

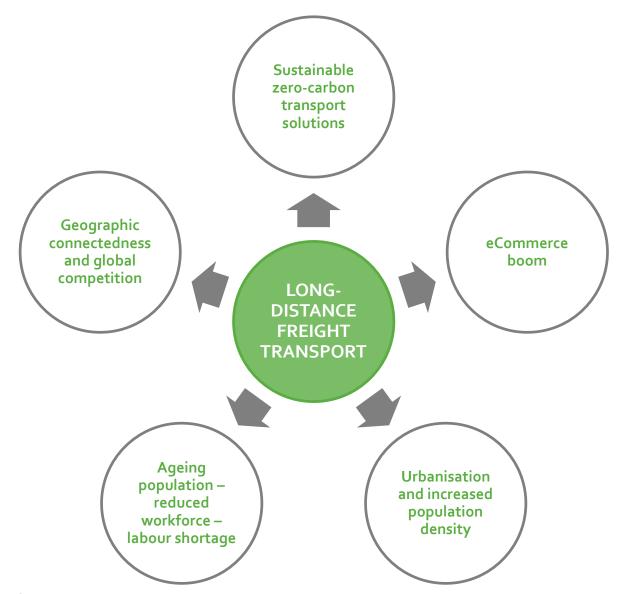


COMBINED TRANSPORT AND THE CHALLENGES OF THE PRESENT



The freight transport challenges of the present





Sustainable zero-carbon transport solutions: electric propulsion





The power of the wind, the sun and gravitation turned into freight transport: electric rail on the longer distance segments and electric trucks on the short, urban runs connected at electrically powered terminals to produce a zero-carbon transport-chain



eCommerce boom: truckload or half-truckload quantities



Intermodal shuttle concept:

frequent intermodal shuttle trains consisting of efficient wagons travelling on high quality train paths – at timetable speeds of over 100 km/h – to connect the entire continent

• Interconnectedness of actors:

rail, waterborne, road operators, as well as terminals, ports and infrastructure managers are digitally connected with shippers and consignors



Urbanisation and increased population density: urban terminals



- Quieter: electric terminals with quiet and zeroemission automated crane operation
- Closer: near urban areas
- Complex services: value added services to enable precise deliveries





Ageing population / labour shortage: one driver for 50 to 100 loads



• A single driver on the long sections:
a locomotive driver or a skipper of a
barge "drives" 50-100 truckloads on the
longer sections





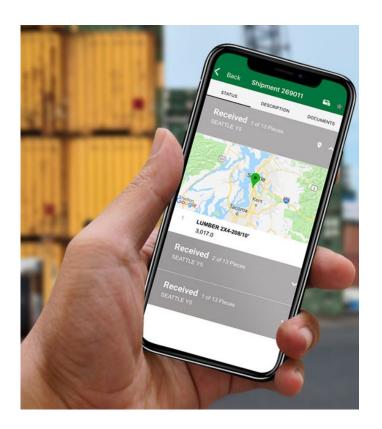
 An intermodal trucker: drives as a day job, returns home to his family every night

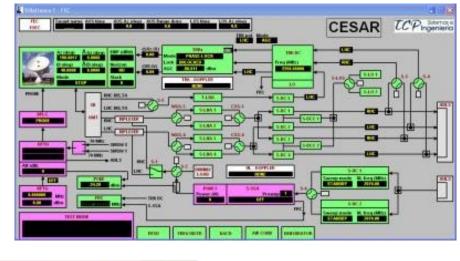


Geographic connectedness and global competitiveness: through digitalisation



 <u>Digitalisation to mitigate complexity</u>: standardised data-messages, blockchain solutions, end-to-end tracking and tracing, quality management supported by digital data, interconnected systems







Role of the industry association: managing relationships





Standardization and industry best practice development





- EN13044 on markig of ILUs and codification

- Standards on: 45ft rectangular EU container

stackable swap-bodies,

craneable semi-trailers

load securing (road, rail)

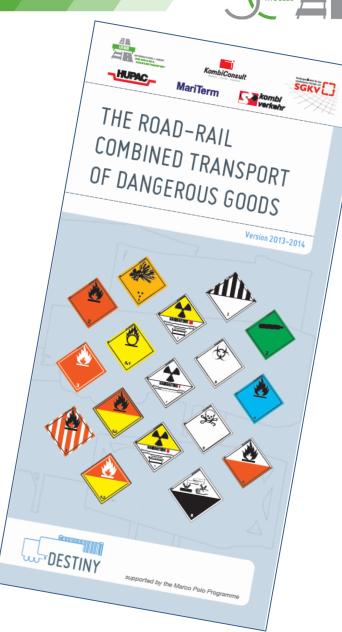


UNION INTERNATIONALE DES CHEMINS DE FEI INTERNATIONALER EISENBAHNVERBAND INTERNATIONAL UNION OF RAILWAYS

UIRR CT LOAD SECURING GUIDELINES



OTIF
electronic consignment note
for Combined Transport



Collection and dissemination of information







EUROPEAN

AR

Slowdown fuelled by uncertainty

The loss of impetus in the European economy resulted in a do Combined Transport performance during the third quarter i The main reasons behind this are the uncertainties in global prolonged Brexit process and the delayed formation of the ne of European Commissioners, Operational disturbances extensive works on the rail infrastructure came on top. On the l side, uncertainties stem from the still ongoing and unp amendment of the road transport and combined transport ubsequently, the sentiment of CT actors going forward staye

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

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

Improving rail freight alone will not do the job for Combined Transport. The progressive a of the CT Directive (92/206) is needed to enable CT Operators to continue filling frei throughout the European Union. UIRR is strongly encouraging the EU legislators to cowork by achieving a forward reaching consensus during the trialogue negotiations UIRR welcomes PIMK Terminal of Ploydiv. Bulgaria, as a new member as of 1 July.

Ralf-Charley Schultze - President



EU Intermodal Summit

50th Anniversary of UIRR's founding Brussels Autumn 2020



rague, 1-3 April, 2020



PRESS RELEASE

Thursday, 30 January 2020

Withdrawal of the CT Directive amendment

Yesterday, on 29 January, the European Commission announced its work programme for 20201 and, within it, the withdrawal of the amendment proposal of the Combined Transport Directive. The resulting delay to the modernisation of the Directive can only be justified, if the withdrawal results in the re-tabling of an amendment with an improved, more effective content.

The European intermodal sector greeted the amendment proposal when it was originally introduced by the Commission in November 20172. Several formulations and solutions of the existing Directive 92/106, dating back 28 years, became obsolete, while the changing realities and ambitions require new measures. The original proposal of the Commission, and as it was improved through the legislative process in the European Parliament, already addressed these challenges in a satisfactory manner.

UIRR expressed concerns that the Combined Transport Directive amendment was tabled "The struggle to get the Combined as part of Mobility Package 2. Intermodality is not a form of road haulage, but an Transport Directive progressively interconnector of the various modes of surface transport. The collaboration between the updated began in 2012. Thereafter the modes of transport, referred to as intermodal/combined transport, results in a better intermodal sector had to wait 5 years performing long(er) distance freight transport solution, when compared to its unimodal for the proposal itself. "Withdrawal" is road alternative

The climate emergency declaration of the European Parliament³ and the European Green that otherwise enjoys such broad Deals are evidence of how the broader external circumstances of long(er) distance political support. UIRR encourages the surface freight transport changed in Europe. On the contrary, the trialogue deal reached Commission to re-table a proposal to in relation to Mobility Package 1 affecting the road legs of Combined Transport⁵ enhance the CT Directive as soon as regrettably threatens to move the status guo backwards, not forward.

Under such circumstances, the decision of the Commission yesterday to withdraw and President Ralf-Charley Schultze. then resubmit the CT Directive amendment a year later might be an opportunity. UIRR is hopeful that the removal of the CT Directive from among the transport dossier currently debated and its re-tabling within a year's time will ultimately enable the progressive changes that the European intermodal sector needs to perform as expected, to continue as an attractive alternative to unimodal long(er) distance trucking.

The sector will continue with its constructive support of the legislative process, while upholding its arguments against the disastrous Mobility Package 1 trialogue deal: alternative regulatory means exist to achieve the underlying policy objectives, which Operators and Trans should be used instead

https://ec.europa.eu/info/publications/2020-commission-work-programme-key-documents_en http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2017/mediacentre/907-uirr-press

https://www.europarl.europa.eu/news/en/press-room/20191121IPR67110/the-european-parlia

https://ec.europa.eu/info/strategy/priorities-2019-2024/european-green-deal_en

press-release-reclassification-of-ct-road-legs-should-not-be-accepted.html



clearly not the best outcome after so much effort being put into anything possible and to keep the fundamentals " - stated LIIRR

Who is UIRR?

Founded in 1970, the International Union for Road-Rail Combined Transport (UIRR) represents the interests of

Managers. Road-Rail Combined Transport (CT) is a system of freight forwarding which is based on efficiently and economically inserting electric rail into long-distance (road) transport-chains through the use of intermodal loading units (ILU).

www.uirr.com | headoffice.brussels@uirr.com Tel.: +32 (0)2 548 78 90

