,407,465	2,441,391	1.41%	1,118,398	1,102,316	-1.44%	3,525,862	3,543,707	0.51%
(craneable) semi-trailers	480,891	504,758	4.96%	92,442	96,630	4.53%	573,333	601,388	4.89%
complete trucks (RoLa)	153,975	140,509	-8.75%	139,674	115,711	-17.16%	293,649	256,220	-12.75%
Average distance	1,013	1,025	1.19%	414	434	4.86%	841	860	2.26%
Billion tkm	67.08	68.05	1.45%	10.99	11.17	1.67%	78.07	79.22	1.48%
Number of TEU	6,084,662	6,173,316	1.46%	2,701,028	2,629,314	-2.66%	8,785,690	8,802,630	0.19%

Consignments 2018-2019



Distance Matrix



Tonne-kilometres 2018-2019



Evolution of Combined Transport Traffic

1990 - 2019

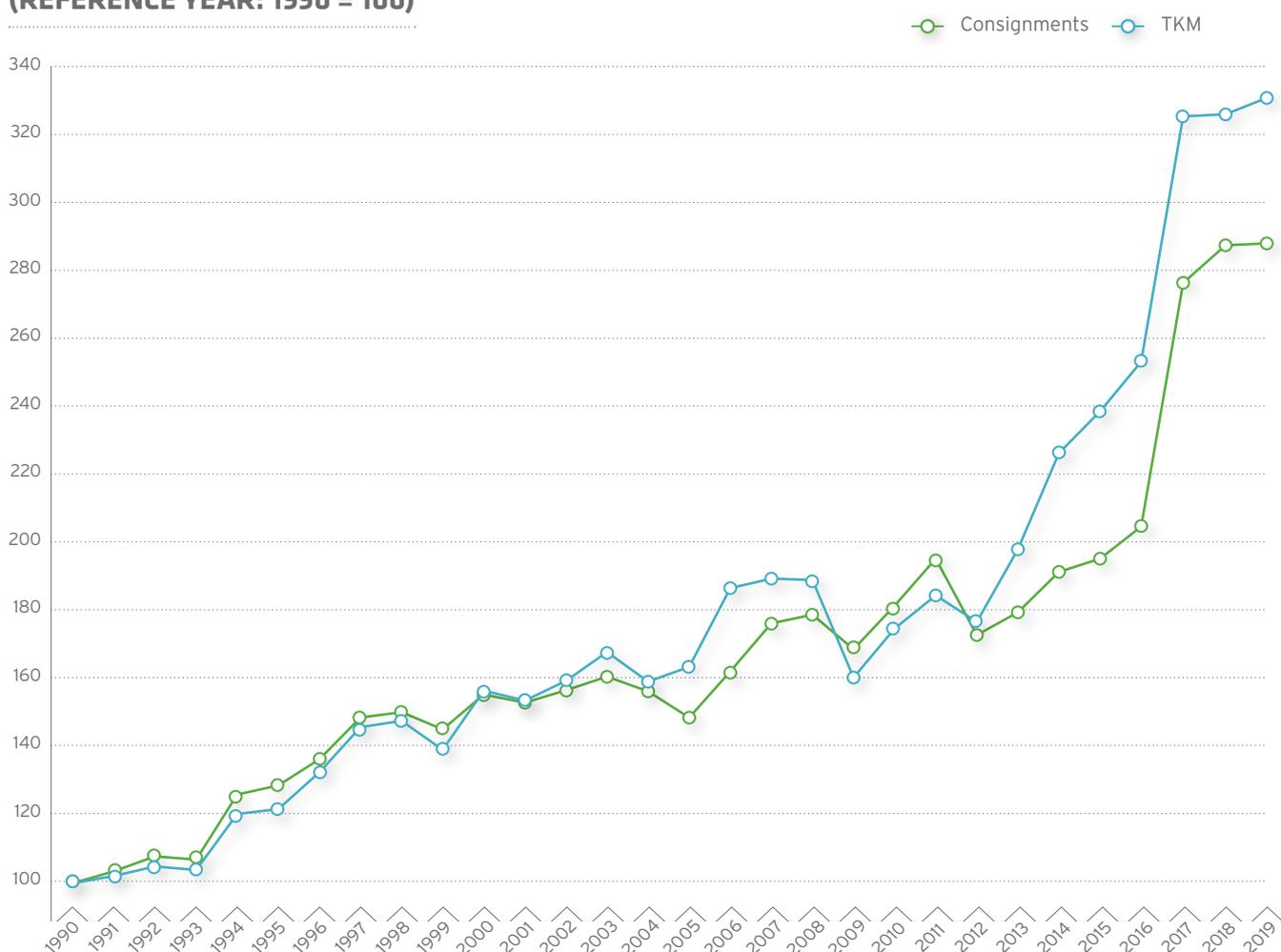
COMBINED TRANSPORT								
	1990	1995	2000	2005	2006	2007	2008	2009
Number of consignments	1,183,361	1,615,364	1,967,072	2,457,579	2,717,751	2,952,543	2,994,625	2,818,349
swap bodies and containers	727,275	1,078,979	1,334,377	1,977,630	2,135,976	2,341,690	2,318,990	2,182,569
(craneable) semi-trailers	241,816	224,029	172,275	164,269	199,800	220,970	246,690	219,800
complete trucks (RoLa)	214,270	312,356	460,420	315,680	381,975	389,883	428,945	415,980
Total billion tkm	18.68	24.97	35.18	38.84	45.39	46.07	45.97	38.90
< 300km	1%	2%	2%	3%	3%	3%	3%	4%
300 km - 600 km	35%	37%	28%	11%	12%	15%	17%	16%
600 km - 900 km	33%	19%	43%	52%	41%	41%	35%	36%
> 900km	31%	42%	27%	34%	44%	41%	45%	44%

⁽¹⁾ From 2012 to 2016 figures excluding traffic from RoLa operators | ⁽²⁾ From 2013 figures including traffic of new members TEL and FELB

⁽³⁾ from 2015 figures including RCO CZ | ⁽⁴⁾ from 2017 figures including RCO (full), Metrans, Lugo, Amber Rail and Baltic Rail

UIRR CT Growth Index - Consignments and Tonne-Kilometres

(REFERENCE YEAR: 1990 = 100)



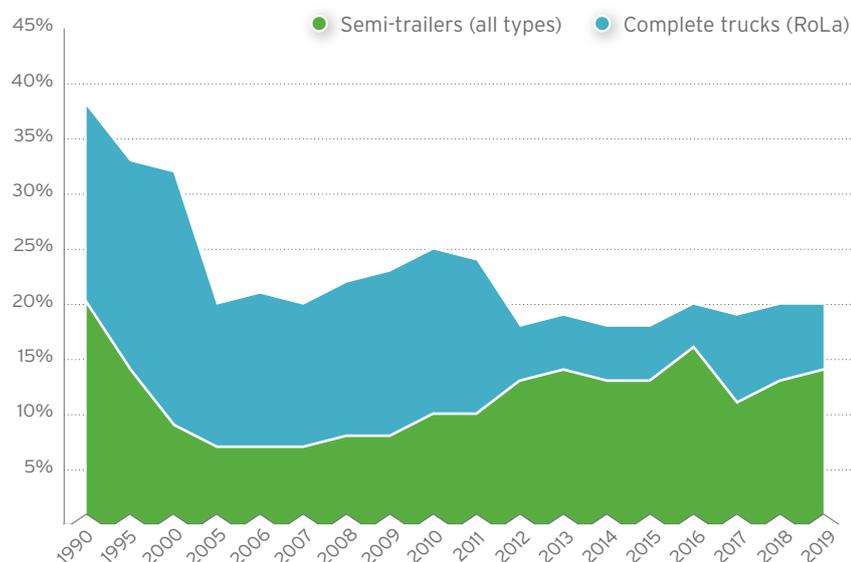
The UIRR CT Growth Index (Consignments and Tonne-Kilometres) is a time series of year-on-year growth rates of the number of consignments transported and the tonne-kilometres realised by UIRR members over the years, which has been neutralised of membership effects (of companies joining or leaving the association); hence the growth rate of only those members were taken into account in one year that were able to provide data for the previous year as well. It is assumed that prevailing UIRR membership in any year since 1990 has been representative of the trends of the entire European CT sector.

2010	2011	2012 ⁽¹⁾	2013 ⁽²⁾	2014 ⁽³⁾	2015 ⁽³⁾	2016 ⁽⁴⁾	2017 ⁽⁵⁾	2018	2019	% 19/18
3,030,865	3,075,808	2,529,264	2,645,950	2,819,606	2,876,585	3,014,344	4,085,455	4,392,845	4,401,315	0.19%
2,281,746	2,330,918	2,067,488	2,134,004	2,302,831	2,348,762	2,409,070	3,322,172	3,525,862	3,543,707	0.51%
300,867	318,567	333,597	375,432	362,654	382,250	470,535	446,279	573,333	601,388	4.89%
448,252	426,323	128,179*	136,514	154,121	145,573	134,739	317,004	293,649	256,220	-12.75%
42.37	42.58	39.08	40.74	52.17	54.98	58.32	75.12	78.07	79.22	1.48%
5%	7%	3%	2%	2%	1%	1%	1%	2%	1%	↓
16%	12%	12%	21%	17%	14%	12%	11%	13%	12%	↓
42%	44%	47%	39%	36%	36%	34%	31%	32%	39%	↑
37%	37%	38%	38%	45%	49%	53%	57%	54%	48%	↓

⁽⁵⁾ from 2018 figures including CargoBeamer and VIIA

Evolution of the rubber-wheeled equipment segment in Road-Rail CT (1990-2019)

Rubber wheeled equipment – complete trucks and semi-trailers – are an important means of entry to the use of Combined Transport. Since 1990, when rubber-wheeled equipment accounted for 40% of the transport volume, their proportion has declined to 20%, with full trucks being increasingly replaced by semi-trailers.



Noteworthy relations in 2019

Relations	in %	in consignments
BE-NL	+736%	+7,000
CZ-PL	+69%	+2,000
DE-SI	+69%	+10,000
HU-IT	+56%	+20,000
AT-NL	+40%	+4,000
DE-IT	+3%	+19,000
IT-NL	+18%	+19,000
BE-FR	+31%	+14,000
DE-ES	+8%	+3,500
CZ-DE	+5%	+3,000
AT-CH	-62%	-10,000
AT-SI	-30%	-16,500
CZ-RU	-25%	-5,000
DE-NL	-15%	-17,000
BE-IT	-12%	-32,000

General Considerations

A UIRR consignment corresponds to the transport capacity of one full size truck on road (equivalent to 2 TEU), meaning:

- one semi-trailer;
- two swap bodies less than 8.30 m and under 16t;
- one swap body more than 8.30 m or over 16t;
- one vehicle on the Rolling Motorway (RoLa).

The UIRR statistics include only the rail section of the Road-Rail Combined Transport chain (terminal to terminal).

Abbreviations

C	consignments
CT	Combined Transport
RoLa	rolling motorway
SB	swap body
ST	semi-trailer
t	tonnes
TEU	twenty-foot equivalent unit
tkm	tonne-kilometre

Country Matrix (excluding pre- and post haulage by road)

Relations		Consignments C	Consignments-km S*km	Average Distance	Average Weight t/C	Gross Weight t	Tonne-km 1,000 tkm	Techniques, % consignments				
from	to							ST	SB/CT	SB/CT	RoMo	
Country								<8,30m	>8,30m			
AT	BE	2,449	2,737,628	1,118	18	43,948	48,941			31%	69%	
BE	AT	3,105	3,601,828	1,160	25	79,009	91,785			35%	65%	
AT	CH	5,783	3,353,850	580	15	86,738	50,308			50%	50%	
CH	AT	646	374,390	580	15	9,683	5,616			50%	50%	
AT	DE	49,428	44,073,381	892	19	940,943	854,149	9%		37%	54%	
DE	AT	45,618	39,652,300	869	20	923,239	812,961	9%		39%	52%	
AT	HU	267	120,534	452	15	4,043	1,820			50%	50%	
HU	AT	248	112,613	455	15	3,713	1,689			50%	50%	
AT	IT	32,411	12,517,553	386	25	795,075	310,310	6%		21%	26%	47%
IT	AT	27,763	11,002,925	396	24	673,695	270,844	7%		16%	24%	53%
AT	NL	7,545	7,651,554	1,014	16	120,575	123,292			47%	53%	
NL	AT	6,483	6,894,462	1,063	16	106,145	117,221			48%	52%	
AT	PL	58	59,293	1,022	4	259	265			32%	68%	
AT	RS	1,628	742,368	456	19	31,461	14,346			6%	94%	
RS	AT	1,690	770,640	456	33	55,770	25,431			13%	87%	
AT	SI	21,752	7,861,984	361	25	553,254	197,164			35%	10%	55%
SI	AT	16,398	5,309,562	324	27	435,780	143,281			27%		73%
AT	TR	1,169	2,344,011	2,006	22	25,595	51,344			11%	89%	
TR	AT	888	1,351,903	1,523	31	27,828	42,390			16%	84%	
BE	BG	45	100,219	2,227	30	1,335	2,972			44%	56%	
BG	BE	1	2,485	2,485	8	8	21			100%		
BE	CH	14,340	10,460,894	730	22	312,106	227,330			60%	40%	
CH	BE	16,387	11,621,288	709	14	224,864	159,849			55%	45%	
BE	CZ	609	592,567	974	14	8,349	8,131			38%	62%	
BE	DE	13,728	8,724,871	636	24	325,738	207,567			64%	36%	
DE	BE	15,926	11,169,065	701	19	299,847	207,673			59%	41%	
BE	ES	15,942	23,842,863	1,496	28	440,628	659,025			63%	37%	
ES	BE	13,052	20,836,657	1,596	21	274,106	439,823			57%	43%	
BE	FR	31,255	22,202,129	710	20	636,614	486,561			38%	62%	
FR	BE	28,011	20,716,189	740	20	568,628	432,822			31%	69%	
BE	HU	241	537,430	2,230	27	6,462	14,410			43%	57%	
HU	BE	400	789,438	1,974	30	11,846	23,381			10%	91%	
BE	IT	125,766	143,445,948	1,141	25	3,194,628	3,627,849	14%		22%	64%	
IT	BE	116,393	137,962,457	1,185	22	2,587,129	3,056,010	13%		18%	69%	
BE	LU	19,476	6,311,988	324	21	400,264	129,477	4%		69%	27%	
LU	BE	9,483	3,142,566	331	19	180,177	59,709	9%		44%	47%	
BE	NL	3,082	308,024	100	9	27,245	2,682			90%	10%	
NL	BE	4,639	436,969	94	26	120,630	11,408			91%	9%	
BE	PL	5,153	5,900,800	1,145	28	144,644	165,651			46%	54%	
PL	BE	3,796	4,528,699	1,193	11	42,531	50,741			47%	53%	
BE	RO	14,676	24,772,517	1,688	23	335,510	565,582	14%		12%	74%	
RO	BE	13,096	22,231,968	1,698	20	256,495	432,515	16%		4%	80%	
BE	RU	293	695,273	2,377	31	9,098	21,627			89%	11%	
RU	BE	385	1,047,971	2,726	13	5,054	13,774			100%		
BE	SE	1,575	1,503,426	955	28	43,448	41,487	1%		48%	51%	
SE	BE	1,526	1,456,439	955	6	8,929	8,525			15%	85%	
BE	SK	136	175,066	1,292	28	3,855	4,981			99%	1%	
SK	BE	94	120,823	1,292	8	756	977			99%	1%	
BE	TR	7	18,263	2,609	22	155	404			11%	89%	
BE	UZ	4	29,284	7,321	28	112	820			100%		
UZ	BE	2	15,616	7,808	8	16	124			100%		
BG	AT	11	22,463	2,042	7	78	159			100%		
BG	DE	104	241,968	2,327	8	789	1,837			100%		
DE	BG	96	193,824	2,019	28	2,711	5,473			100%		
BY	DE	4	4,912	1,228	27	108	133			99%	1%	
DE	BY	5	8,055	1,611	28	138	222			70%	30%	
BY	PL	4	912	228	25	100	23			100%		
PL	BY	8	3,192	399	11	84	34			68%	32%	
CH	DE	24,282	15,710,850	647	14	337,716	218,702	16%		55%	29%	
DE	CH	25,696	16,146,934	628	25	650,046	406,611	15%		62%	23%	
CH	DK	18	21,078	1,171	28	498	583			100%		
DK	CH	20	22,835	1,171	8	165	194			100%		
CH	ES	147	265,245	1,804	27	3,924	7,080			100%		
CH	FR	10	11,408	1,201	9	85	102			100%		
CH	IT	813	259,426	319	12	9,684	3,090			55%	45%	
IT	CH	2,107	658,222	312	24	50,603	15,808	1%		57%	42%	
CH	NL	7,814	7,153,736	916	20	159,667	146,185	2%		63%	35%	
NL	CH	9,421	8,463,208	898	20	188,772	169,581	1%		64%	35%	
CH	SE	4	5,448	1,362	14	56	76			25%	75%	
CN	DE	23,693	252,247,500	10,647	22	512,928	5,497,020			9%	91%	
DE	CN	17,034	180,027,407	10,569	20	339,440	3,627,189			11%	89%	
CN	RU	20	54,058	2,703	31	623	1,683			100%		
RU	CN	24	161,544	6,731	20	469	3,157			100%		
CZ	DE	29,128	23,451,885	805	15	434,201	350,083	8%		53%	39%	
DE	CZ	27,693	22,686,665	819	17	477,836	384,042	11%		47%	42%	
CZ	IT	3,946	3,030,528	768	15	59,190	45,458			50%	50%	
IT	CZ	3,949	3,159,078	800	15	58,258	45,278			49%	51%	
CZ	PL	2,255	1,555,605	690	15	33,818	23,334			50%	50%	
PL	CZ	2,254	1,555,260	690	15	33,810	23,329			50%	50%	
CZ	RU	7,296	6,201,600	850	15	109,440	93,024			50%	50%	
RU	CZ	7,296	6,201,600	850	15	109,440	93,024			50%	50%	
CZ	SI	6,034	4,953,914	821	13	78,442	64,401			100%		
SI	CZ	4,552	3,855,544	847	15	68,280	57,833			100%		
DE	DK	2,788	3,638,727	1,305	18	50,458	65,855	6%		45%	49%	
DK	DE	1,814	1,339,535	738	7	12,701	9,423	6%		29%	65%	
DE	ES	20,838	32,316,857	1,551	27	560,927	869,945			81%	19%	
ES	DE	23,509	32,141,896	1,367	17	404,901	554,868			77%	23%	
DE	FR	13,907	12,888,985	927	20	277,369	276,772	1%		60%	39%	
FR	DE	13,104	11,815,601	902	21	279,791	242,158	1%		56%	43%	
DE	GR	1,007	2,070,846	2,057	27	27,507	56,596	9%		60%	31%	
GR	DE	507	1,037,084	2,048	16	8,114	16,615	10%		51%	39%	
DE	HR	3	3,167	1,267	13	33	42			20%	80%	
HR	DE	5	4,362	969	6	26	25			100%		
DE	HU	5,817	6,687,773	1,150	19	109,305	125,565			55%	45%	
HU	DE	14,630	18,752,668	1,282	18	267,781	345,537	1%		69%	30%	
DE	IT	364,707	296,612,550	813	27	9,756,958	7,872,768	36%		27%	25%	12%
IT	DE	363,744	306,394,056	842	22	8,057,081	6,603,342	33%		31%	25%	11%
DE	NL	47,343	20,747,799	438	22	1,065,115	471,884	2%		58%	40%	
NL	DE	47,502	21,165,081	446	19	912,210	411,352	2%		49%	49%	
DE	NO	203	356,847	1,758	18	3,658	5,788	1%		76%	23%	
NO	DE	166	259,095	1,566	25	4,122	6,525			43%	57%	
DE	PL	4,217	3,940,092	934	29	123,389	116,636	12%		41%	47%	
PL	DE	4,021	4,128,404	1,027	13	50,825	52,233	14%		39%	47%	
DE	PT	151	390,898	2,589	27	4,104	10,625			72%	28%	
PT	DE	91	254,427	2,796	8	710	1,986			38%	62%	
DE	RO	621	881,041	1,419	22	13,601	19,297			100%		
RO	DE	486	641,008	1,320	19	9,449	12,476			100%		
DE	RS	610	1,065,495	1,748	30	18,226	31,643			67%	33%	
RS	DE	115	190,954	1,660	10	1,130	1,875			61%	39%	

Relations		Consignments C	Consignments-km S*km	Average Distance	Average Weight t/C	Gross Weight t	Tonne-km 1,000 tkm	Techniques, % consignments			
from	to							ST	SB/CT	SB/CT	RoMo
Country								<8,30m	>8,30m		
DE	RU	2,832	7,599,416	2,684	16	46,019	125,710			37%	63%
RU	DE	2,850	7,370,533	2,586	16	46,936	119,891			25%	75%
DE	SE	28,463	26,869,657	944	25	706,923	667,361	66%		12%	22%
SE	DE	30,472	29,494,213	968	22	655,373	633,496	63%		16%	21%
DE	SI	7,286	7,253,746	996	21	150,463	146,551			60%	40%
SI	DE	18,208	13,854,072	761	14	249,288	197,587			57%	43%
DE	SK	167	339,811	2,035	6	974	1982			100%	
SK	DE	27	34,863	1,291	6	157	203			63%	37%
DE	TR	8,107	18,966,251	2,340	21	173,625	429,282			62%	38%
TR	DE	5,899	13,759,976	2,333	12	70,774	156,493			58%	42%
DK	IT	4,262	5,243,301	1,230	28	117,982	145,164	85%		8%	7%
IT	DK	4,121	5,896,950	1,431	27	111,343	159,344	81%		13%	6%
ES	IT	2,353	2,566,936	1,091	28	66684	72747			72%	28%
IT	ES	1,731	1,813,906	1,048	15	26648	27925			47%	53%
ES	NL	121	266,609	2,213	9	1,051	2,275			78%	22%
NL	ES	483	995,788	2,064	27	12,995	27,064			70%	30%
ES	PL	78	187,746	2,407	29	2,234	5,376			68%	32%
PL	ES	2	4,212	2,106	22	44	92			68%	32%
ES	RO	86	290,273	3,395	28	2423	8225			100%	
FR	IT	43,848	29,023,224	662	26	1,144,874	788,019	32%		7%	61%
IT	FR	50,988	37,345,511	732	21	1,084,074	781,404	40%		5%	55%
FR	LU	39,873	33,781,947	847	23	898,398	767,794	54%		21%	25%
LU	FR	43,486	36,926,939	849	23	1,006,992	851,789	55%		23%	22%
FR	NL	2,245	2,693,091	1,200	14	30,988	38,514			85%	15%
NL	FR	1,653	1,983,754	1,200	25	41,789	50,299			73%	27%
GR	HU	3,963	6,736,250	1,700	15	59438	101044			50%	50%
HU	GR	3,963	6,736,250	1,700	15	59438	101044			50%	50%
HU	HR	4,139	2,690,350	650	15	62085	40355			50%	50%
HR	HU	4,139	2,690,350	650	15	62085	40355			50%	50%
GR	SK	5,334	7,467,600	1,400	15	80010	112014			50%	50%
SK	GR	5,334	7,466,900	1,400	15	80003	112004			50%	50%
HR	RS	604	362,400	600	13	7,852	4,711			42%	58%
RS	HR	719	431,400	600	14	10,369	6,040			38%	62%
HR	HU	4,184	2,468,560	590	6	25,104	14,811			66%	34%
HU	HR	4,807	2,836,130	590	5	24,035	14,181			48%	52%
HR	SI	598	182,780	306	12	6,968	2,039			58%	42%
SI	HR	117	27,612	236	22	2,574	607			100%	
HU	IT	29,438	17,375,902	590	16	467,608	278,201			49%	51%
IT	HU	27,630	16,460,141	596	15	415,076	247,001			48%	52%
HU	NL	1,356	1,757,496	1,297	20	27,409	35,105			66%	34%
NL	HU	1,581	2,399,085	1,517	22	35,495	54,092			44%	56%
HU	RO	761	444,862	585	22	16,477	6,531	16%		32%	52%
RO	HU	2,812	2,167,860	771	14	38,743	31,698	1%		45%	54%
HU	SI	14,062	8,572,638	610	14	190,778	114,705			86%	14%
SI	HU	25,572	15,385,064	602	16	401,167	242,898			84%	16%
HU	SK	3,635	963,275	265	15	54525	14449			50%	50%
SK	HU	5,621	1,489,565	265	15	84,315	22,343			50%	50%
HU	TR	9,471	11,413,605	1,205	15	141,258	169,955			49%	51%
TR	HU	9,613	11,586,723	1,205	15	145,118	175,318			50%	50%
IT	BY	236	474,832	2,012	18	4274	8600			70%	30%
IT	KZ	2	6,122	3,061	29	58	177			100%	
IT	LU	19,235	21,603,475	1,123	20	382,595	427,510	100%			
LU	IT	19,428	21,818,730	1,123	22	423,677	468,829	100%			
IT	NL	54,332	65,489,493	1,205	23	1,247,797	1,504,177	14%		27%	59%
NL	IT	69,784	76,859,467	1,101	26	1,835,344	2,020,339	13%		32%	55%
IT	PL	140	281,820	2,013	26	3658	7363			1%	99%
PL	IT	14	30,375	2,250	26	352	793			100%	
IT	RO	2,741	3,493,406	1,275	25	69769	88920				100%
RO	IT	2,751	3,509,960	1,276	11	30,794	39,290				100%
IT	RU	101	207,734	2,067	17	1724	3563				8%
RU	IT	2	4,456	2,228	30	59	132			100%	
IT	SE	3,855	6,989,587	1,813	26	101,886	184,997	52%		31%	17%
SE	IT	4,108	7,749,609	1,886	28	114,127	213,854	53%		33%	14%
IT	TR	971	2,201,994	2,268	29	27876	63216			100%	
TR	IT	1,286	2,865,542	2,228	5	6958	15504			95%	5%
KZ	BE	4	22,239	6,354	8	28	175			100%	
KZ	DE	6	22,627	4,114	8	42	174			100%	
KZ	PL	13	43,425	3,474	8	98	339			100%	
PL	KZ	21	70,140	3,340	31	649	2166			100%	
LU	ES	3,563	4,293,415	1,205	23	81,949	98,749	42%		29%	29%
MK	RS	2,462	2,090,238	849	26	64,677	54,911			4%	96%
RS	MK	2,742	2,327,958	849	22	59118	50191			2%	98%
NL	BG	16	41,136	2,571	26	411	1,056			100%	
NL	PL	443	706,585	1,595	15	6,575	10,487			46%	54%
PL	NL	254	342,397	1,348	10	2570	3464			46%	54%
NL	RO	449	674,398	1,502	30	13,425	20,164				100%
RO	NL	48	71,070	1,496	8	368	551				100%
NL	RU	93	397,110	4,270	28	2628	11220			92%	8%
RU	NL	119	475,067	4,009	18	2167	8686			100%	
NL	TR	8	21,680	2,710	23	186	504			9%	91%
NO	CH	2	3,592	1,796	28	55	99			100%	
NO	IT	15	24,180	1,612	30	457	736			100%	
PL	HU	1	811	1,622	8	4	6			100%	
PL	RO	390	415,350	1,065	23	9,088	9,679				100%
RO	PL	364	387,660	1,065	14	4,971	5,294				100%
PL	RU	170	570,010	3,353	28	4,779	16,022			92%	8%
PL	SI	2,999	3,037,987	1,013	15	44,985	45,570			5%	95%
SI	PL	4,224	4,278,912	1,013	20	84,480	85,578			5%	95%
PL	TR	175	367,500	2,100	15	2625	5513			50%	50%
TR	PL	175	367,500	2,100	15	2625	5513			50%	50%
RS	HU	1	706	706	8	8	6			100%	
RS	SI	357	198,492	556	4	1,250	695			100%	
SI	RS	657	367,263	559	25	16,425	9,182			100%	
RS	TR	64	75,520	1,180	27	1,724	2,034				100%
TR	RS	103	121,540	1,180	21	2122	2503				100%
RU	ES	14	38,626	2,759	30	416	1,149			100%	
RU	PL	62	226,874	3,689	8	513	1,891			100%	
RU	SK	14,423	28,124,850	1,950	15	216345	421873			50%	50%
SK	RU	14,423	28,124,850	1,950	15	216345	421873			50%	50%
SI	SK	12,300	8,745,300	711	15	184,500	131,180			100%	
SK	SI	11,961	8,982,711	751	13	155,493	116,775			100%	
UZ	NL	2	13,500	6,750	8	16	108			100%	
TOTAL		2,553,658	2,698,629,460	1,057	22	55,710,894	58,433,107	20%	35%	39%	6%

Note: The total figure does not reflect the cross-border volumes of Metrans

Terminals

TRANSHIPMENT TERMINALS MANAGED BY UIRR MEMBER COMPANIES



 Brennersee ROLA	 Aiton	 Bari Ferrucio	 Bettembourg
CTE	Avignon Courtine	Bologna Interporto	Brwinów (opening 2020)
CTS	CEF	Brescia (opening in 2022)	Katowice Wlosienica
Salzburg Hbf ROLA	CLESUD	Brescia Scalo	Railhub Terminal Gadki
St. Michael CCT	Cognac	Brindisi	Terminal Dąbrowa Górnicza
Terminal Krems an der Donau	Gevrey	Brindisi Polimeri	Terminal Katy Wrocławskie
Villach Süd CCT/ROLA	Hourcade	Candiolo	Terminal Kontenerowy Pruszków
Wels Vbf CCT/ROLA	LDCT/DELTA3	Castelguelfo	Wrocław Siechnice
Wien Süd CCT	Le Boulou	Catania Bicocca	
Wolfurt CCT	Marseille	EMT	 Bucharest Sud
Wörgl ROLA	Mouguerre	Gallarate	Cluj Napoca
 Athus Container Terminal	Noisy	Gela	Railport Arad
Cirkeldijk	Port de Calais	Giovinazzo Terminal	Daventry
Combinant	Saint Jory	Livorno Guastice	
Euroterminal	Toulouse Fenouillet	Lugo Terminal	 Bratislava UNS
HTA	Valenton	Maddaloni Marcanise	Rail Hub Terminal Dunajska Streda
Main Hub	Vénissieux	Milano Segrate	Terminal Kosice
 Plovdiv	 Berlin - Königs Wusterhausen	Milano Smistamento (opening 2022/2023)	Terminal Zilina - operated by TIP
 Mělník Labe	Duisburg	Piacenza	Zilina
Horní Moštěnice	KTL	Pordenone	
Rail Hub Ceska Trebova	TSG	Roma Smistamento	 Aarau
Rail Hub Terminal Prague-Uhrineves	 Thessaloniki	TBG	Basel
Terminal Ostrava - Senov	 Fényeslitke (opening in 2022)	Torino Orbassano	Gateway Basel Nord (opening in 2022)
Terminal Plzen - Nyrany	Rail Cargo Terminal-BILK	Verona Quadrante Europa	Z 4
Terminal Zlin - Zelechovice/Lipa	Railhub Terminal Budapest	Villa Selva	
Trimodal Terminal Usti Nad Labem	Sopron		

For more information on terminals refer to the European Real Service Facilities Portal: <https://railfacilitiesportal.eu>

Combined Transport Map of the coded lines for Semi-Trailers

Legend:

Width	Code	Remarks
>2550mm	P 22	P 341 (SNCF)
>2550mm	P 32	P 339 (SNCF)
>2550mm	P 45	P 340 (SNCF)
>2550mm	P 70	P 344 (SNCF)
>2550mm	P 80	P 350 (SNCF)
>2550mm	P 80	P 400
>2550mm	P 80	P 407
>2550mm	P 80	P 410

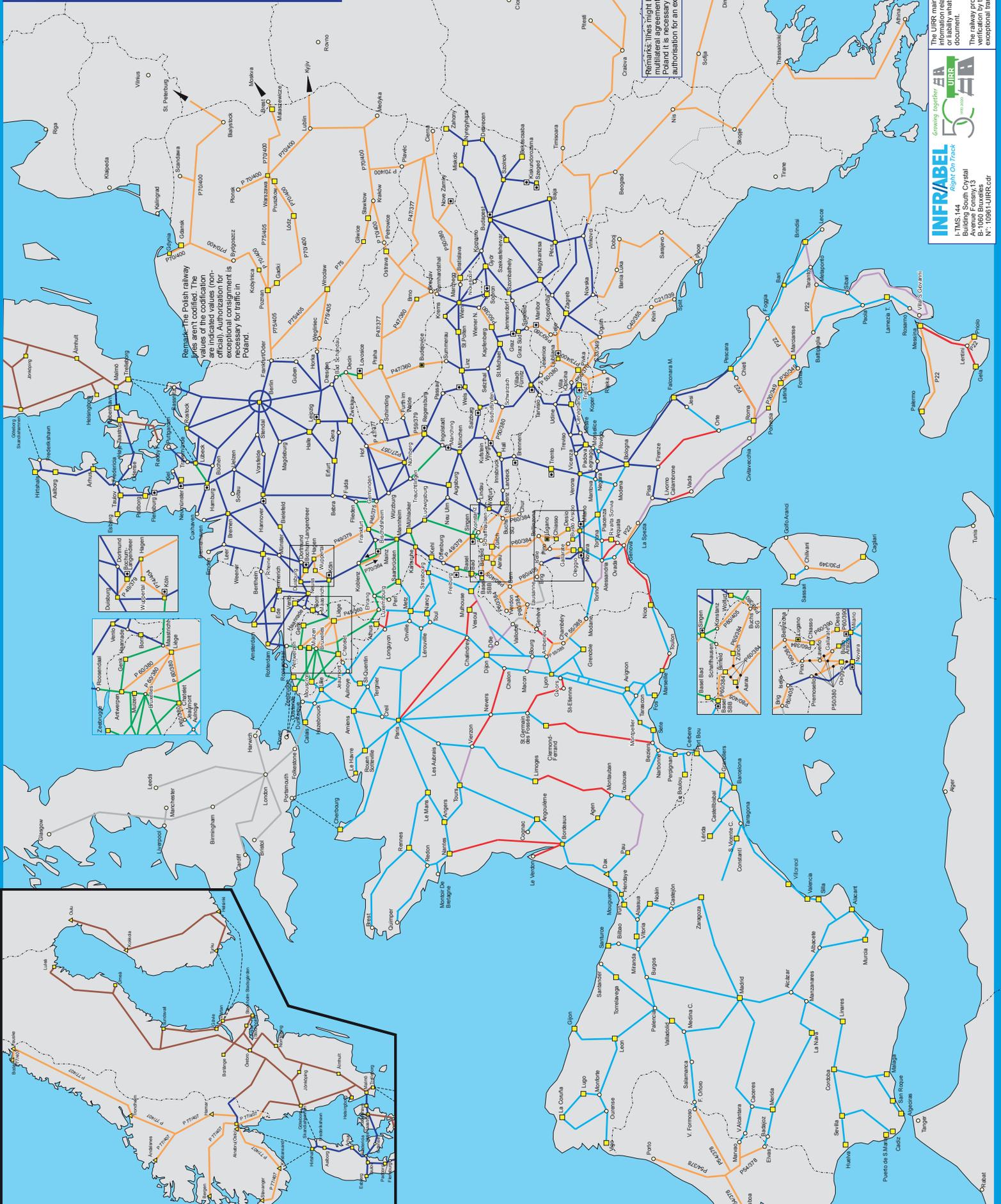
or as additional text box

The admissible edge heights (cm) of the loading-unloading carried on the wagons are calculated as follows:

P 77 codification number added by the number 3307 (example: P70 = 70+3307 = 400 cm)

P 82, P 93, P 94, P 95, P 96, P 97, P 98, P 99, P 100, P 101, P 102, P 103, P 104, P 105, P 106, P 107, P 108, P 109, P 110, P 111, P 112, P 113, P 114, P 115, P 116, P 117, P 118, P 119, P 120, P 121, P 122, P 123, P 124, P 125, P 126, P 127, P 128, P 129, P 130, P 131, P 132, P 133, P 134, P 135, P 136, P 137, P 138, P 139, P 140, P 141, P 142, P 143, P 144, P 145, P 146, P 147, P 148, P 149, P 150, P 151, P 152, P 153, P 154, P 155, P 156, P 157, P 158, P 159, P 160, P 161, P 162, P 163, P 164, P 165, P 166, P 167, P 168, P 169, P 170, P 171, P 172, P 173, P 174, P 175, P 176, P 177, P 178, P 179, P 180, P 181, P 182, P 183, P 184, P 185, P 186, P 187, P 188, P 189, P 190, P 191, P 192, P 193, P 194, P 195, P 196, P 197, P 198, P 199, P 200, P 201, P 202, P 203, P 204, P 205, P 206, P 207, P 208, P 209, P 210, P 211, P 212, P 213, P 214, P 215, P 216, P 217, P 218, P 219, P 220, P 221, P 222, P 223, P 224, P 225, P 226, P 227, P 228, P 229, P 230, P 231, P 232, P 233, P 234, P 235, 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Transshipment facility / terminal
Rolling Motorway (known also as RoLa, Rollende Landstrasse)
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The railway profiles might be higher than those indicated in the map upon exceptional transport.

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Growing together
Right On Track
L-TMS 144
Right On Track
Building South Oryzal
Avenue Fonsny 13
1095-JURR, Belgium
N° 1095-JURR.cdr

