



COMBINED TRANSPORT IN BRIEF

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The Last Quarter in Brief

The season in European transport politics has intensively begun in Brussels: The formation of the new Parliament and Commission followed by the separation of transport from DG TREN into DG MOVE has been completed and a host of important developments followed.



Rudy Colle
Executive Chairman

- Infringement procedures involving non-conformity with the First Railway Package directives continued with fresh steam against twenty-odd Member States;
- The re-cast proposal uniting the three directives of the First Railway Package into one – called “establishing a single European railway area” – was formally adopted on 17 September;
- The Belgian EU-Presidency breathed new life into the Eurovignette-amendment that lay idle for over a year;
- Work started on an amendment of Regulation 2009/661 on the type-approval of motor vehicles, which if carried out would result in trucks that (i) are incompatible with Rolling Motorways, (ii) raise road safety concerns; moreover this amendment can not be viewed separately from the road industry's ultimate desire for a Europe-wide introduction of giga-liners; and
- The drafting of the Commission White Paper on Transport progressed with a view of publishing in 2011.

A meeting was held on 14 September between Commission Vice-President and Commissioner for Transport, Mr Kallas, and UIRR management to discuss the various developments and to voice UIRR's positions. It was decided that expert-level sessions will follow to better understand each other's positions.

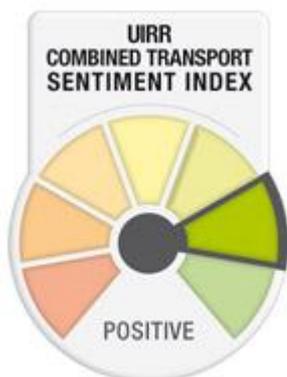
Technical and project-work also intensified with the end of Summer: the UIRR Operations Committee met in September, while the Technical Committee in early October; the Be-Logic and IMCOSEC projects had workshops, while DIOMIS, RMMS and ERA NRB held important sessions – just to name a few.

UIRR is also actively campaigning for the end-October CEN vote to gain the national CEN Committees' support for EN13044 (Intermodal Loading Units: Markings for Identification and Markings of Swap-bodies and Semitrailers Related to Rail Operation).

Reminder:

**UIRR's
40-year Anniversary Conference
and
Gala Dinner in Brussels
on 21 October 2010**

Business outlook for the 12 months ending on 1 October 2011





Meeting with Commissioner Kallas

14 September 2010

Following a number of expert level sessions with the cabinet staff of the Commissioner, on 14 September Executive Chairman, Rudy Colle, was given the opportunity to personally report on the status of road-rail Combined Transport and to present UIRR's positions on the transport policies of the day directly to Transport Commissioner Siim Kallas, who is also Vice-President of the Commission.

The meeting had a special relevance in light of the recent developments in climate and transport policy. The Commissioner showed special interest in the problems of road-rail Combined transport, and what it can contribute to achieving Europe's climate change goals, especially when considering the curbing of transport-related CO₂ emissions. It was also made clear that the Commission's co-modality concept would not be seen as weakening the desirability of modal shift. The recent intensification of activities around the Eurovignette Directive's amendment, and the various sectors' positions on it were discussed in this context.

UIRR's position paper on the issues of rail infrastructure was another focal item on the agenda. The Commissioner requested that UIRR's experts discuss its relevance with the Commission services on ongoing transport policy initiatives.



From right to left:
Mr. Siim Kallas, Vice-President of the European Commission and Commissioner for Transport, Rudy Colle, Executive Chairman, and Martin Burkhardt Director General

Revival of the Eurovignette-amendment

28 September 2010

The last amendment of the Eurovignette Directive (2006/38/EC) required that the Commission services develop an amendment to facilitate the internalisation of road-transport's externalities by 10 June 2008.

On 8 July 2010 the Commission adopted its amendment, which it duly submitted to the European Parliament and Council together with the required impact analysis, the so-called Internalisation Handbook prepared by CE Delft.

The European Parliament deliberated the proposal and adopted its first reading position on 10 March 2009 with only minor changes to the original proposal. The Council has also commenced its deliberations, and finally came to request from the Commission additional evidence on the economic impact of internalisation if it is to be facilitated in accordance with the Handbook. The Commission's Joint Research Council completed and published its background study on 14 January 2010, confirming that no material shocks would be suffered by the economy upon the internalisation of road externalities as proposed by the Commission in 2008. Thereafter the Belgian EU presidency decided to put renewed energies into closing this dossier.

The road lobby was quick to react:

- VDA, the German motoring association published a study criticising the undisputed low carbon footprint of rail freight based on the analysis of artificially defined

scenarios rarely occurring in real life. UIRR explained in a position paper that the 6, 15 and the maximum 20 wagon freight-trains analysed in the study are in fact atypical as in real life freight trains are made up of at least 20 up to 40 wagons. The complete UIRR position paper can be downloaded from here: <http://uirr.com/en/media-centre/press-releases-and-position-papers/2010/mediacentre/355-position-paper-on-vda-study-on-emissions.html>

- IRU ordered a study from ProgTrans of Germany, published on 2 August 2010. This study is also based on the analysis of arbitrarily defined scenarios, and wishes to prove that the world as we know it would end if truckers had to cover the external costs of their operation (and portrays Germany and France as evil profiteers of truckers from periphery countries). The study uses the concept of "nationality" of trucks and implies that "national economies" pay the road tolls and would be required to pay the costs of externalities caused locally in another Member State. UIRR believes that preparing a national account of road toll payments and receipts is misleading as tolls and externalities have to obviously be paid where the road lies and where the external costs occur.

UIRR is presently preparing a position paper to outline its ideas on the legislative corrections needed to rebalance the relative competitive circumstances of road and rail, with the Eurovignette Directive and internalisation of transport-externalities at its focus.



Re-cast of the First Railway Package: action-plan for a single European railway area

17 September 2010

The First Railway Package consists of three Directives which form the backbone of the European railway policy as defined in the Transport White Book of 2001:

- 2001/12/EC: development of the Community's railways
- 2001/13/EC: licensing of railway undertakings
- 2001/14/EC: allocation of railway infrastructure capacity and the levying of charges for its use.

Incumbent railways, newcomers, and also users of railway services (consignors and travellers) were largely unhappy with the implementation of the Directives by some Member States. Complaints of the different groups involved the following areas:

- Incumbent railways fought fiercely against the strict separation of railway operations and infrastructure management functions, as well as the lack of settling historic (inherited) debt of national railways and the underfinancing of infrastructure management.
- Newcomers complained about the lack of neutrality in the allocation of train paths, the provision of related services and "cunning" other ways of incumbents breaching their freedom to compete.
- Users were expecting increased professionalism and better service quality together with reduced prices and charges, which is yet to materialise in most Member States.

The European Commission allowed Member States several years to address these imperfections before finally launching a wide-reaching infringement procedure against all railway

operating Member States but one (The Netherlands) in 2009. This infringement procedure has resulted in a feverish wave of railway legislation and governance practice alignment in order to avoid the negative consequences.

Parallel with the infringement procedure the Commission announced its intention to correct the weaknesses of the existing legislation in a recast of the three Directives making up the First Railway Package. The proposal, titled "Establishing a single European railway area", was adopted by the Commission somewhat prematurely on 17 September as the conclusions from the infringement procedure are not yet available.

The European Parliament's Transport Committee is foreseen to choose its rapporteur on the dossier by the end of October, and deliberations are set to proceed quite rapidly thereafter in both Parliament and Council.

UIRR hereby confirms its support for

- market opening for all modes of freight-transport,
- separation of railway operations from rail infrastructure management,
- strengthening of supervisory authorities,
- creation of a sound financing architecture for rail, and
- general depolitisation of transport, transport infrastructure development and the rail sector in particular.

Campaign for CEN vote on EN13044

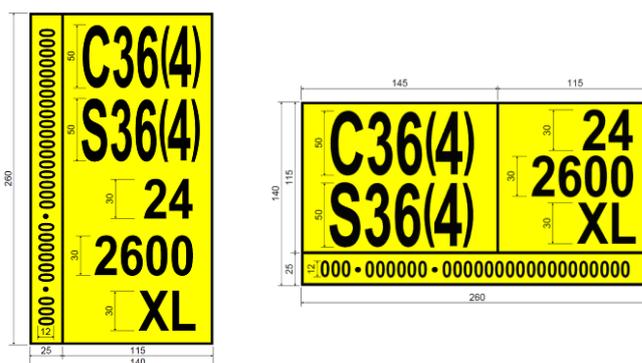
September-October 2010

The Q2.2010 Newsletter contained detailed information on the standard (EN13044) for identification codes to be used on non-BIC-registered loading units, as well as new codification plates for swap bodies and semi-trailers. Experts of UIC railway undertakings and Combined Transport (CT) operators have worked several years on this standard within CEN committees where also manufacturers, logistics companies and experts from other modes took part.

The voting of national standardisation organisations of Member States is presently ongoing. Considering the start for the vote in the summer period and some translations available after start of the voting period **CEN decided to extend the voting deadline to 29 October.**

Consequently some more time remains for stakeholders to inform their respective national standardisation organisations of their support for the adoption of this standard.

Proposed codification plates for swap bodies:





Strengthening the role of ERA as a Pan-European railway authority

2 September 2010

Reactions after the accident in Viareggio last year have shown the lack of a harmonised European approach on rail-safety when the National Safety Authorities (NSAs) of Italy ANSF and Germany's EBA had introduced unilateral measures for wagon maintenance despite the fact that the European Railway Agency (ERA) was developing new common European maintenance rules. The railway sector had through a Joint Sector Group responded in a voluntary action proposing and introducing several measures. Among others the European Visual Inspection Catalogue (EVIC) was developed which gives maintenance workshops clear evaluation criteria for non-destructive axle inspections. All freight wagon axles are checked within a short timeframe and the results of the ongoing inspections are regularly published and analysed. New databases have been built up in order to ensure the European Wheelset Traceability (EWT) containing and giving access to all relevant wheelset production and maintenance data.

Combined Transport was also affected by these measures. UIRR companies and railways spent millions of euros for additional "non destructive" axle inspections. The judgement of the experts of the INTERUNIT Technical Commission, who met in early October in Vienna, was that the additional inspections have shown that the wagons have already been adequately safe before.

The sector has to bear a financial burden which is not appropriate especially when taking into consideration the competition with the road sector where safety issues are observed sometimes in a more relaxed way. The keepers of combined transport wagons are giving safety the highest priority. They hope that with including the additional wheelset inspections into the regular inspection intervals the initially high costs may be lowered to an acceptable level.

This experience has led the Network of Representative Bodies (NRB) including the main sector organisations where UIRR is represented by Director General Martin Burkhardt, to demand a stronger role for the European Railway Agency in order to better harmonise the approaches of the NSAs. International traffic is the dominant future market for rail freight. Wagons are circulating internationally and their operations and maintenance must follow common European procedures in order to avoid a return to different and inefficient national rules. At the moment cross audits between NSAs are discussed with a supporting and coordinating role for ERA. The sector organisations are wishing to reinforce the role of the agency but do not want ERA to become a super regulator. The different national safety and investigation bodies should be encouraged to carry out their work in a harmonised manner and in-line with European rules.

European transport-statistics: needing urgent improvement

29 September 2010

Directive 2001/12/EC of the First Railway Package mandates the European Commission to establish the necessary arrangements to monitor the technical and economic conditions and market developments of European rail transport. Responding to this requirement DG MOVE initiated the so-called Rail Market Monitoring Scheme, which sees a semiannual meeting of Member States, railways and stakeholder organisations.

UIRR, representing quality rail freight customers, is a regular participant of this meeting, which was held on 29 September 2010 chaired by DG MOVE Head of Unit for Rail Transport, Mr Maurizio Castelletti.

The main item to report was the European transport statistics of last year, which is compiled by EUROSTAT from Member State reports. Several Member State representatives criticised the data presented claiming that it did not match their own national reports. PR & Research Officer, Mr Ákos Érsek, presented UIRR's positions including sample results of quality performance (punctuality).

It was noted that punctuality declined considerably during the last 12 months on several important corridors.

Moreover, UIRR pointed out that the dismal quality of European transport statistics does not properly support the extent of policy-making and transport legislation undertaken by the European legislator. It was agreed that UIRR's positions will be further clarified in working level meetings with the Commission to be held before the end of 2010.





Second workshop on rolling stock authorisation

29 September 2010

The European Commission together with the European Railway Agency (ERA) organized on 29 September a workshop in Lille on the Authorisation for Placing into service (PITS) of rolling stock under Directive 2008/57/EC. The objective of the workshop was to clarify with the relevant actors (RISC members, NSA, stakeholders) the comments they sent on the third version of the DV29 implementing recommendations to the authorization of structural subsystems and vehicles under Directive 2008/57/EC.

The workshop focused on the scope of authorization, the technical compatibility with the infrastructure (safe integration), the mutual recognition and the development of vehicle registers. With these recommendations the Commission would like to define clearly the bridges between the safety and the interoperability directives and to separate the legal issues of authorisation from actual operations processes (clear application of the existing TSIs).

Out of the 300 comments received by the Commission, one is worth to mention here: the stakeholders are in favour of inserting explicitly into the recommendations flowcharts, describing the different processes, the timing, the requested documents and overall the roles of each actor in the authorization procedure.

UIRR was represented at the meeting by Technical & Project Officer, Mr Eric Feyen. UIRR continues to monitor developments of DV29 as work proceeds.



Container security developments at CEN

21 September 2010

Several European (FP7) research projects have been launched under the theme of enhancing the security of transport and supply-chains in line with the Commission's desire to achieve progress in this field (partially in response to pressure from global partners).

The European project SMART-CM (www.smart-cm.eu) concluded a comprehensive review of the entire door-to-door container chain to make it more efficient, secure, market driven and competitive. As a logical part of their research activities, they propose to launch a CEN workshop agreement whose aim is to reach an industrial consensus on a standardized approach to fix common indicators and requirements for the CSDs and to develop standard messages structure for security status exchange of these various CSDs.

The kick-off meeting of this CEN workshop was held in Brussels on 21 September 2010. About 50 participants

included UIRR, represented by Technical & Project Officer, Mr Eric Feyen, and a delegation of China, attended this workshop. (The IMCOSEC Project, which UIRR is a partner in, similarly aims to develop a comprehensive industry best-practice solution on security of ILU-based transport-chains.)

In the meanwhile the industry's previous criticism regarding regulatory initiatives in supply-chain security are reflected in the slow progress of CEN TC379, which was entrusted with the development of a voluntary standard on supply-chain security.



European Committee for Standardization
Comité Européen de Normalisation
Europäisches Komitee für Normung

INTERUNIT Operations Committee meeting

22 September 2010

Operations experts of both railway undertakings and UIRR operators had the opportunity to exchange views on the evolution of the punctuality levels in different European freight corridors, whose levels (at 60% on average) are still far from the customers' desires and needs. Data collection has been a difficult activity in 2009 but the UIRR office will continue to argue with (railway) partners to share their data.

The experts also discussed the role and responsibilities of each actor in the terminals. In particular, the control activities have been tackled. European standard procedures and processes, instead of unilaterally implemented national practices, were agreed to be the successful solution to increasing the efficiency and safety of entire Combined Transport chains.



New French Study: Positive influence of CT on CO₂ emissions

July 2010

By 2020 European countries must reduce by 20% their respective CO₂ emissions according to a decision of the European Union. More and more companies, industries and even public entities report on their objectives and on their implementation plans.

With an ambition of reducing by 30% the CO₂ emissions, the French government has just decided to accelerate its detailed analysis on the various options and measures that could be taken to attain this ambitious objective. In June 2009, it has decided to increase the share of alternative modes to 25% by 2022, in particular by using rail freight more systematically. A recent study carried out by the 'Comité pour la Transalpine' strongly supports this decision. With the support of the software EcoTransit (developed by the German institute IFEU), the study provides detailed responses and figures on the CO₂ savings achievable by transferring consignments from road to rail on the Transalpine Lyon-Turin. At equivalent distance, the entire rail transport (including pre- and post-haulage) is 4 to 5 times less polluting than pure road transportation, and is thus capable of saving between 16 and 57 tonnes of CO₂ per consignment.

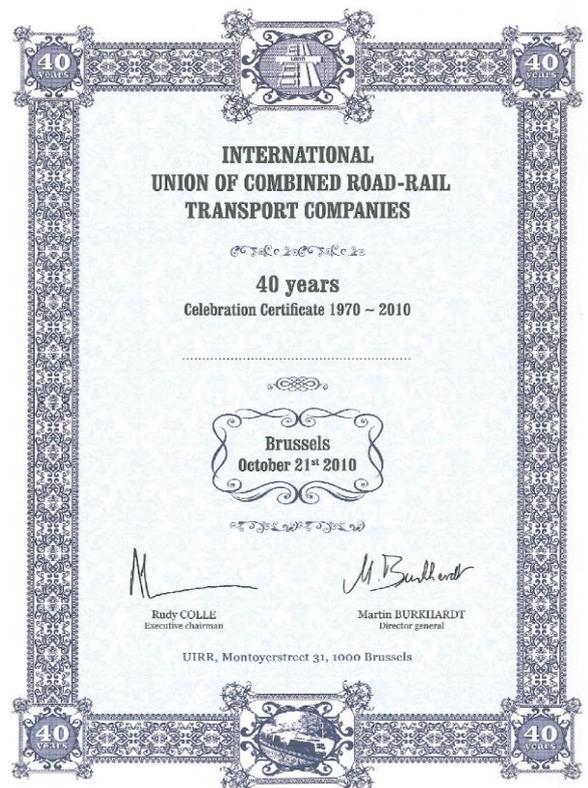
The study confirms that CO₂ savings increase with the number of covered kilometres, in particular on long distances but even also on medium distances such as Lyon – Turin, where rail transportation still emits considerably less CO₂ than road. Furthermore the study outlines the better environmental results of unaccompanied transport (transfer of intermodal loading units such as swap-bodies, containers and semi-trailers) versus 'Autoroute Ferroviaire' (transfer of entire trucks): at similar distances unaccompanied services on this French-Italian corridor showed to have saved 10% to 14% CO₂ emissions as compared to accompanied Combined Transport, both of which performed far better than pure road transport.

In case France and Italy were willing to fully commit to reduce CO₂ emissions of transport in this relation (to preserve sensitive areas such as the Alps), the construction of the base tunnel between Lyon-Turin will eventually become inevitable.

UIRR's 40-year Anniversary Conference

Coming up on 21 October 2010 in Brussels

UIRR will commemorate the 40th Anniversary of its founding on 21 October 2010 with a conference at the Cercle Royal Gaulois. The conference will feature high level speakers from the European Commission, rail operators, infrastructure managers, Combined Transport operators, and logistics companies discussing the past, present and future of this sustainable system of co-modal freight transport. The closing remarks will be offered by Mr Etienne Schouppe, Secretary of State for Mobility and Transport (Belgium), current Chairman of the Council of European Transport Ministers (see picture below).





Members' News

InterContainer Austria (01.07.2010)	ICA joined the international CESAR-Network, which provides tracking and tracing information on consignments to partners and consignors. <u>Click: http://www.intercontainer.at/content/deutsch/unternehmen/presse/presse_detail73.php</u>
Hupac (21.08.2010)	SBB Cargo/Hupac link up: In a reversal of the trend for leading UIRR and other intermodal operators to be taken over by national rail companies, Swiss-based Hupac, Europe's second biggest UIRR company, is to take a share in the Swiss national rail company SBB Cargo. <u>Click: http://www.worldcargonews.com/htm/t20100821.956007.htm</u>
Hupac (25.08.2010)	Crossrail AG and Hupac SA have announced that Hupac SA acquired 25% of the shares of Crossrail AG, which is a leading private railway undertaking in Europe active in Switzerland, Germany, Italy, Belgium and The Netherlands with two fully owned daughter companies, Crossrail Benelux NV and Crossrail Italy Srl. <u>Click: http://www.nieuwsbladtransport.nl/nieuws/id31367-Hupac_verwerft_procent_van_Crossrail.html</u>
Interferryboats (23.09.2010)	IFB France makes Italy more accessible for intermodal transport from France by starting a new connection between Dourges (North of France) and Segrate (Milan, Italy) <u>Click: http://www.interferryboats.be/pdf/PR_IFB_Dourges_Segrate.pdf</u>

Project-Work Update

BE LOGIC	Aim of BE LOGIC project is to improve the quality and efficiency within and across different modes of transport, especially by means of a benchmarking exercise/tool and by setting up (new) quality standards in logistic chains. The tool can be tested by using the following link: http://88.32.124.83/Login.aspx . Based on research results on existing logistics standards, the project partners organize a validation workshop in Paris on the topic 'Need for Quality standards in the logistics chain?'. The workshop, limited to 20 participants, is especially addressed to managers responsible for quality standardization (e.g. ISO certification). Reimbursement of travel costs is offered for all expert participants. For registration please contact Mr. Eric Feyen (+32 2 548 78 95 or efeyen@uirr.com).
IMCOSEC	The project, aiming to develop a comprehensive solution to enhance the security of ILU based transport chains in Europe held its second workshop in Oostende on 25 September.
WEATHER	UIRR participates in the advisory board of this project which analyses the impact of extreme weather on transport systems. The first workshop gave occasion to present severe interruptions of Combined Transport in the last years caused by storms or land slides in the Alps. Appropriate infrastructure maintenance, alternatives to trunk lines, a certain redundancy and decentralisation should help make combined transport less vulnerable or to reduce the impacts of disturbances.
DIOMIS follow-up	Even after the end of the project for "Developing Infrastructure and Operational Models for Intermodal Shift" (DIOMIS), the two "Reports on Intermodal Transport in Europe" analysing the market in 2005 and 2007 are followed by a third report on the year 2009 which will be published by UIC before end of this year. The number of operators is growing; whereas the container hinterland transport represents two thirds of the domestic intermodal transport, continental traffic dominates international relations. The perspectives look excellent if investments in rail and terminal infrastructure are taken seriously by Member States and infrastructure managers.



Recent Appointments

Tarek HOSNI
(01.07.2010)



Mr Tarek Hosni, Director General of NOVATRANS (France) was named Chief Executive Officer of Naviland Cargo (France) to oversee the consolidation of SNCF's recently acquired Combined Transport interests.

Key Dates & Events

21 October, Brussels	UIRR General Assembly / 40-year Anniversary conference	UIRR Address: 31 rue Montoyer B-1000 Brussels Tel: +32 2 548 7890 Fax: +32 2 512 6393 E-mail: headoffice.brussels@uirr.com Internet: www.uirr.com Editor: Ákos Érsek, UIRR
22 October, Brussels	INTERUNIT General Assembly	
26 October, Brussels	European logistics summit	
29 October, Paris	BE-LOGIC workshop on quality standards in logistics	
4-6 November, Istanbul	LogiTrans City trade show	
2 December, Vienna	RNE Business Conference	
13 December, Berlin	IMCOSEC Third Public Workshop	
15 December, Brussels	UIRR Board of Directors meeting	
24 February, Brussels	IMCOSEC Final Conference	