



Transition completed

A year of major change was completed in Brussels: we now have a new European Parliament, a new President of the European Council and a new College of Commissioners (with a new work-plan). Substantial changes occurred within UIRR including the adoption of a new vision and mission, subsequent changes to the Statutes, and a change-of-guard at the helm. The reception of several new members into the association is a token of the pursued direction.

Combinant Terminal (Antwerp) and John G Russell Transport (terminals, UK) have joined UIRR as Terminal Members, while Lugo Terminal (Italy) transformed its associate membership to that of an active Terminal Member, while Far East Land Bridge (FELB) and Trans Eurasia Logistics (TEL) transformed their membership from "associate" to "active" Operator Member status.

In terms of European legislation, promising political agreements have been reached concerning the amendment of Directive 96/53 (weights and dimensions of commercial road vehicles) and the Technical Pillar of the Fourth Railway Package. Substantial advances were made on the Political Pillar (Governance and Market Opening) in both the Parliament and, attributable to the Italian Presidency, in the Council. These promise the hope of a successful conclusion to this major package of rail legislation within the coming year.

The Juncker Commission unveiled its work-plan titled "The New Start" on 16 December. After careful analysis one may assess that there is no reference to the pressing issues of transport regulation in it - beyond some withdrawal and refit decisions. UIRR is convinced that neither of the 10 supreme aims of the new Commission can be achieved without tabling the right proposals needed to depoliticise transport and transport infrastructure management, as well as to correct the substantial competitive imbalances that prevail between the various transport modes.

European Road-Rail Combined Transport, as most other sectors of the European economy, closed a unexceptional year in 2014. The effects of the substantial reduction in the price of crude oil, which directly reduces (road) haulage rates, exacerbated by an increase of track access charges in some Member States, promise continued hardship for European CT. Referring to the foreseeable challenges, the UIRR CT Sentiment Index was adjusted to 'neutral' for the coming 12 months.

UIRR remains deeply committed to delivering on its purpose of progressing regulation towards competition, based on technical merit and management excellence, in the European transport sector, and towards growing the pie for intermodal and combined transport. Promotion, enhancement and support of road-rail Combined Transport remain the mission which UIRR, as the industry association of CT Operators and Terminal Managers, will rigorously pursue.

Ralf-Charley Schultze - Director General

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*Business outlook for
the 12 months between
1 January - 31 December 2015*



Save the date

**EcoHubs Project
dissemination event**

**28 April, 2015
in Brussels**



*IT solutions
for
Green and
Efficient
Terminals*

Political agreement reached on weights and dimensions

17 December 2014

The representatives of the European Parliament and the European Council have reached a good compromise solution to bridge the differences of the first reading positions taken in April. Fortunately the largely technical voting procedure that is to follow in some months' time will not require the reopening of the dossier by either legislator.

UIRR formulated the position of the Combined Transport sector in the position paper titled "[Weights and Dimensions should Aid Modal-Shift](#)". All 6 main points contained in the paper were positively embraced within the agreed text:

1. Extension of the maximum allowed trailer length by 15cm to enable the legal transport of rectangular 45-foot pallet-wide swap-bodies
2. The cross-border application of the 44-tonne gross vehicle weight allowance of trucks performing positioning legs of CT transport-chains
3. The CT compatibility of any dimension-extension related to aerodynamic elements will be ensured through homologisation rules to be contained into implementing acts

4. The present rules prohibiting the cross-border circulation of megatrucks remain in place unaltered
5. Effective measures were adopted to prevent overloading and the exceeding of dimensions of commercial road vehicles
6. The definition of intermodal transport contained in the text is subjugated to a more carefully formulated new definition to be presented within the recast of Directive 92/106

While the use of protruding aerodynamic devices will be possible as soon as the Commission's implementing act on the detailed rules of homologisation, entailing adequate test to prove the CT compatibility of these devices, is adopted. The streamlined front cabs, longer than the present ones by 60cm, will be allowed into circulation 7 years from the entry into force of the Directive, that is from 2022. The Directive will come under review in 2020.

UIRR will continue to voice the interests of Combined Transport within the Commission Working Group, which advises the preparation of the implementing acts. It is paramount to ensure that the prescribed tests for protruding aerodynamic devices are adequate to guarantee safety when taking part in CT.

Progress on the Fourth Railway Package

3 December 2014

Both European legislative bodies agreed on the 3 pieces of legislation comprising the Technical Pillar of the Fourth Railway Package: the Interoperability and Safety directives, as well as the European Railway Agency Regulation.

The so-called Political Pillar consists of

- Governance: rules for vertically integrated railway undertakings (*Chinese Wall provisions*) and harmonised competences and responsibilities of railway infrastructure managers, and
- Market Opening: of the domestic rail passenger service markets, and revised rules for awarding public service contracts.

While the European Parliament passed its first reading position on the Political Pillar in April 2014, the Council has not been dealing with it in earnest until the Italian Presidency in the second half of 2014. Finalising of the first reading in the European Council is the next step in its adoption under the Latvian Presidency.

Those opposed to more clarity and fair competitive conditions in rail infrastructure management urge for the splitting of the Fourth Railway Package - to give priority to the passage of the Technical Pillar, while allowing the Political Pillar to be forgotten - are not getting their way just yet as the Juncker Commission has expressed its desire to see the entire Package passed in one, and the Latvian Presidency committing to its advancement towards a constructive conclusion in the Council.



Council conclusions on transport infrastructure

3 December 2014

The Council adopted a series of conclusions with regards to the application of Regulation 1315/2013 and 1316/2013 concerning TEN-T and the Connecting Europe Facility respectively. The governments of the 28 Member States stressed the need for investments in the real economy and within it the upgrading, maintenance and development of their transport infrastructures.

UIRR is convinced that the regulatory framework enabling cash-positive business models to emerge in transport infrastructure

management should be created. In this case instead of obtaining funds from the fiscal sources of Member States, frequently depressed by public debt and social spending burdens, infrastructure managers would be capable of issuing (very) long-term debt on their own account (secured by the infrastructure itself), thereby leading to non-political infrastructure projects with reasonable return on investment expectations. The de-politicisation of transport infrastructure development in this manner would be the only way to secure funding for the necessary investments.



European fuel excise duty reform: off the table

16 December 2014

The Juncker Commission has announced its work-plan titled "[A New Start](#)" on 16 December 2014 in Strasbourg. The related documentation contains three Annexes:

- [Annex I](#): 14 legislative and 9 non-legislative items
- [Annex II](#): a list of 79 pieces of legislation to be placed under the REFIT Procedure - including Directive 92/106 which concerns Combined Transport [for more details please see the article on page 4]
- [Annex III](#): contains 80 pending proposals, inherited from the previous commissions, which were withdrawn.

Annex III designates for withdrawal [COM/2011/0169](#) concerning the amending of Directive 2003/96/EC restructuring the Community framework for the taxation of energy products and electricity. The justification for the decision is: "*Council negotiations have resulted in a draft compromise text that has fully denatured the substance of the Commission proposal. Moreover there is no agreement in Council even on the draft compromise.*"

Dangerous goods transport must be uniformly controlled

4 December 2014

The intergovernmental organisation OTIF recently formed a Working Group formed to devise new, stricter and more transparent requirements for the tracking and tracing of dangerous goods shipments by rail. Contrary to this initiative the Juncker Commission sent the exact opposite signal when deciding to



[UIRR welcomed the proposal](#) to reform the European fuel excise duty regime at the time when it was tabled by the Barroso Commission. The prevailing Fuel Excise Duty Directive [[Directive 2003/96](#)] dates back over a decade. Its contents are outdated both in the taxation principle applied (i.e. a political decision of fixed minimum euro amounts to be applied per 1000 litres of the various types of fuels without any relation to the energy content), and the total absence of reference to the internalisation of GHG emission and oil dependency-related external costs of society.

The paper titled [CT's European Transport Policy Expectations](#), published by UIRR in September 2014, repeatedly attests to the importance of adopting the excise duty reform along the proposed track. Subsequently, UIRR deeply regrets the withdrawal decision. The Juncker Commission should volunteer for the challenge of organising an open public debate on the issue and exert its creativity to convince the Member States of the correctness of the spirit of this proposal.

withdraw the inherited proposal [COM\(2009\)446](#) on uniform procedures for checks on the transport of dangerous goods by road. Dangerous goods should ideally be transported by the inherently safer sustainable transport modes (rail, IWW, SSS). If forwarded by road, which has a considerably poorer safety record, it needs harmonised controls.

Transport Commissioner Bulc on road tolling

19 December 2014



Transport Commissioner Violeta Bulc has intervened in the process of introduction of a road toll (vignette) for passenger automobiles in Germany. The Commissioner criticised the simultaneous passage of the road toll law with an amendment to the prevailing automobile tax act that would allow owners of vehicles registered

in Germany to reclaim the vignette price from their annual vehicle tax payment. The Commission considers this practice as discriminatory against non-German (EU) citizens, who in this case would end up the net payers of the new German road toll.

The ensuing criticism from the German government caused the Commissioner to carry her thoughts further and call for a standardised Europe-wide road pricing system. This could simultaneously address the diversity in road tolling practice, which prevails across the 28 Member States, and the achievement of a common set of rules to determine the levels of charging - exclusively based on the number of kilometres driven.

The proposed system would be voluntary for Member States and could generate the funds necessary to address the delayed maintenance on Europe's road network which accumulated over the years due to underfinancing.

Whereas the Commission Work-Plan does not specifically contain the recast of the Eurovignette Directive that is implicitly suggested by the Commissioner's statement, UIRR would very much welcome such a proposal.

UIRR has been a staunch proponent of the *user pays principle*. This would require that just like in the case of the railway network, where the use of every metre of line is charged, road users should face a similar charge. Moreover, a distance-based road tolling scheme is the ideal internalisation device for a series of externalities including local pollution, congestion, landscape destruction and land use. This would be logical since the same are reflected in the track access charges applied to rail users in the spirit of the *polluter pays principle*. Yet, internalisation of transport's externalities can only be complete by a fair charge for greenhouse gas emissions and oil dependency that should be done through fuel excise duties.

European-level regulatory framework for Intermodal Transport

4 December 2014



EP TRAN Committee Chairman, Mr Michael Cramer opened the conference on European Intermodal Transport which discussed the state of the sector's most important European legislation, Directive 92/106, which has been brought under a REFIT Procedure with a purpose of evaluation (to prepare for a recast).

(v) an intermodality test to be conducted under the guise of impact assessments of transport policy proposals to evaluate whether an intermodal/combined transport solution would not provide a more resource efficient solution to the subject matter, and

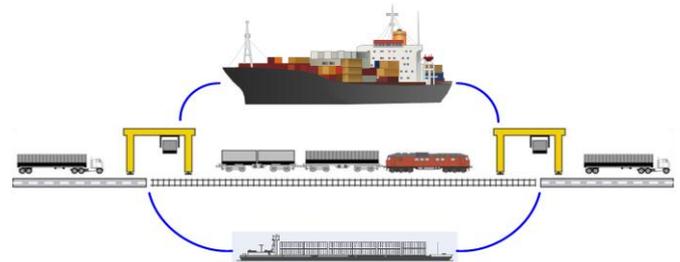
(vi) adequate monitoring and reporting to measure the development and to provide an accurate picture to decision-makers.

More details of the conference can be found [here](#), while the press statement of 7 sector associations may be viewed [here](#).

The European Commission initiated a consultants' study on Combined Transport, as well as a public consultation on Directive 92/106 in late 2013. 86% of the over 100 respondents to the public consultation agreed with the need to recast the Directive.

UIRR Director General, Ralf-Charley Schultze, presented the needs of the sector: considering that more than 80% of intermodal/combined transport crosses borders, it requires:

- (i) a homogeneous regulatory framework throughout Europe including definitions of terms,
- (ii) temporary benefits that proportionally counterbalance - for as long as these continue to exist - the regulatory imperfections which prevail to a different extent within the 28 Member States,
- (iii) infrastructure optimisation programmes on a Member State level to complement the major projects addressed in CEF Transport,
- (iv) national development plans for intermodal/combined transport and a consolidated EU-level programme to strengthen the horizontal thinking of transport policy-makers,



UIRR: transition completed

5 December 2014

The Extraordinary General Assembly of UIRR has approved the amendment of the [Statutes of the Association](#), whereby it can accept CT Terminals as full (active) members, as well as it has

changed several other provisions, whereby the transition of the association - which commenced in 2013 - may be considered complete.



The strategic aim of UIRR has been declared as catalysing the **transition to competition based on technical merit and management excellence within European transport**; since the market share of Combined Transport can only be further boosted on this basis. UIRR's mission is to **promote, enhance and support Combined Transport**.

On the occasion, associate members **Lugo Terminal**, **Far East Land Bridge** and **Trans Eurasia Logistics** have confirmed their intention to become active members, while **Combinant Terminal** of Belgium and **John G Russell Transport** of the UK have announced their joining as active members of UIRR from 1 January 2015.

New member: Combinant Terminal

1 January 2015

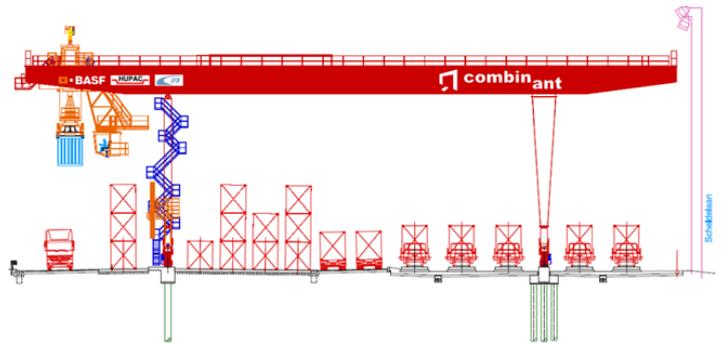
Combinant is a CT Terminal that was constructed as a joint effort of private investors BASF, Hupac and Hoyer, complemented by EU and Flemish Regional Government support. The terminal, located in the Port of Antwerp, received the first train on 1 March 2010. It operates as an "open access terminal" meaning that it is open to all carriers, rail operators and traction providers.

After nearly 5 years of operation in 2014 Combinant Terminal, as originally constructed with 5 rail tracks and 3 gantry cranes, has exceeded 120.000 consignments handled. Current capacity utilisation is beyond 85% of the designed maximum.

Combinant uses the most advanced technologies in the course of its daily operation, including optical character recognition, advanced EDI, check-in/check-out and management techniques, including the most advanced KPIs.

The terminal was recently enlarged by 12.000m² and has added an empty reachstacker to create a Value-Added Logistics Zone where it offers a series of extra services to its users.

For more information click: <http://www.combinant.be/en/home.aspx>



New member: John G Russell Transport Ltd

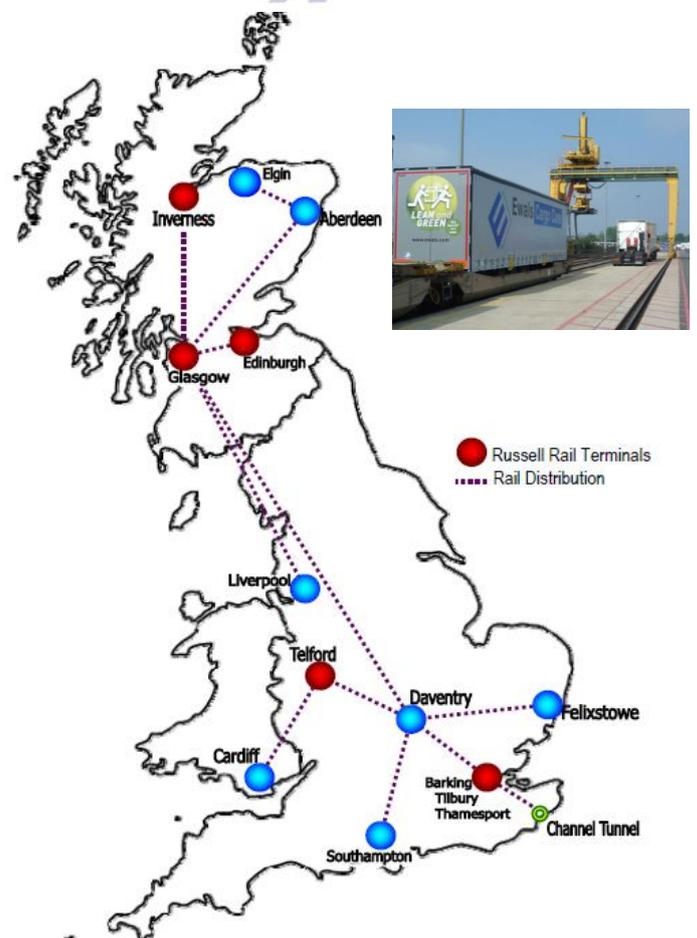
1 January 2015

The family owned, Scottish based John G Russell Transport Group presents over 40 years experience in creating full-fledged logistics solutions developing partnerships within the road, rail, sea and air sectors.

Russell's 5 own rail-road transshipment terminals located throughout the United Kingdom form the backbone of the company's operations. Management of these terminals is a main activity for the Russell Transport Group.

The flagship Russell Rail Barking Terminal offers open access to every rail service provider. The fully secure location is AFSSO certified to handle goods for transportation through the Channel Tunnel. Barking is the gateway of rail-based intermodal transport into the United Kingdom.

For more information click: <http://www.johngrussell.co.uk/>



EcoHubs demonstration workshop

4 December 2014

The EcoHubs Project organised a workshop to demonstrate the various (ICT) tools developed within this European co-funded initiative on 4 December, 2014 in Brussels.

About 30 experts from various spheres - terminal managers, 'last mile' road operators, Combined Transport Operators, industry associations- attended and exchanged their views on the demonstrated solutions.

The proposed ICT tools are all currently tested and validated by the demonstrators. They will be used as key-components for the new ICT environment (or known also as ICT-Ecosystem) of hubs and terminals, which has been defined in the project's vision. (<http://www.uirr.com/en/component/downloads/downloads/1065.html>)

The CCIS application as proof that the future of interoperability and connectivity is now

The key challenges for the next generation of IT data exchange architectures are to provide interoperability "without changes" (no change to existing legacy applications and data exchange formats) and connectivity "all at once" (communication with all partners that are connected). The CCIS application is currently being tested in the port of Koper in order to enhance the data exchange between the port terminal and the intermodal operator Adria Kombi. The overall aim is to increase by 20% the total terminal capacity and to optimise the preparation of the CT trains operated by Adria Kombi.

Presentation: <http://www.uirr.com/en/component/downloads/downloads/1069.html>
Product sheet: <http://www.uirr.com/de/component/downloads/downloads/1062.html>

The ITEC application as the unique GHG calculator for transshipment facilities

The European standard EN 16258, adopted in March 2013, includes a methodology for calculating and declaring the energy consumption and GHG emissions of transport services. However, warehouses and transshipment facilities are not covered by this standard. The EcoHubs project partners contribute to ensure that terminals might also calculate their carbon footprint in a similar scientific approach. The application is currently tested at the following terminals: Antwerp Combinant, Antwerp Main Hub, Interporto Bologna, Ljubljana Moste, Neuss Trimodal and Stockholm Arsta.

Presentation: <http://www.uirr.com/en/component/downloads/downloads/1066.html>
Product sheet: <http://www.uirr.com/de/component/downloads/downloads/1047.html>

The ecoTAURuS application as optimiser tool of the last mile operations in CT Road-Rail

Road-Rail Combined Transport is the result of an optimal combination of a rail journey with a first/last mile - as short as possible - on road. It is essential that both terminal operators and trucking companies exchange accurate status information on

loading units that will be delivered or picked up and on operational events that might occur on the terminal or during the last mile road journey. The terminals Antwerp Zomerweg and Ljubljana Moste are currently implementing the EcoHubs' solution.

Presentation: <http://www.uirr.com/en/component/downloads/downloads/1067.html>
Product sheet: <http://www.uirr.com/de/component/downloads/downloads/1063.html>

MetricHub as flexible and adaptable measuring tool for terminals

Terminals need to collect metrics basically for three purposes: for continuous improvement (by monitoring predefined KPIs), for capacity management (management of slot allocations) and for anomaly detection. The tool is actually embedded in the ecoTAURuS application, which has developed some standard dashboards to monitor some important KPIs for the dispatcher or the trucking companies.

Presentation: <http://www.uirr.com/en/component/downloads/downloads/1068.html>
Product sheet: <http://www.uirr.com/de/component/downloads/downloads/1052.html>



The participating experts agreed on the promising benefits of all technologies used and products developed, highlighting in particular the innovative components used in the various EcoHubs developments.

EcoHubs has been identified as a first step towards a new IT ecosystem for Road-Rail Combined Transport, especially for the terminals. The experts are awaiting further feedback in a 'follow-up' workshop when the solutions will be put in a real business environment.

For more information please visit the project website at: www.ecohubs.eu



ILU-Code news

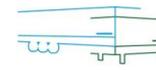
December 2014

Distribution of the ILU-Code owner-keys began in July 2011. The effort to familiarise the sector with this new identifier of European intermodal loading units - identically structured and complimentary to the BIC-Code designed for ISO Containers - was aided by the European Project DESTINY.

The present geographic distribution of ILU-Code owner-keys within Europe is illustrated on the map to the right. More codes were registered from the core countries of Europe; subsequently, to carry forward the proliferation of this intermodal loading unit identifier defined in the EN13044 Standard, efforts must focus on periphery countries.

UIRR, named as the Administrator of the ILU-Code by the Standard, is responsible for raising the awareness for the Code throughout Europe. The ILU-Code can only deliver on its powerful benefits if proliferating fully throughout Europe.

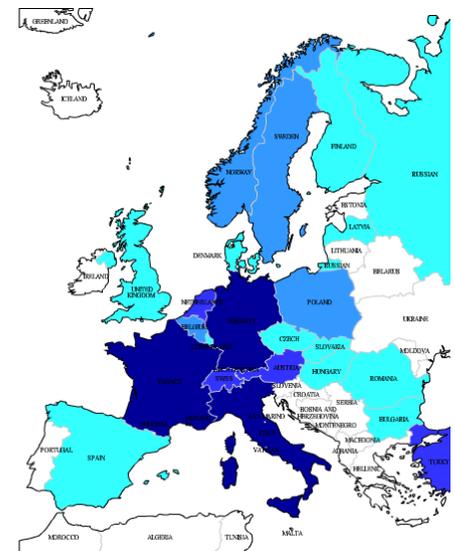
www.ilu-code.eu



ILU-Code
Identification of Intermodal Loading Units in Europe

ILU-Code penetration
31 December 2014

- 1-9 codes
- 10-29 codes
- 30-100 codes
- over 100 codes



Italy to partially privatise Ferrovie dello Stato

17 December 2014

The Economy Minister of Italy Carlo Padoan announced the intention of the Italian Government to privatise 40% of the state-owned railway company, Ferrovie dello Stato, which owns both Trenitalia, the incumbent operator, and RFI, the manager of the Italian rail infrastructure, as part of a major privatisation programme designed to curb the growth of Italy's state debt.

Privatisation is the most powerful means of much needed de-politicisation in the world of transport and the rail sector in particular. A successful transaction will require regulation that enables cash-positive business models to emerge that are capable of enticing private investors. For more information see: <http://www.reuters.com/article/2014/12/17/italy-economy-ferrovie-idUSL6NoU1oG920141217>



OECD / ITF Transport Statistics 2013

December 2014

OECD's recently published [ITF statistics](#) show for the European Union a 0,9% decline in total tonne-kilometres performed by rail freight over the course of 2013, as compared to a year earlier. This is in stark contrast to the 4,25% growth reflected in the [UIRR statistics](#), a rather accurate indicator for the entire road-rail Combined Transport sector.

Consequently, one may conclude that the forwarding of cargo packed into intermodal loading units (=intermodal transport) remains the *healthiest production system of rail freight*.

UIRR continues to be the flag-bearer of this sector of rail freight in Brussels, aiming to further accelerate its successes.



First China-Spain container train completes journey

November 2014

China launched an 82-wagon cargo train, which has taken 21 days to travel 10,000km and pass through six countries as it moved goods from the industrial city of Yiwu to the Spanish capital, Madrid.

The train named "Yixinou" crossed Kazakhstan, Russia, Belarus, Poland, Germany and France before having completed its journey - arriving in Spain - in mid-December.

The containers carried along the Yiwu-Madrid route have to be transhipped onto different wagons at three points along the trip due to incompatible track gauges in different countries, including between France and Spain.



Recent Appointments and Personnel News

EUROPEAN COMMISSION
November 2014



Ms Marjeta Jager, the former Director A of DG MOVE (responsible for Policy coordination and security), has been appointed as the Head of Cabinet of Transport Commissioner Violeta Bulc.

EUROPEAN COMMISSION DG MOVE
November 2014



Mr Eddy Liegeois, long-time head of Unit A.5 of DG MOVE, which deals with legal matters and infringements, has been appointed as Head of Unit D.3 (titled Land transport) effectively dealing with road transport topics. Unit D.3 is the one responsible for - among others - the recast of the Eurovignette Directive.

EUROPEAN RAILWAY AGENCY
January 2015



Dr Josef Doppelbauer was appointed the Executive Director of the European Railway Agency, succeeding Mr Marcel Verslype, whose contract expired in accordance with EU rules after 10 years of service at the helm of the Agency. Dr Doppelbauer has degrees in physics, formerly worked for Alcatel's Transport Automation Solutions Division and Bombardier Rail Control Division. He has 25 years of experience in key aspects of railway technology, including signalling and communications and control.

KOMBIVERKEHR
January 2015



Mr Armin Riedl celebrated 25 years at the helm of Kombiverkehr, Europe's leading CT Operators, and 15 years leading Lokomotion, its traction subsidiary specialising in Transalpine freight. Mr Riedl began working as a Management Assistant at Kombiverkehr in 1990 after gaining a degree in economics with a particular emphasis on the transport industry, marketing and finance. As managing director, he has been in charge of human resources, data processing, finance, technology and investments since 1993.

Members' News

HUPAC
30 January 2015

Swiss state support to CT will be phased out with the opening of the Gotthard Base Tunnel

Click: http://www.hupac.com/index.php?MasterId=g1_448&id_item=448&lng=2&node=344&rif=96dd96d988

Key Dates & Events

24 February, <i>Brussels</i>	CER Latvian Presidency Event (guests: UIRR, IRU)
25 February, <i>Hamburg</i>	Market Intelligence Initiative Workshop: Road & Rail
26 February, <i>Vienna</i>	ÖVG-Combinet Combined Transport Day
18 March, <i>Prague</i>	International Rail Conference ERRIC/IRSC
31 March-2 April, <i>Paris</i>	SITL 2015 Conference and Exhibition
28 April, <i>Brussels</i>	EcoHubs Dissemination Event
21-24 April, <i>Moscow</i>	TransRussia Expo and Conference 2015
23 April, <i>Brussels</i>	Spider Project Final Conference
28-30 April, <i>Birmingham</i>	Multimodal Expo and Conference 2015
5-8 May, <i>München</i>	Transport and Logistics Fair and Conference 2015
19-23 May, <i>Milan</i>	Intralogistica Italia 2015
21 May, <i>Brussels</i>	UIRR Annual General Assembly
16 June, <i>Brussels</i>	Combined Transport's Year - a UIRR Conference



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