



### The search for direction continues

The European Combined Transport sector struggled to match the rate cuts offered by road hauliers, who enjoy persistently lower prices of oil, and the subsequent continuous reduction in their most important cost factor: diesel fuel. Lower energy consuming electric railways saw no such matching reductions since the price of traction electricity, which increasingly comes from renewable sources did not decline. The accumulation of overdue maintenance on the German rail network resulted in disturbances that diminished the quality performance of rail and undermined asset utilisation rates. Subsequently, the UIRR CT Sentiment Index reflecting on the 12-month business outlook for European CT had to be adjusted downwards to 'neutral'.

The evaluation of the 2011 Transport White Paper by the Juncker Commission comes at a time when the world is confronted with the fact that the maximum efficiency of diesel combustion engines has effectively been reached. As a matter of fact, the Volkswagen scandal may actually prove that diesel engines are not as efficient, while being more polluting, than the world earlier thought. This brings the most relevant indicator of the Transport White Paper to long(er) distance freight transport, modal shift, into new light: market conform measures will have to be implemented if politicians honestly wish to deliver meaningful results.

The REFIT Procedure concerning the Combined Transport Directive (92/106) is also nearing completion. UIRR expects communication of the report from DG MOVE within a few weeks. The determination on what conclusions should be drawn from the report will then be up to the newly appointed Director General of DG MOVE, Mr Henrik Hololei. UIRR has been advocating the transformation of the Directive to give the EU CT sector the harmonised regulatory framework that it needs to further enhance its efficient functioning.

Adoption of the much anticipated Fourth Railway Package has reached a very important milestone with the European Council's reaching of a common understanding on its 'political pillar' concerning governance and market opening. UIRR congratulates the Luxembourg Presidency for negotiating this deal and expresses its strong hopes that the trialogue to finalise the entire package will come to a successful conclusion of the entire Package next year.

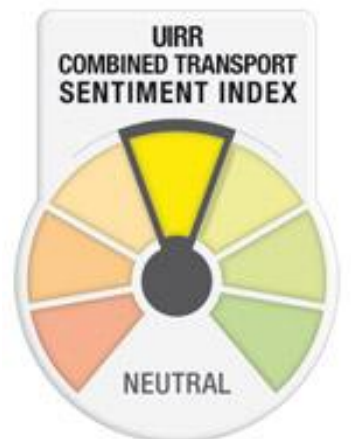
UIRR has been recently confirmed as the coordinator of CT terminal speakers of Terminal Advisory Groups of EU rail freight corridors. This coordinative role reflects on UIRR's experience in terminal issues, as well as its commitment to the cause of rail freight corridors. 80% of CT trains cross at least one European border, making this production system of rail freight the most 'international' and thus interested in the quality improvements that corridors can bring to their users.

Ralf-Charley Schultze - President

### CONTENTS

- Amended weights and dimensions directive (2015/719) ..... 2
- Council position on political aspects of Fourth Railway Package adopted ..... 2
- Weeks from the UN Climate Conference in Paris .....3
- Quality Charter for road haulage .....3
- Important rail infrastructure developments ..... 4
- Deutsche Bahn reform plan ..... 5
- Dutch TAC increase - again? ..... 5
- Belgium's rail austerity measures..... 5
- Reform of the EU statistics program .... 6
- Eurostat Intermodal Task Force completes its work ..... 6
- EU freight transport performance ..... 6
- CER/UIC rail facts publication ..... 6
- UIRR meets manufacturers of intermodal loading units.....7
- Last Mile Study status .....7
- Prevention of the use of invalid ILU-Code owner-keys .....7
- Personnel News ..... 8
- Members' News ..... 8
- Key Dates & Events ..... 8

*Business outlook for the 12 months between 1 October 2015 - 30 September 2016*




**Combined Transport**  
- the engine of climate protection in freight transport

**Berlin, 18 November 2015**

WHERE? - BUNDESMINISTERIUM FÜR UMWELT, NATURSCHUTZ, BAU  
STRESEMANNSTRASSE 128-130, 10117 BERLIN



**Rail Freight Day 2015**  
Conference

**Vienna, 4 December 2015**

WHERE? - PALAIS FERSTEL  
STRAUCHGASSE 4, 1010 WIEN

## Implementation of new weights and dimensions rules

July 2015



Directive 2015/719 was recently adopted, amending the legislation on weights and dimensions of heavy commercial vehicles, Directive 96/53. The new legislation established the following:

- Whereas the uniform reduction of maximum allowed speed for heavy duty vehicles to 80 km/h would have been a simple and easy solution to enhancing the fuel economy of trucks, the European legislator chose to authorise the adding of **protruding aerodynamic devices** to the already longest road vehicles occupying the right lanes of our highways, as well as the **extension of fronts cabins** for largely the same reason.
- Elimination of the need for a special permit to carry **45-foot pallet-wide containers** on the road and inclusion of every combination of loading units adding up to 45 feet under the scope of combined transport.
- Provision of a **definition of intermodal transport** - for the first time in an EU legislation - with the condition that a different definition passed in the anticipated revision of the Combined Transport Directive (92/106) should precede it.

- Liability of the shipper/consignor for the **accuracy of weight data of the cargo carried** within the shipping documents that accompany a Combined Transport consignment will be determined on a Member State level, just as the consequences of inaccurate data provided.

Implementing acts will have to be drafted by the Commission concerning the protruding aerodynamic devices and regarding on-board weight sensors over the course of 2016. In this process, UIRR has raised its voice that **all of these aerodynamic devices be no thicker when folded than the 200mm specified in the Directive.**

Member States will have to align their national legislation with the new Directive by no later than **7 May 2017**. UIRR recommends to all national stakeholders of Combined Transport to ask their governments to declare the **explicit obligation of the shipper/consignor to provide the accurate weight of the cargo** loaded into an intermodal loading unit.

The Commission will be obliged to draft a biannual report to the European legislator on the status of the topic of weights and dimensions. The first such **report will be due mid-2017**.

## Political pillar of Fourth Railway Package progresses

8 October 2015



Luxembourg's Transport Minister François Bausch, who is the Chairman of the EU Transport Council, will go down in the history of EU transport policymaking as the man who brokered the deal on the controversial political pillar of the Fourth Railway Package.

The Luxembourg Presidency found solutions acceptable for EU Member States on both issues of governance in the (state owned) railway sector, as well as the opening of the domestic passenger transport markets. This was the last component of the Fourth Railway Package that Luxembourg inherited with a progress report from the Italian Presidency.

UIRR commemorated this important milestone en route to the adoption of the Fourth Railway Package with a press release to be found here: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2015/mediacentre/746-a-fourth-railway-package-milestone-reached.html>.

Most importantly, as the competitiveness of the entire European railway sector depends on it, the European Combined Transport operators and terminal managers represented by the association believe that all related components of the Fourth Railway Package should be adopted in a single integrated legislative action.

Substantial work remains for the current Luxembourg Presidency and the following Dutch management of the Council to find the common ground with the co-legislator European Parliament during the triologue that will begin without hesitation. Hopes are high that a second reading of the dossier can be avoided and the directives and the regulations comprising the Package can be formally adopted in 2016.

The most pressing topics include:

- *Essential functions* of rail infrastructure managers and their freedom to outsource these activities to an entity that is a competitor in providing railway transport services on the tracks.
- *Accounting separation* within vertically integrated undertakings that is to ensure that no competition distorting financial flows may occur.
- *Coordination mechanisms*, whose role is to help make infrastructure managers more sensitive to the input of their customers, the railway undertakings. This is necessary for instance to direct scarce investment resources to the most productive projects, as well as to develop more productive operational procedures that will further enhance the competitiveness of railway transport in general.

UIRR will continue to closely monitor and support this process.

## On the fortnight of the UN Climate Conference

September 2015

Increased evidence of accelerating climate change is pouring in from studies timed to coincide with the UN Climate Conference known as COP21. We are in the hottest year on record, with ocean temperatures rising beyond previously imagined levels, while correspondent Arctic ice melting takes place at an alarming rate.

The cost of climate change and air pollution to humanity and economic competitiveness in the developed world alone is expressed in many hundred billion euros, which is to be taken into account when negotiating a new global agreement to curb the emission of greenhouse gases (GHG).

Transport accounts for about a third of GHG emissions in Europe and it is the only sector of the economy whose performance worsened since the Kyoto Agreement of 1997. When it comes to freight haulage, trucks accounted for 29% of CO<sub>2</sub> emissions in 2012, and their share is forecast to climb to well over 40% by 2030. Subsequently, any new climate deal will have to be backed up with effective new measures that will help reduce overall road and more specifically truck emissions.

The believers of forever technology progress in diesel engine development received a substantial blow with Volkswagen's diesel emission manipulation scandal that was recently brought to the surface by the US Environment Protection Agency. Accordingly the most advanced diesel engines of Volkswagen, a highly acclaimed developer of diesel power-plants, were found to emit many times the levels of GHG originally claimed by the maker. The world is subsequently presently questioning the reality of any acclaimed improvement in diesel engine emissions after the introduction of the Euro4 standard in 2005.

## A European Quality Charter for road haulage

1 July 2015

The European Council of Ministers of Transport (ECMT) adopted a Quality Charter to be applicable to all international road haulage operations that take place under the ECMT Multilateral Quota Agreement of 2014.

The Quality Charter for international road haulage operations (<http://internationaltransportforum.org/IntOrg/quota/pdf/ITF201503Fe.pdf>) specifies operating conditions similar to those required from European truckers concerning:

- good repute,
- adequate financial standing,
- professional competence,
- driving time and rest periods,
- driver training,
- conditions of employment,
- checks and penalties (by governments).

The proliferation of regulatory standards that govern road haulage within the European Union to other European countries is most welcome.



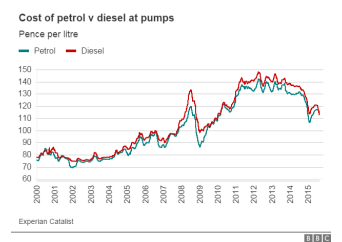
The necessary changes in transport GHG emissions will not be achievable without effective measures to bring about the long desired shift in modal balance - especially in European freight transport. The European Commission - at the same time - is taking counterproductive decisions such as the withdrawal of the energy taxation reform proposal that it inherited from its predecessor. All this at a time when the price of oil and thus diesel, the fuel of trucks, is dropping sharply making road transport cheaper thereby encouraging its increased use.

Simultaneously, neither is the cause of introducing a fair, usage-based charging scheme for the use of the public road infrastructure advanced, nor are any meaningful measures offered to internalise the external costs of road transport.

UIRR remains convinced that electric rail is most efficiently inserted into long(er) distance transport chains through Combined Transport, which should be encouraged through market conform means such as fair tolling and adequate internalisation measures.



The price of crude oil standing at well over \$100/barrel began declining in 2014 to its present level of under \$50



The price of diesel fuel at the pumps (without rebates) dropped about 30% to mirror the sharp decline in the price of crude



The similarly titled CER-CIT-UIC Freight Quality Charter of 2003 ([http://www.cer.be/sites/default/files/publication/660\\_030704\\_freight\\_quality\\_charter.pdf](http://www.cer.be/sites/default/files/publication/660_030704_freight_quality_charter.pdf)) was designed to fulfil a different purpose: to act as the voluntary Quality of Service Commitment of Freight Railway Undertakings towards their Freight Customers.

In the meanwhile the mission of enhancing the quality of rail freight in Europe has come to be pursued through a series of different measures: the Rail Freight Corridor concept, TAF TSI and registers created by ERA, as well as governance measures contained in the recast of the First Railway Package (Directive 2012/34) and in the Fourth Railway Package.



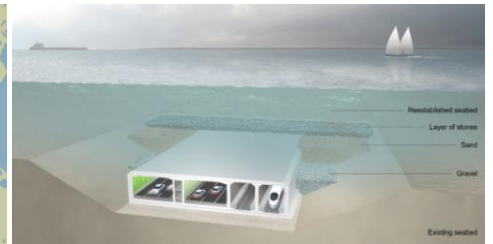
## Construction of the Fehmarn Belt gets green light

May 2015

The European Commission has approved the public financing model of the **Fehmarn Belt** fixed rail-road link between Denmark and Germany, considering it in line with EU state aid rules. The direct road and rail link is expected to create new opportunities for international freight transport and save rail cargo carriers approximately 2.5 hours when travelling between Copenhagen and Hamburg. The costs of the entire project are estimated to be DKK 64.4bn (€8.7bn), part of which is funded by the European Union through the Connecting Europe Facility.

The link is a key element to complete the main North-South route connecting central Europe and the Nordic countries and comprises an immersed undersea tunnel between Rødby on the island of

Lolland in Denmark and Puttgarden in Germany and the corresponding rail and road connections on land. The tunnel will be about 19km long and will consist of an electrified, double-track railway and a four-lane motorway. The fixed link is due to be open for traffic in 2024.



## Belgium to construct ETCS2 on core rail network

August 2015

Infrabel, the Belgian railway infrastructure operator, has awarded Siemens together with Cofely-Fabricom a contract to install ETCS Level 2 across 2,200 kilometres of track.

The €510 million project includes the installation of a new automatic train protection (ATP) system. Completion of the works are expected by 2025.



## Semmering Base Tunnel on track for 2024 completion

1 July 2015



The new Semmering railway line - part of Rail Freight Corridor 5 (Baltic-Adriatic) - will contain a newly built 27.3km-long tunnel between Gloggnitz and Mürzzuschlag consisting of parallel bores, each with a 10m diameter offering a full P400 profile gauge.

Trains will be allowed a travel speed of 250km/h which is expected to reduce the travel time between Vienna and Graz by 30 minutes. The tunnel is designed with a shallow inclination (a gradient of 0.85%), which allows for the transportation of heavy freight trains using a single locomotive. The €3.3 billion project is scheduled for completion by 2024.



## West Balkan rail infrastructure investments

26 August 2015

The European Union has agreed to provide €120 million grant funding to several rail reconstruction and enhancement projects worth altogether in excess of €200 million, which aim to enhance cross-border connections as well as line upgrades in Serbia, FYR Macedonia, Montenegro and Kosovo.

The funded projects also include the construction of an intermodal terminal in Belgrade, capital of Serbia.

RZD International, a subsidiary of the Russian State Railways, is carrying out the reconstruction of a section of line that forms part of Corridor 10 (Salzburg-Thessaloniki) in Serbia between Mala Krsna and Velika Plana. A loan of €73 million from the Russian Government is used to finance the works, which will include the reconstruction of a dozen bridges and restore the track speed to 120km/h.

The Chinese government, which has concluded an agreement for the long-term lease of the Pireus Port in Greece has also recently announced a decision to provide a several hundred million euro loan to aid the reconstruction of railway lines that provide a connection between Greece and Austria/Italy along the West Balkans.

Finally, the World Bank has similarly provided considerable funds for railway reconstruction works in Serbia.

Altogether, UIRR is hopeful that within a few years a more reliable and better performing rail infrastructure will await the users of cross border rail freight services along the Northwest-Southeast axis in Europe.





## Deutsche Bahn's restructuring programme

August 2015



Alongside the H1.2015 Report of Deutsche Bahn Dr Rüdiger Grube, the CEO of Europe's largest vertically integrated state railway company announced a major reform proposal: [http://www.deutschebahn.com/en/group/im\\_blickpunkt/9726922/en\\_blickpkt\\_HJ BPK 2015.html](http://www.deutschebahn.com/en/group/im_blickpunkt/9726922/en_blickpkt_HJ BPK 2015.html)

Changes begin with the Management Board being reduced from 8 to 6 and a merger of DB Mobility and Logistics into the Holding itself. Other reorganisation measures will deeply affect the Technology and Environment Division. The focus on DB passenger services within Germany will be reinforced. Internal corporate service functions will be bundled together in a new unit called DB Global Service Centre. Finally, the partial privatisation of the DB Arriva and DB Schenker Logistics business units is also foreseen.

- Dr Karl-Friedrich Rausch, CEO of DB's freight activities, has left the company and was replaced by Jochen Thewes (see p.8).

The first half year interim report of DB blames strikes and violent storms for the erratic performance in the January-June 2015 period - costing a loss in revenues of €500 million. Rail freight activities of Deutsche Bahn suffered a 6% decline, which was counterbalanced by DB's rapidly growing trucking performance.

The changes foreseen are expected to yield a saving of about €700 million by 2020.



DB in the meanwhile will continue on its €28 billion four-year infrastructure investment programme that began this year. It will entail the replacement of 17,000km of track, 8,700 switches and crossings, maintenance works on 875 bridges and several tunnels, as well as significant enhancements of the signalling and train control systems. While these works are all necessary, their magnitude foretells substantial disturbances affecting the entire German rail network until 2020.

## Dutch track access charges - an increase again?

23 July 2015



The Netherlands' Authority for Consumer & Markets (ACM) has notified ProRail, the Netherlands' infrastructure manager, that it must reduce some track access charges.

Dutch track access charges are already higher in some cases by up to 15% than those in Germany. Any further increase in these fees levied on freight trains for accessing the rail network would significantly undercut the competitiveness of the sector.

The ruling (<https://www.acm.nl/en/publications/publication/14576/ProRail-is-to-adjust-its-train-tariffs/>) opened up a €51 million gap in ProRail's budget for total track access charge revenues in 2016, which was proposed to be collected from the operators of freight trains.

This is especially true in a country, which provides access to its public road network to heavy duty commercial vehicles for free, thereby interfering in the competition between rail and road transport with a heavy one-sided bias. The Dutch government has recently backed out of a joint BeNeLux tolling scheme, leaving it without even a plan for correcting this imbalance.

## Belgium's rail austerity programme

September 2015



Belgian Minister of Mobility, Jacqueline Galant, authored a plan that requires SNCB, the state-owned railway operator, and Infrabel, Belgium's rail infrastructure manager, to increase their efficiency by 20% until 2019. This kind of improvement would make the Belgian rail sector more effective



than any of its European peers. A recent study by McKinsey found that about 9% efficiency enhancement can be realistically achieved. The government imposed efficiency gain should take the shape of a €2.1 billion saving for the state budget.

Safety, security, and staffing levels should not be compromised, while track access charges are pledged not to be increased. Investment projects such as the construction of the Brussels RER network or ERTMS implementation will be slowed, until the operating efficiency results begin to emerge, in order to realise the prescribed savings.

The reorganisation of SNCB and the privatisation of its rail freight activities (B-Logistics) were pushed through by the previous socialist-led government amid the unions' opposition. The Belgian railway unions pledge an even fiercer opposition to this plan foretelling more labour action and subsequent disturbances on the Belgian network than seen in previous years.

## Reform of the European Statistical Programme

July 2015

Eurostat has announced the comprehensive overhaul of the European Statistical Programme (<http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32013R1383&from=EN>), as the current framework will expire in 2017.

UIRR has contributed to the related public consultation advocating the rapid introduction of digital solutions to collecting data in place of 19th Century questionnaires.



Member States of the EU must agree to modernise their joint statistics service to keep up with the times and to enable it to provide an accurate, reliable and timely picture of reality.

UIRR has been a partner of Eurostat to help improve the transport statistics available to help support transport policy making for the greater benefit of society.

## Eurostat Intermodal Task Force completes mission

21 September 2015

A Task Force was set up by Eurostat to enhance the collection of Intermodal Transport Statistics in December 2009. The first phase of the work identified the so-called "German method" as the best practice to be proliferated onto the Union level. The second phase looked into the way of adapting the German method for EU needs and possibilities.



The Task Force - with the active participation and contribution of UIRR - completed its work with a positive recommendation.

UIRR calls for Member States to accept and implement the solution of the systematic collection of intermodal transport statistics identified by the Eurostat Task Force.

## EU transport performance and outlook

September-October 2015

The International transport Forum of the OECD was the first to deliver annual statistics on transport performance in the European Union for 2014. According to this (<http://internationaltransportforum.org/Pub/pdf/15KeyStat2014.pdf>) incomplete preliminary report in freight transport there was growth in rail (+0,7%) and road (+2,1%), while inland waterways minimally declined (-0,6%) over the course of 2014.

In a separate report released in October ([http://internationaltransportforum.org/statistics/StatBrief/2015-10\\_Air\\_Freight\\_Volumes.pdf](http://internationaltransportforum.org/statistics/StatBrief/2015-10_Air_Freight_Volumes.pdf)) ITF reported that at the end of the first quarter of 2015 both rail and road freight stood at a level of 95% in the EU when comparing to the pre-economic crisis peak of 2008 (100). Subsequently both sectors have failed to recover all volumes lost as a consequence of the crisis.

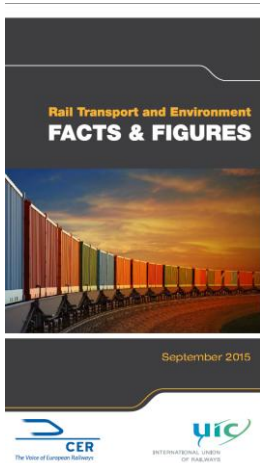


Delivering European Combined Transport data for 2014 in May (<http://www.uirr.com/en/component/downloads/downloads/1102.html>), UIRR indicated that CT reached, and even surpassed somewhat, its pre-crisis peak levels within the European Union, attesting to the competitiveness of this production system of rail freight.

Considering the decline in merchandise imports and export that began in 2015, as reported by the World Trade Organisation ([https://www.wto.org/english/news\\_e/pres15\\_e/pr752\\_e.htm](https://www.wto.org/english/news_e/pres15_e/pr752_e.htm)), and the inconclusive projections for the future, UIRR expresses its reservations regarding the growth trend for freight transport that is still holding strong in Europe. Quite the contrary, UIRR believes that with a stagnating and ageing population and the transformation of the economy to more sophisticated manufacturing and energy production, freight volumes will not continue to rise in line with the GDP.

## Facts and figures of rail transport

16 September 2015



Ahead of the UN climate conference (COP21), CER and UIC recently unveiled an important informative booklet containing comprehensive data on the environmental impact of rail when compared to the other modes of transport:

<http://www.cer.be/sites/default/files/publication/Facts%20and%20figures%202014.pdf>



The Voice of European Railways



This booklet will surely relate the several trains heading to Paris, organised under the campaign of UIC to direct attention to the solutions offered by rail transport to the climate change crisis that the Earth faces today: <http://traintoparis.org/>

UIRR supports this initiative as no solution to the energy efficiency and carbon footprint problems of long(er) distance freight transport can be imagined without the sharply increased role of rail freight and Combined Transport as a vital part of it. Accordingly, Member States of the European Union should give rail freight a priority when devising their climate change tackling policies.

## UIRR meets European manufacturers of ILUs

16 September 2015

UIRR members have met for the first time with 14 representatives of European intermodal loading units coming from 5 different countries: Belgium, Germany, France, Italy and Turkey. Objective of the meeting was to create a bridge between the transport modes road and rail.

The meeting, known as the Collaborative Platform of ILU Makers and Leasing Companies dealt with 4 topics:

1. Legislative topics: weights and dimensions, road safety issues and the revision of the CT Directive 92/106.
2. Standardisation: CEN TC 119 and UIC Leaflet revision.
3. Load securing: DESTINY Project results and the subsequent UIC-UIRR risk analysis
4. Registers and innovation: ILU-register, codification

## Last Mile Study status

October 2015

The structure of the European rail freight market has profoundly changed over the past decades. At the same time the competition from road is further increasing. Last mile operations are crucial to complete a CT assignment.

An internet portal providing easy access to data about last mile infrastructure for rail freight would considerably improve service planning. Working for the European Commission, a consortium, coordinated by HaCon of Germany is currently developing such a portal. <http://www.railfreightlocations.eu/> will include all relevant geographical information on terminals, industrial sidings, stations with public loading tracks, shunting yards, etc.

The study titled "User-friendly access to information on last mile infrastructure for rail freight" will be conducted within 15 months until its completion deadline of March 2016. An important goal is to facilitate data import from existing sources into the portal which requires a generic and flexible data model that is easy to update.

## Preventing the use of invalid ILU-Code owner-keys

September 2015

UIRR, as the Administrator of the ILU-Code, received reports that loading units bearing invalid ILU-Code owner-keys are booked with CT Operators or are brought into CT Terminals.

An ILU-Code owner-key may become invalid if its owner fails to renew it in time, which is a biennial obligation of its owner. Rarely fake ILU-Code owner-keys (that were never registered) also turn up in circulation.

In case an ILU-Code is cancelled due to expiration or on specific

Parties on both sides of the table, the experts of CT Operators and the product specialists of the various participating manufacturers, expressed their strong commitment to work together for the greater competitiveness of Road-Rail Combined Transport. These types of multilateral exchanges enable the stakeholders of the sector to come to a common understanding of the trends and challenges.

Well constructed intermodal loading units are instrumental in spreading the use of Combined Transport, as today there are still many shippers and consignors who must understand this method of long(er) distance freight transport. Combined Transport at first may appear more complex than loading cargo onto a truck that will carry it along the entire route - from door to door. UIRR members are committed to making CT simpler and easier to use for every economic player. The Platform has agreed to hold its second meeting in the first quarter of 2016.



Equally important is an intuitive and customer-oriented GUI (graphical user interface) that ensures reliable manipulation regardless of the user's knowledge of geographic information systems (GIS). The first portal prototype has been made available online. In order to guarantee the permanent availability of the portal after the project's completion, a business and operation model will have to be devised.

UIRR - as part of the consortium - plays an important role in the validation of the user requirements (both for the CT operators and the terminal managers).

Numerous new Combined Transport trains, presently non-existing connections, will have to be devised during the coming years and decades to fulfil the modal shift aims of EU transport policy. The railfreightlocations.eu portal will play an instrumental role in assisting in the creation of these CT trains. This explains the fundamental interest of UIRR in the success of this project and the portal that it will create.



request of its owner all ILU-Codes which feature the owner-key must be removed from any loading unit that may still be featuring it.

The use of an invalid ILU-Code is a breach of civil law that carries a penalty with it. UIRR's CT Operator and Terminal Manager members have obliged themselves to report any illegal ILU-Code owner-key that they come across. UIRR wishes to draw the attention of every CT sector participant to the importance of accepting only legally registered (valid) ILU-Code owner-keys.

## Recent Appointments and Personnel News

### EU COMMISSION

July 2015



Mr Matej ZAKONJSEK, previously Political and Communications Advisor in the cabinet of Transport Commissioner Violeta Bulc, has been named Head of Cabinet. Ms Marjeta Jager, whom he replaced, will return to her previous position leading Directorate A at DG MOVE.

### EU COMMISSION

September 2015



Mr Henrik HOLOLEI was named new Director General of DG MOVE. Previously Mr Hololei worked as Deputy Secretary General of the European Commission and between 2004-2013 as Head of Cabinet of Estonian EU Commissioner Siim Kallas. Previously Mr Hololei also worked as Minister of Economic Affairs in his home country, Estonia.

### DB SCHENKER

August 2015



Mr Jochen THEWES has been appointed the Chairman of the Board of Management at DB Schenker AG. Since 2011 Mr Thewes acted as CEO of DB Schenker in Singapore - responsible for the Asia/Pacific Region with responsibilities over 13,000 employees spread across 200 locations in 20 countries. Prior to this position he was Senior Vice President of Global Ocean Freight. Before joining DB Schenker, Mr Thewes worked for Kühne und Nagel for 12 years in functions in Asia and Latin America. He also operated in Hong Kong and New York. [http://www.dbschenker.com/ho-en/news\\_media/press/corporate-news/news/9754692/2015-07-31-thewes.html](http://www.dbschenker.com/ho-en/news_media/press/corporate-news/news/9754692/2015-07-31-thewes.html)

## Members' News

### KOMBIVERKEHR

29 September 2015

Only electronic booking - online or via B2B interface - will be accepted by Kombiverkehr after 31 March 2016  
Click: [https://www.kombiverkehr.de/de/service/kunden/Aktuell/online-buchung\\_wird\\_ab\\_april\\_2016\\_verpflichtend](https://www.kombiverkehr.de/de/service/kunden/Aktuell/online-buchung_wird_ab_april_2016_verpflichtend)

### NOVATRANS

September 2015

New website available online  
Click: <http://www.novatrans.fr/index.php/en/>

### ROCOMBI

September 2015

New website available online  
Click: <http://www.rocombi.ro/>

## Key Dates & Events

4 November, Berlin	SGKV Terminaltag 2015
5 November, Brussels	H2020 Information Day
10-11 November, Vienna	CCTT Plenary Meeting
12 November, Brussels	DG MOVE Transport White Paper Conference
12 November, Brussels	FERRMED 2015 Intercontinental Conference
12 November, Vienna	CombiNet Conference
18 November, Berlin	Fachkongress Kombiniertes Verkehr, Allianz pro Schiene
17-19 November, Hamburg	Intermodal Europe 2015
23-24 November, Luxembourg	Fourth Railway Package Conference
30 November, Brussels	CEF Transport Information Day
4 December, Vienna	EU Commission Rail Freight Day 2015 Conference



**UIRR**  
INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

**UIRR s.c.r.l.**

Address: 31 rue Montoyer  
B-1000 Brussels, Belgium

Tel: +32 2 548 78 90  
Fax: +32 2 512 63 93  
E-mail: [news@uirr.com](mailto:news@uirr.com)  
Internet: [www.uirr.com](http://www.uirr.com)  
Editor: Ákos Érsek, UIRR