



# COMBINED TRANSPORT IN BRIEF

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Download book:

### 40-years of Combined Transport Road-Rail in Europe

Link: <http://uirr.com/en/media-centre/leaflet-and-studies/mediacentre/362-40-years-combined-transport-road-rail-in-europe.html>



Reminder:

**169 days until the issuance of the ILU-Code by UIRR begins on 1 July 2011.**

Business outlook for the 12 months ending on 31 December 2011



## The Last Quarter in Brief

The period from October to December 2010 was the fifth quarter in a row which saw the expansion of road-rail Combined Transport traffic managed by UIRR member companies. The absolute level of CT traffic nevertheless still falls short of the pre-crisis peak recorded in mid-2008, which is a good reminder of the serious fall-back suffered by the industry.



Rudy Colle  
Executive Chairman

Railway subcontractors – rail freight undertakings and infrastructure managers – unfortunately struggled to maintain the quality level of their services (primarily punctuality), which continuously declined throughout 2010.

The landmark decision of the European Council on 15 October – brokered by the Belgian EU Presidency – brought us one step closer to permitting the internalisation of some of road transport's external costs through the amendment of the Eurovignette Directive. Final approval is expected in the first half of 2011 following the second reading consideration of the dossier by the European Parliament. UIRR encourages the adoption of the text despite the serious limitations that were included within the Council compromise.

UIRR celebrated the 40<sup>th</sup> anniversary of its founding with a conference followed by a gala dinner on 21 October. On the occasion influential opinion leaders from among customers, transport politics, railways and operators shared their views on Combined Transport.

The unchallenged support of the EN13044 standard on identification of European swap-bodies and semi-trailers of the Member States during the voting organised by CEN at the end of October translated to the successful conclusion to a near-decade-old initiative of UIRR Members and their railway partners. Preparations have begun for issuance of the new ILU-Code by UIRR from 1 July 2011.

In anticipation for the imminent 2011 European Transport White Paper, UIRR issued a comprehensive position paper on transport internalisation, infrastructure access charging and transport taxation in December. Upcoming legislative initiatives include the deliberations on the recast of the First Railway Package Directives, and the issuance of the Commission's Implementation Handbook of the Regulation on Rail Freight Corridor; UIRR will actively express its position on both as part of its effort to improve the operating conditions of road-rail Combined Transport.



## 40-year Anniversary Conference and Gala Dinner

21 October 2010







## Council vote on Eurovignette Directive's amendment

15 October 2010

The Council of European Transport Ministers finally expressed its views on the amendment of the Eurovignette Directive (NUMBER) more than two years after the proposal was tabled by the Commission. The narrowly voted compromise of 15 October may be attributed to the intensive mediation of the Belgian Presidency. Unfortunately several elements of the original proposal were lost in the quest for common ground:

- (i) Charging for the indirect costs of accidents was dropped,
- (ii) The concept of earmarking was rejected, and
- (iii) The rules for congestion charging significantly curtailed, while at the same time
- (iv) A favourable treatment of Euro V and VI compliant HGVs was introduced despite the fact that the Euro norms have only limited impact on the externalities that remain allowed for internalisation (noise, local air pollution and congestion to a limited extent).

UIRR issued a Position Paper on the broader issue of infrastructure access charging, internalisation and transport taxation (Click: <http://uiirr.com/en/media-centre/press-releases-and-position-papers/2010/mediacentre/403-pos-pap-infra-externalities-fair-competition.html>) in December 2010 in which the need to approve the imperfect text is deemed most important as the razor thin approving majority of the council does not allow room for change.

Moreover, UIRR outlined in the paper the most market-conform approach to solving the complex issue of charging for the access of publicly owned transport infrastructure, transport taxation and internalisation to create a fair competitive environment, where each mode can compete on its own inherent merits.

Going forward, the European Parliament's second reading consideration has begun. If the EP can not accept the Council's position during its second reading consideration, then it is to be possibly followed by conciliation between the two legislative bodies.



## Implementation Handbook for the Freight Corridor Regulation

9 December 2010

DG MOVE Head of Unit for Rail Transport, Mr Maurizio Castelletti launched a consultation process for the development of a Handbook for Implementation of the European Rail Network for Freight Regulation, or 'Corridor Regulation' [913/2010 (22 September)].

The Corridor Regulation aims to optimise the use of the European rail network and to strengthen – through the introduction of additional procedures – the cooperation between various infrastructure managers on the allocation of train paths for border-crossing freight trains since market mechanisms were found not being sufficient to organise, regulate and secure rail freight traffic. In this context, the establishment of international rail corridors for a European rail network for competitive freight is foreseen on which freight trains can run under good conditions and easily pass from one national network to another.

The Handbook will contain guidelines for the Member States on how to interpret the provisions of the Regulation, especially concerning:

- Governance structure for (dedicated) Rail Freight Corridors;
- Definition of capacity;
- One-stop-shop for train paths, and
- Development of a European implementation schedule.

UIRR will prepare a written opinion to the Implementation Handbook until the deadline of 31 January. The Commission plans to publish the Handbook by the end of February 2011, followed by a comprehensive transport market study, which is to be completed by the end of 2012. The pre-arranged train paths are foreseen to be published in January 2013 for the new regime to come into effect from December 2013.



## RNE Conference: CT gauge to be contained in network statements

2 December 2010

On 2 December 2010 the 7th RNE Business Conference was held in Vienna. Even if Combined Transport operators are up to now mostly only indirect customers of infrastructure managers (IM), as most train paths are still booked via the railway undertakings, UIRR welcomes that RNE is working on the transparency and European harmonisation of the network statements and that English versions are now mandatory for all RNE members.

UIRR requested the inclusion of rail gauge information (DE: Lichtraumprofil – FR: gabarit ferroviaire) into all network statements of European infrastructure managers and into the ERA infrastructure register.

Combined Transport represents between 25-40% of the tonne-kilometres of major freight railway undertakings (RU) in Europe, and grows faster than all other rail freight segments (even faster than long distance road transport). As combined traffic is usually traffic exceeding the normal UIC gauge, a system of codification of lines, wagons and loading units has been developed that allows an efficient operation of combined transport while intermodal loading units would otherwise have to be transported as exceptional traffic.

All actors in the Combined Transport chain rely on precise information on the rail gauge as an essential characteristic of the infrastructure. In the past the experts from the formerly integrated railway undertakings and CT-operators meeting within the Interunit Technical Committee elaborated a map showing the railway gauges for swap-bodies and semi-trailers to inform their final customers, the road hauliers and logistic companies. With the separation of RUs and IMs, UIRR requests that this important data be elaborated and published by the infrastructure managers. Furthermore, IMs should understand that the extension of the gauge in order to transport swap-bodies and up to 4m high semi-trailers on main lines is one of their core tasks and a prerequisite for a greater shift of road traffic to rail.

(INTERUNIT map: <http://uiir.com/en/media-centre/leaflet-and-studies/mediacentre/60-interunit-map-of-the-railway-gauges-2007-edition.html>)



## Issuance of the ILU-Code (EN13044)

31 October 2010

Following the CEN vote approving EN13044 with a substantial majority on 31 October, UIRR has begun preparations for the issuance of the ILU-Code, a standardized owner code for swap-bodies and semi-trailers

used exclusively within Europe. In accordance with the standard, UIRR will organise and facilitate issuance of the new codes as of 1 July 2011. Further information on the ILU-Code will be provided in the coming months.

## UIC Report on Combined Transport in Europe

21 December 2010

UIC published its latest report on Combined Transport in Europe as a follow-up to its previous papers of 2005 and 2007 prepared by KombiConsult and K&P Transport Consultants. The report addresses issues such as growth forecasts for domestic and international combined transport, market structures, business models, market shares per traffic segment etc. It also attempts to quantify combined transport's contribution to the overall economy. Findings of the 2010 Report include:

- The number of companies offering unaccompanied intermodal services increased by 11% in 2009 compared to 2007.
- Traditional operators carry approximately 52% of volumes and serve mainly forwarders and logistic service providers.
- The traffic projections given in the UIC DIOMIS study will be met, albeit a couple of years later than initially foreseen.

(Click: <http://www.uic.org/spip.php?article2715>)





## INTERUNIT Technical Committee meeting

5-6 October 2010

Technical experts of European railways and Combined Transport Operators met under the INTERUNIT Technical Committee in Vienna. Various TSIs presently elaborated by ERA have been discussed with special attention to rolling stock and noise. It is of upmost importance for Combined Transport that the new revised Wagon TSI includes the concept of the 'CT passe-partout wagons' as it was already the case in RIV legislation, which contained that all RIV wagons are accepted by all railways throughout Europe without additional certification.

The decision of UIC to set up an interdisciplinary working group with all actors of Combined Transport in order to revise the UIC leaflets related to Combined Transport was strongly welcomed and discussed by the CT experts. As ERA activities focus on technical minimum standards, it was agreed that the Combined Transport sector needs to improve not only its own technical interoperability but also its operational interoperability (e.g. markings), which is not taken into consideration in the various TSIs.

## Modal-shift from Short Sea Shipping?

17 November 2010

The COMPASS study – analysing the competitiveness of European short sea shipping (SSS) compared with road and rail transport – and run under the guise of DG Environment was recently completed by Transport & Mobility Leuven.

The study found that the shift from conventional bunker fuel to low-sulphur marine fuel (anticipated in 2012) within coastal waters of the European Union will cause a

considerable increase in the costs of SSS that is expected to result in a loss of traffic vis-à-vis primarily rail, which is both the cheaper and more sustainable alternative on relations which parallel SSS ODs.

Strong doubts remain whether oil refineries will be capable of supplying low-sulphur marine fuel in the quantity required, or whether such an increase in demand will result in cost increases beyond current projections.

## Marco Polo update

December 2010

The 2010 Marco Polo Call for Proposals was launched on 17 March and closed on 18 May 2010. With 101 proposals received by the call deadline (worth € 235 million against a budget of €64 million), the third call for project proposals under MP II. has attracted a record number of submissions in 2010, beating all previous calls launched since 2007. The successful actions will be published on the Marco Polo website in April (<http://ec.europa.eu/transport/marcopolo>).

The Marco Polo Agency (EACI) does not expect the 2011 call before the 2010 results are announced; the UIRR office recommends all members to already think about submitting a proposal when planning or starting up new services.

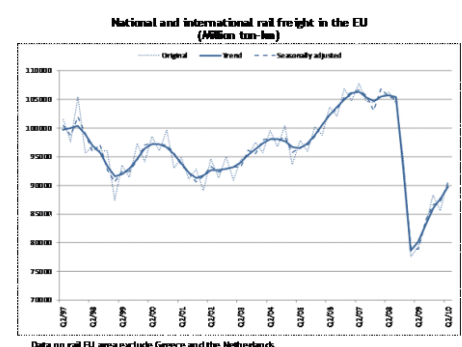
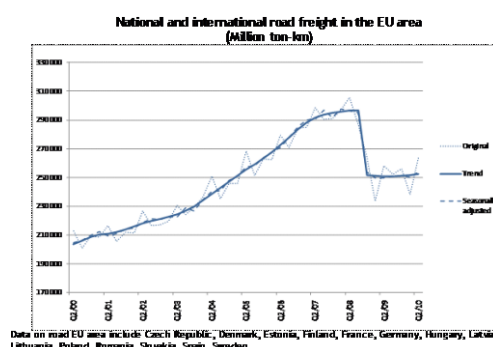


## European rail freight on recovery track

7 December 2010

The International Transport Forum announced freight transport data until 30 September 2010, which reflects a strong rebound in rail freight, while a stagnation in road transport.

The improvement only compensated for part of the decline suffered by rail.





## Project-Work Update

<b>BE LOGIC</b>	During the last quarter, the project partners finalized the development of two e-tools: the so-called European Intermodal Route Finder (EIRF) and the Logistics Benchmarking Tool, which are both available on the BE LOGIC website ( <a href="http://www.be-logic.info">www.be-logic.info</a> ). The project partners are currently validating those tools with potential users (90 companies in total). Furthermore the UIRR office had the opportunity to organize a workshop related to the needs for quality standards in the logistic chain. This was the occasion to share with external experts the results of the two-round Delphi survey launched in February and June 2010.
<b>IMCOSEC</b>	The project, aiming to develop a comprehensive solution to enhance the security of ILU based transport chains in Europe held its third workshop in Berlin on 13 December. The final conference of IMCOSEC, where the risk assessment and the comprehensive solution to mitigate them will be presented is set to take place on 24 February 2011 in Brussels.
<b>WEATHER</b>	Climate change is beginning to be measurable and a rise of global temperatures by 2°C to 4°C within this century is no longer avoidable. The consequences will be more extreme events such as hot and dry summers, heavy winter storms, storm surges, floods and landslides. The need for adaptation is recognised, but the magnitudes and consequences of these changes in the weather system are not yet well understood. Therefore, the WEATHER project aims at analysing the economic costs of climate change on transport systems in Europe and explores ways for reducing them in the context of sustainable policy design. UIRR is represented in the project advisory board by its director general Martin Burkhardt. At the first workshop in September 2010 in Brussels he presented some examples of the vulnerability of Combined Transport to weather events as well as possible measures for rolling stock and infrastructure as prevention is better than cure. <a href="http://www.weather-project.eu">http://www.weather-project.eu</a>
<b>GHG-TransPoRd</b>	<p>The GHG-TransPoRD project aims at developing an integrated European strategy that links R&amp;D efforts with other policies and technological measures to achieve substantial greenhouse gas (GHG) emission reductions in transport that are in line with the overall reduction targets of the EU. As part of this strategy, the project will propose GHG reduction targets for transport as a whole as well as for each transport mode for 2020 and 2050.</p> <p>UIRR is represented in the stakeholder council by its director general Martin Burkhardt. At the second project workshop, December 2010 in Brussels, R&amp;D strategies, technologies and innovations were presented that could lead to the necessary CO<sub>2</sub> reductions to limit the climate change. Facing increasing transport, CO<sub>2</sub> reductions of 50 to 80% in transport are necessary in order to achieve the overall 80% reduction goal of the EU for the year 2050.</p> <p>A number of measures are promising, but UIRR fears that too much hope is on technical progress, as some of the expectations, (p. ex. the electrification of road freight transport with batteries, the massive use of biofuels) seem unrealistic, too expensive or will cause other environmental or social problems. While the project is mainly structured to find technical measures and innovations within the different transport modes, more attention should be given to the role of modal shift that can reach high CO<sub>2</sub> savings with already proven techniques. The shift from road to rail already today reduces CO<sub>2</sub> emissions by 75%, with potential to “close-to-zero” at the horizon 2050 when the share of non fossil energies rises for electricity production. Concerning freight transport it counts for researchers as well as for the upcoming Commissions white-book: The strategy to believe that necessary progress will mainly come through expensive “High Tech” measures is questionable. At least in parallel social and political action is necessary. As main prerequisite for modal shift: to enforce competition and technical harmonisation in setting more ambitious concrete target dates for a unique European railway market! <a href="http://www.ghg-transpord.eu">http://www.ghg-transpord.eu</a></p>



## Members' News

<b>Bohemiakombi</b> (01.10.2010)	<b>Bohemiakombi</b> launched new modern and informative bilingual website (CZ, EN). Click: <a href="http://www.bohemiakombi.cz/english">http://www.bohemiakombi.cz/english</a>
<b>Cemat</b> (01.10.2010)	<b>Cemat</b> launched new modern and informative bilingual website (IT, EN). Click: <a href="http://www.cemat.it">http://www.cemat.it</a>
<b>Hupac</b> (29.10.2010)	<b>Hupac</b> successfully obtained the ECM (Entity in Charge of Maintenance) certification for freight wagons by Sconrail, an official certification body accredited by the Federal Office of Transport. Click: <a href="http://www.hupac.com/en/index.php?p=gruppo_materialerotabile&amp;mt=5">http://www.hupac.com/en/index.php?p=gruppo_materialerotabile&amp;mt=5</a>
<b>Hupac</b> (08.11.2010)	<b>Hupac</b> initiated a campaign on the need to upgrade the connecting railway lines to the Gotthard base tunnel to a maximum clearance of 4 meters (in height), while warning that, without such an infrastructure upgrade, many Combined Transport trains will not be able to use the new tunnel (due to open in 2017). Click: <a href="http://www.hupac.com/en/index.php?p=presse_2010/8_11_2010/8_11_2010&amp;ml=&amp;mt=6">http://www.hupac.com/en/index.php?p=presse_2010/8_11_2010/8_11_2010&amp;ml=&amp;mt=6</a>
<b>Interferryboats</b> (07.12.2010)	<b>IFB</b> took over the southern and eastern network of ICF Intercontainer-Interfrigo following the insolvency proceedings of that company. Click: <a href="http://www.interferryboats.be/pdf/PR_East_network_IFB_122010.pdf">http://www.interferryboats.be/pdf/PR_East_network_IFB_122010.pdf</a>

## Key Dates & Events

<b>17 February, Brussels (tbc)</b>	UIRR Board of Directors meeting	<b>UIRR</b>  Address: 31 rue Montoyer B-1000 Brussels  Tel: +32 2 548 7890 Fax: +32 2 512 6393 E-mail: <a href="mailto:headoffice.brussels@uirr.com">headoffice.brussels@uirr.com</a> Internet: <a href="http://www.uirr.com">www.uirr.com</a> Editor: Ákos Érsek, UIRR
<b>22 February, Paris</b>	INTERUNIT Operations Committee	
<b>24 February, Brussels</b>	IMCOSEC Final Conference	
<b>29-31 March, Paris</b>	SITL 2011 Exhibition	
<b>13-14 April, Zürich</b>	INTERUNIT Technical Committee	
<b>10-13 May, Munich</b>	Transport Logistic Exhibition	
<b>4 May, Brussels (tbc)</b>	UIRR Board of Directors meeting	
<b>4 May, Brussels (tbc)</b>	Joint event with European Parliament & Presidency	
<b>5 May, Brussels (tbc)</b>	UIRR General Assembly	