



## A market in transition

*In 2013 European road-rail Combined Transport suffered a year of stagnation; nevertheless, the sector is looking forward to the coming 12 months with cautious optimism.*

*The sluggish recovery of the European economy during 2013 resulted in weaker demand for goods transport - reflected accurately in the severe downturn of road haulage output indicated by the ITF statistics (see p.8). This yielded lower freight rates, also placing CT Operators under pressure. The ratio of empty truck lading space, indicated by the Timocom Barometer, steadily at or above 50% of supply, is also a good indicator of this phenomenon.*

*Fiscal deficits and overall public debt levels have forced Member States to engage in the gradual introduction of distance based tolling throughout the European Union - beginning also to include some elements of internalisation. This has kick-started the long anticipated adjustment in the modal balance of long(er) distance freight transport. It is considered necessary to place European long-haul freight logistics on a sustainable path of development, however with unfortunate timing because of the crisis-related slower economic activities.*

*The transport sector is in a highly challenging business environment characterised by weak overall demand, exacerbated by fluctuations caused by the transition, and coupled with lower market rates. Within this market in transition, UIRR and its members continue enhancing the quality offering and competitiveness of European Combined Transport.*

*The Board of Directors - facing the intention of Director General Martin Burkhardt to retire in July 2014 - decided to appoint me as UIRR's new Director General. A gradual transition in the management of the organisation has already begun on 1 January 2014.*

*Utilising my extensive experience gathered in the marketplace, at several logistics service providers, as well as the former intermodal manager of SBB Cargo, my prime task will be to help accelerate the enhancement of the business environment of Combined Transport in Europe. The sector must be prepared for the challenge to counter demand fluctuations, the need to fill longer and heavier trains, as well as to profitably operate in a highly competitive marketplace.*

*Subsequently, UIRR will continue its three-pronged mission to (i) promote Combined Transport in Brussels and towards the European institutions, (ii) assist and facilitate the development of standards and industry best practice, while also to (iii) organise and provide services that support the daily operations of Combined Transport.*

Ralf-Charley Schultze - Director General

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*Business outlook for  
the 12 months between  
1 January – 31 December 2014*



## TEN-T Guidelines to replace Marco Polo

11 December 2013



<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2013:348:0001:0128:EN:PDF>

The European Parliament and Council has recently adopted a thorough revision of the guidelines that govern the development of the trans-European transport network that was published on 11 December 2013: Regulation 1315/2013.

The new Regulation, together with its financing vehicle called the Connecting Europe Facility (CEF), is expected to complete the transport infrastructure of Europe.

The new TEN-T Guidelines set an ambitious aim to remove bottlenecks and to create a transport infrastructure that effectively connects every region of the European Union. A network which ensures the optimal integration of the transport modes and intermodality within transport modes.

Beyond the physical infrastructure of each mode, TEN-T is to encompass infrastructure for multimodal transport, urban nodes, telematic applications, sustainable freight transport services (in place of the expired Marco Polo Programme), as well as to promote the development of new technologies and innovation to effectively decarbonise transport.

## EP Committee votes on the Fourth Railway Package

17 December 2013

The six pieces of legislation forming the Fourth Railway Package were voted upon in unison by the European Parliament's Committee for Transport and Tourism on 17 December 2013. The compromise proposals of the rapporteurs of the dossiers all gained majority votes: the Technical Pillar passed with an over 80%, and the Governance and Market Opening Pillar with support exceeding 60%.

The Technical Pillar contains the framework rules for the issuance of single European safety certificates for railway undertakings, and the European vehicle passport (for rolling stock) – both to be issued by the European Railway Agency (ERA), which is foreseen to closely collaborate during these processes with the national safety authorities (NSA). The competence for the safety certification of infrastructure will remain with the NSAs. Besides the homogenisation and a considerable speeding up of these processes, the rail sector also expects cost savings from the measures to exceed billion euro annually. Longer term consequences should include more interoperability, a greater degree of standardisation of rolling stock and a reinforced second hand rail vehicle market, which will further enhance the competitiveness of EU rail transport.



The Connecting Europe Facility (CEF: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0665:FIN:EN:PDF>) is a genuinely European instrument aimed at supporting the development of high-performing, sustainable and efficiently interconnected trans-European networks in the field of energy, telecommunications and transport. In the context of the next multi-annual financial framework (MFF) 2014-2020, the CEF has an overall budget of €29.3 billion; of this for transport infrastructure, CEF makes available €26 billion, which effectively triples the financing currently available to support the new TEN-T core network development.

This financing will act as "seed capital" to stimulate further investment by Member States to complete difficult cross-border connections and links which might not otherwise get built. The cost for implementing the first financing phase for the TEN-T core network, for the period 2014-2020, is estimated at €250 billion. The core network is to be completed by 2030.

Managing the development of the Trans-European Transport Network will be a prime task for DG MOVE in the future, where several units will be involved. The TEN-T Agency was renamed the Innovation and Networks Executive Agency (INEA), its resources considerably expanded and integrated more closely into the structure of DG MOVE. The first TEN-T work-programme is expected to be unveiled in March 2014, with an Information Day to follow shortly after. The first call for proposals should be expected most likely in September.



The most relevant part of the Market Opening and Governance Pillar for rail freight operators is the framework for eliminating the privileged relationships enjoyed by incumbent (state owned) railways operating in an integrated structure with the national infrastructure manager. The mandatory legal and physical separation requirements for infrastructure managers that will remain within an integrated company appear adequate to achieve the desired effects, especially when coupled with the limitations on cross-financing and the elimination of conflicts of interests among management staff of the various subsidiaries.

Going forward, the co-legislator European Council is expected to conclude its first reading of the ERA Regulation under the leadership of the Greek Presidency in March. This will mean that the Council will have completed discussing the Technical Pillar. The governance and market opening legislations will follow thereafter. The European Parliament's plenary vote on the entire Fourth Railway package is scheduled for 26 February.

UIRR enthusiastically welcomes the developments and supports the TRAN Committee compromises, while encouraging the European legislators to adopt the new rules as swiftly as possible.

## Upgrade of the EU rail statistics collection practice

January 2013



Three parallel proposals of the European Commission aim at improving the statistics collection of the European railway sector, which is enthusiastically greeted by UIRR. Seeing clearly and shedding light on the most important details is essential to gain adequate understanding of the problems, to improving the quality performance, and ultimately to devise the right regulatory measures.

The three actions of the European Commission are:

- Updating of the RMMS questionnaire - in a Commission implementing act - under mandate contained in Directive 2012/34
- Recast of Regulation 91/2003 on Rail Transport Statistics.
- Revision of the Implementation Handbook of European Rail Freight Corridors under Regulation 913/2010.

UIRR is strongly supportive of these efforts. Moreover, it has provided a number of additional enhancement ideas in its position paper on the topic unveiled today, which can be found here: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2014/mediacentre/626-railway-market-monitoring.html>

These enhancements involve the monitoring of

- i. private investment into railways,
- ii. proportion of locomotives controlled by incumbents
- iii. development of timetable speed and punctuality of actual freight trains,
- iv. freight traffic in domestic, border-crossing and international breakdown, as well as in
- v. distance breakdown: less than 300km, over 300km but less than 800km, over 800km
- vi. safety performance of freight trains (statistics separated from passenger trains)
- vii. punctuality upon departure, as well as punctuality upon arrival (along Corridors), and
- viii. average timetable speed for timetabled freight trains along Corridors.

The UIRR statistics service, which goes back to the founding of the organisation, has also been upgraded recently with the inclusion of terminal specific data. Further enhancements to UIRR's industry statistics gathering and reporting will be initiated to even better complement the official European rail statistics programmes.

## Weights & Dimensions dossier on the EP's table

January 2014



The European Parliament's Transport and Tourism Committee is scheduled to vote on the compromise proposal on the revision of Directive 96/53 to be tabled by Rapporteur Jörg Leichtfried (see picture to the left) on 11 February 2014.

While the compromise that is emerging in the TRAN Committee may be viewed positively by Combined Transport stakeholders, there is no agreement on a number of important topics, such as:

- Border-crossing of megatrucks, and alternatively border-crossing by non-CT performing 44t gross weight trucks,
- The definition of "intermodal transport", or its replacement by the already defined term of "combined transport", and the special rules pertaining to short sea shipping proposed by the Commission,
- The front cab protrusion (extension) allowance is leaning towards 800mm, which is beyond tolerable for accompanied Combined Transport.

UIRR is especially concerned about any "political" compromise on these topics, and cautions for any undesired consequences.

There is apparent majority support emerging in the Committee with regards to the 15cm additional length allowance needed to legally circulate with a rectangular 45-foot swap body. Similarly, a relatively moderate allowance for protruding aerodynamic devices in the rear (500mm) is likely to be agreed - in line with truck manufacturers' recommendations.

The stricter regime for controlling gross vehicle weight should also be viewed positively, as this will prevent the overloading of the transported intermodal loading units too. Stressing the liability of the consignor for overloading, as well as to provide an accurate declaration of the actual laden weight is also a good solution.

UIRR closely follows the fate of this dossier, and the Committee voting on them. The UIRR position on the still open topics can be found here: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2014/mediacentre/627-road-legislation-proposal-harms-intermodality.html>

The European Parliament is foreseen to take a plenary vote on the proposal before the end of its mandate in April.

At the same time, the co-legislator European Council is yet to begin deliberating the dossier. According to indications from the Greek Presidency, this proposal will be dealt with under the Italian Presidency, which assumes the coordination of the Council's work in the second half of 2014.

## EC Rail Freight Corridor Conference

10 December 2013

The European Commission (DG MOVE) organised its Fourth Rail freight Corridor Conference on 10 December 2013 in Brussels. UIRR – a regular participant – presented the views and perceptions of Transshipment Terminal Managers, a stakeholder group since terminals were designated an integral part of corridor infrastructure, as well as the opinions of Combined Transport Operators, who will be recognised as Authorised Applicants in the future. The UIRR presentation can be viewed here:

<http://www.uirr.com/en/media-centre/speeches-and-articles/2013/mediacentre/625-4th-serac-rail-freight-corridor-working-group-meeting-brussels.html>.

## DG MOVE Logistics Conference

7-8 November 2013



IFB CEO, Mr Johan Gemels

A high level conference on European Logistics was organised by DG MOVE in Brussels on 7-8 November 2013. The aim of the conference was to provide input to the European Commission's planned update of its Freight Transport Logistics Action Plan, which presently dates back to 2007: [http://ec.europa.eu/transport/logistics/freight\\_logistics\\_action\\_plan/action\\_plan\\_en.htm](http://ec.europa.eu/transport/logistics/freight_logistics_action_plan/action_plan_en.htm)

Representatives of the world-leading European logistics sector were presenting their views to the Commission on what would be necessary to further enhanced the global competitiveness of

## Update on eFreight and TAF TSI

December 2013

The European Freight Logistics Action Plan relies on co-modality and on advanced technology to provide a competitive European surface freight transport system while promoting environmental sustainability. The objective of the "e-freight" project is to develop true paperless freight transport processes where an electronic flow of information is linked to the physical flow of goods. In relation to that, the TAF TSI standard for telematic applications in rail freight defines the common rules which railway operators and infrastructure managers have to follow in their exchanges of data concerning rail freight services. One major expectation is the improvement of the tracking of rail freight consignments all over Europe and improve customer information and service. A revised version of the standard is ready and has been published by the ERA:

<http://www.era.europa.eu/Document-Register/Pages/Recommendation-on-adoption-of-the-revised-technical-specification-for-interoperability-relating-to-the-telematic-applicatio.aspx>.

Besides the extensive restructuring of the text (clear separation between elements to be inserted in the core text and in the data



The Corridors which have been set up already received names: RFC1: *Rhine-Alpine*, RFC2: *North Sea-Mediterranean*, RFC4: *Atlantic*, RFC6: *Mediterranean*, RFC7: *Orient-East Med*, and RFC9: *Czech-Slovak*. Prearranged Train Paths (PAPs) are available for the six established Corridors. Quality KPIs were also declared for these Corridors, and will be monitored from hereon. RFC 3, 5 and 8 will be launched in 2015, while the *Rhine-Danube* Corridor in 2020.

The European Commission is preparing to revise the Corridor Regulation Implementation Handbook, which is a tool to aid Corridor Management and Governance Entities set up and operate.

this leading European industry, as well as to - simultaneously - contribute to the efforts against climate change.

UIRR was invited to express its views, and was represented by Mr Johan Gemels, the CEO of IFB, its Belgian member; his presentation can be viewed here: <http://www.uirr.com/en/media-centre/speeches-and-articles/2013/mediacentre/628-ec-conf-logistics-in-2013.html>

A prominent leader called for DG MOVE to be renamed DG Mobility and Logistics (DG MOLO) to reflect the much needed emphasis on multimodal solutions, and the complexity of logistics, which requires an elevated representation within the European Commission. UIRR wholeheartedly shares this vision, and has called for similar changes already a number of years ago. The Conference will be followed up by a public consultation before a revised Action-plan is compiled and issued in 2015.



catalogue), the main purpose of the revision, which took place with UIRR's attendance, was to include the customer in the data exchange processes: according to article 2.3.2 "the lead RU shall provide information to the Customer in particular path information, train Running Information on agreed reporting points, including at least departure, interchange/handover and arrival points of the contracted transport, Estimated Time of Arrival (ETA) to the final destination including yards and intermodal terminals and service disruption".

UIRR's CT Operator members strongly believe on the necessity to extend the data exchange based on TAF TSI messages to the final users such as consignors, logistics companies and transport hauliers.

The European Commission should support the intermodal sector in deploying the TAF TSI structure and messages for example through the financing of demonstrator projects under the open calls of the Horizon 2020 Programme, or even in the innovative Programme 5 on freight under the Shift<sup>2</sup>Rail initiative.

## UIC Leaflet revision completed

November 2012

Two years ago, the UIC launched a general initiative for the revision of its leaflets, encompassing also the following four leaflets related to Combined Transport:

- 571-4 - Standard wagons - Wagons for Combined Transport - Characteristics
- 592 - Intermodal Transport Units (other than semi-trailers) for vertical transshipment and suitable for carriage on wagons - Minimum requirements
- 596-5 - Transport of road vehicles on wagons – Technical Organisation - Conveyance of semi-trailers with P coding or N coding on recess wagons
- 596-6 - Conditions for coding intermodal transport units in combined transport, combined transport lines and wagons

UIC leaflets aim to reflect the latest state-of-play, including - among others - alignment with the various applicable standards and industry best practice.

The working group that took about 18 months to draft the revision besides the railway experts also included UIRR Technical Director Eric Feyen. The four revised leaflets were voted upon and adopted by the UIC Rail System Forum in November. The vote was followed by a final quality proofreading and ultimately translation to the three official languages of UIC: English, French and German. ETF (Editions Techniques Ferroviaires), the company responsible for the printing and for the online publication of the UIC leaflets, is currently producing the paper versions (in the three languages), and will then shortly

publish the online versions on its dedicated website [www.uic.org/etf/](http://www.uic.org/etf/).

These leaflets are important instruments to catalyse the full implementation of the new identification scheme for non-ISO European intermodal loading units (the ILU-Code), as well as the introduction of the new codification plates - both prescribed in the EN13044 standard.

UIRR plays an important role in the new identification system as EN 13044 names UIRR as the Administrator of the ILU-Code, which entails the issuance of the ILU-Code owner keys, the maintenance of the ILU-Code Register and the ILU-Code database; for more information click: [www.ilu-code.eu](http://www.ilu-code.eu).



UIRR aids the marking of loading units through an easy to use labelling service.

One of the aims of the Marco Polo Common Learning Action Project, DESTINY, is to disseminate knowledge and thus to speed up the transition to the new marking and codification standard.

CT stakeholders, including specifically rail traction providers of Combined Transport trains, Combined Transport Operators, as well as Transshipment Terminal Managers and codification entities using UIC railways should follow the provisions of these leaflets from the time of their publishing.

## CEN TC119: CT-related European standardisation

December 2013

CEN/CENELEC is the standardisation body of the European Union working on mandates received from the European Commission and under the supervision of the national standardisation bodies of the Member States. CEN Technical Committee 119 (TC119) has been established to work on Combined transport-related standardisation.

UIRR Director General, Martin Burkhardt is the current Chairman of TC119, while UIRR Technical Director Eric Feyen also attended the meeting. During its recent meeting, the Committee considered the following topics:

- EN13044 on marking of loading units  
TC119 had revised and unanimously voted the EN13044 in 2010. The discussion of the group was on the progress and actual problems of putting into practice the ILU-Code that will be mandatory for loading units taking part in European Combined Transport from 1st July 2014. The group voted also on minor translations corrections to the German version.
- TS14993 Stackable Swap-bodies  
A technical standard on long stackable swap bodies should be



taken up again, as soon as the European legislator will allow some additional 12 to 15 cm length for trucks that will then enable to transport pallet-wide rectangular 45-foot swap-bodies or containers. Such a unit would be also interesting for Combined Transport as it has the same load capacity as a semi-trailer but much less dead weight and no problems with the limited rail loading gauge.

- Load securing  
TC119 has also started the formal voting to begin the revision of EN283 on testing of swap bodies and EN12640 and EN12641 in order to solve problems due to cargo securing in different types of swap bodies and in road vehicles.

- Craneable semi-trailers  
It was also proposed to start a voting for elaborating a new standard on craneable semi-trailers in order to enhance compatibility with new rail pocket wagon designs.

All these projects are important for the safety on road and rail and to make Combined Transport more attractive and efficient.

## Rail freight bypass around Budapest

Rail Freight Corridors 6 and 7

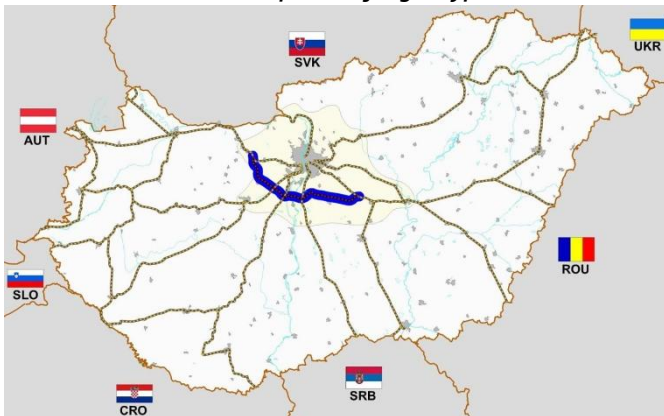
The Hungarian government has unveiled plans to build a rail freight bypass around Budapest - acronymed Vo - that would enhance the competitiveness of RFC 6 *Mediterranean* (to the EU-Ukrainian border), as well as progress the emergence of a new route marked by three new infrastructure projects: the Budapest bypass, the Danube bridge between Vidin (BG) and Calafat (RO), and concluding in the new Bosphorus Rail Tunnel in Istanbul along RFC 7 *Orient-East Med*.

While the Bosphorus Rail Tunnel has already been opened, the rail connections to and from the new bridge over the Danube between Bulgaria and Romania still needs to be completed. Finally, Vo - around Budapest - is only a plan to be completed by 2020.

The Vo Project will encompass the construction of 113km long double track electrified railway line that includes two Danube bridges (<http://www.skyscrapercity.com/showthread.php?t=1614623>) and is expected to cost about €1 billion.

UIRR has been calling for the modernisation of the TEN-T railway network, as a prerequisite of competitive rail freight services. Besides the high visibility projects such as bridges and tunnels, the kind-of bypass lines proposed under "Vo" by the Hungarian government would be needed to resolve bottlenecks alongside hundreds of much lesser improvements needed to achieve homogeneously extended train lengths (to 750/1000m), and increased gross weights (2500t), as well as UIC GC gauge profile along the European railway network.

The "Vo" Budapest rail freight bypass



Railway line on the new Vidin-Calafat Danube Bridge



## DHL progresses with marking its loading units

December 2013

DHL, a global leader in freight logistics, has obtained several ILU-Code owner keys to mark its various loading units taking part in Combined Transport.

DHL Finland and Sweden have also used the ILU-Code labelling service to obtain the stickers needed to mark existing units, while their newly acquired craneable semi-trailers came already with the ILU-Code markings affixed to them by the manufacturer.

The quality and the speed, as well as the ease of obtaining the stickers through the [www.ilu-code.eu](http://www.ilu-code.eu) website was perceived to be good.

DHL Finland and Sweden are presently implementing a thorough internal records upgrade at the same time, whereby the old DHL-numbers are entirely removed from the units to be replaced by the new ILU-Code-based in-house identifier.



## DESTINY Project update

December 2013

The DESTINY consortium ([www.destiny-project.eu](http://www.destiny-project.eu)), coordinated by UIRR, focuses on the implementation of the revised EN13044 standard related to identification and codification of loading units (topics 1 and 2), as well as to assembling and disseminating industry best practice on load securing (topic 3) and the handling of dangerous goods consignments (topic 4).

Concerning topics 1 and 2, the partners organised two intense training workshops (Belgium and Germany) for the manufacturers, key partners in the implementation of the standard EN 13044. Project partners UIRR and SGKV explained in details the content of the EN 13044 and delivered the expertise needed to support the manufacturers in their transitioning to the new régime. The first project reports on both topics were also relayed to the European Commission.

In topic 3, the Project focused its activities on the analysis of the



existing legislations in road and rail. The first results showed that road and rail standards prescribe different values for the various force parameters (vertical and longitudinal) which means that if goods are secured in a loading unit for road it may not be rail compliant; i.e. present UIC loading guidelines require much more lashings than road. The main task is to examine if the cargo securing arrangements defined in the road standard EN 12195:2010 could also be used in Combined Transport. Presently ongoing tests, based on the value forces of the UIC prescriptions, are being conducted with various loading units and cargo, which indicate that road prescriptions could be sufficient for Combined Transport.

For topic 4, the partners are finalising the 2014 version of the general information leaflet on dangerous goods that will be published by the end of February 2014.

## EcoHubs Project update

December 2013

The objective of EcoHubs ([www.ecohubs.eu](http://www.ecohubs.eu)) is to support the terminals in their daily greening processes in particular by proposing to the terminal operators the adequate tools for assessing and measuring their carbon footprint. The project partners HaCon, KombiConsult and PE International are therefore developing the Intermodal Terminal Eco-efficiency Calculator (ITEC). This tool shall not only support the terminal owners/operators in their "greening" process, but also provide the missing carbon footprint information in the intermodal transport chain. The results of these calculations will be available for other EcoHubs work packages as well as for intermodal chain calculators (for example for the EcoTransit tool), and for

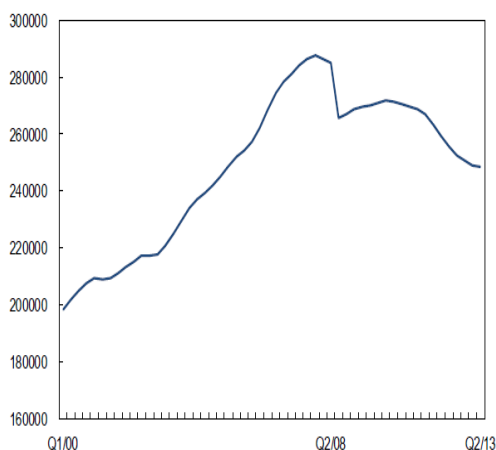


Transshipment Terminal Managers. ITEC will calculate the GHG performance of intermodal (transshipment) terminals including all relevant operations, identify the terminal "hot spots", i.e. the main energy consumers, point out the impact of "greening measures" already been implemented, and finally support the determining of the effects of planned greening measures. The partners have drafted the ITEC specifications and have elaborated the first platform prototype, which will be tested by the demonstrators that is to say Adria Kombi (SI), Interporto Bologna (IT), IFB (BE) and Jernhusen (SE) in the near future.

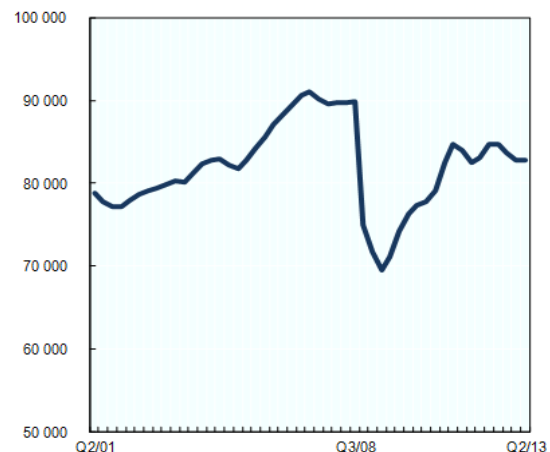
## OECD /ITF Statistics on freight transport in the EU (up to Q2.2013)

December 2013

Road freight in the European Union (M tkm)



Rail freight in the European Union (M tkm)



## Personnel news

### UIRR

January 2014



**Mr Ralf-Charley Schultze** has been named as the Director General of UIRR by the Board of Directors as of 1 January 2014. Mr Schultze (50) started his career in different logistics and forwarding companies in Europe which gave him a solid background and enabled him to understand, organise and implement logistics processes meeting the needs of the market. For five years Mr Schultze was responsible for Combined Transport within the freight department of Swiss Railways, the automotive business and partner management. Mr Schultze studied law in Saarbrücken and Strasbourg, he speaks five languages.



**Mr Martin Burkhardt**, who - after a 25-year career at UIRR - has announced his retirement as of 1 July 2014, will remain a Director General of UIRR until 30 June 2014, which will enable a smooth transition of the organisation to the new leadership of Mr Schultze. During his tenure Mr Burkhardt has focused on technical topics, best practice exchange and research and development projects at UIRR. Besides numerous projects, his contribution was essential to create the reform in identification and codification marked by the ILU-Code and EN13044. Mr Burkhardt will continue to support UIRR in an advisory capacity until the end of 2015.



**Mr Eric Feyen** has been named UIRR's Technical Director as of 1 January 2014. Mr Feyen joined UIRR in 1996 as a Technical Assistant, and was later appointed Technical and Project Officer; he has gained experience in working on - among others - the projects Cesar, Bravo, Trend, Pact, Be-Logic, Velwagon, RoMoNet, Seeis, Insectt. Presently Mr Feyen is the secretary of Interunit, member of the Operations and Technical committees, as well as coordinator of internal working groups on Dangerous Goods and EDI, while he represents UIRR in several ERA working groups, as well as he is a member of CEN TC119.

## Members' News

### KOMBIVERKEHR

November 2013

Information on CO<sub>2</sub> emissions pursuant to French decree no. 2011-1336

Click: [http://www.kombiverkehr.de/neptun/neptun.php/oktopus/page/2/207?sid=hu6gia176n50c1v7n1jon2bi85&version=&show\\_article=5155](http://www.kombiverkehr.de/neptun/neptun.php/oktopus/page/2/207?sid=hu6gia176n50c1v7n1jon2bi85&version=&show_article=5155)

### RALPIN

December 2013

New trilingual website launched (DE/IT/EN)

Click: <http://www.ralpin.com/?pageID=23&lng=en>

### ROCOMBI

December 2013

Rocombi became the manager of Bucuresti Sud terminal (UIC code 81705-6)

## Key Dates & Events

27 February, Vienna	ÖVG-Kombiverkehrstagung
27 February, Hamburg	Amber Coast Logistics Conference
4 March, Brussels	Ferrmed 2014 Conference
6-7 March, Bern	Berner Tage (CIT)
13 March, Vienna	Verkehr Forum 2014 (IIR)
25-26 March, Valenciennes	Interunit Technical Committee meeting
27 March, Brussels	Transport Business Summit
1-4 April, Paris	SITL Exhibition and Conference
2-3 April, Trieste	UIC Market Place Seminar
15/16 May, Brussels	UIRR Annual General Assembly / Interunit General Assembly
21-23 May, Leipzig	International Transport Forum Summit 2014



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FOR ROAD-RAIL  
COMBINED TRANSPORT

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