



A strong performance

European Combined Transport volumes showed a near 10% rebound, during the October-December period of 2020 compared to the same period of 2019. Based on this, the intermodal transport performance for the whole year of 2020 is projected to be less than half of the decline in the GDP of the European Union. Besides the usual brisk fourth quarter economic activity, pre-Brexit stock build-up in UK trade were the engines behind the robust performance, which also propelled the sentiment of CT actors for the next 12 months to 'slightly positive'.

Fewer than usual passenger trains on the network has meant that freight train punctuality was substantially up, while the mild weather meant that the usual winter weather-related delays were also absent. New customers were easier to convince to try intermodal transport being backed up by the favourable punctuality and reliability performance.

A safety incident involving the transport of a semi-trailer in a pocket wagon in adverse weather conditions along the Great Belt Bridge in Denmark causes major concern. Fortunately, the strong cross winds did not cause an accident like in 2019. Nevertheless, the Danish Railway Safety Authority suspended semi-trailer transport in pocket wagons. The operator of the Great Belt route did not implement any changes to the infrastructure over the past 2 years, meaning no new wind speed meters, no cameras and no wind shield devices. Combined Transport, rail freight and infrastructure stakeholders are working together with the national safety authorities on a solution to the issue in the Joint Network Secretariat coordinated by the European Union Agency for Railways.

In January, UIRR unveiled the study done by Oliver Wyman consultants on the impact of the new EU road haulage rules, adopted in July 2020 as part of Mobility Package 1, on Combined Transport. In the worst-case scenario, the new EU road haulage rules on access to the market and to the profession, as well as the posting of transport workers may cause a significant deterioration of price competitiveness of Combined Transport. Member States should focus on the use of those legislative tools, which will not turn the cause of freight transport decarbonisation and Combined Transport itself into a collateral damage of the improving social and working conditions of road haulage.

The European Commission's Strategy on Smart and Sustainable Mobility has been published, which describes the roadmap to achieving the goals of the European Green Deal. UIRR greeted the communication as it correctly identifies the measures needed to achieve the objective of shifting a significant portion of longer distance road haulage to sustainable modes. The 50% increase of rail freight – to be achieved by 2030 – will mean the need to double Combined Transport's tonne-kilometres over the next 10 years. The Commission predicts that the neutralisation of regulatory imbalances that result in a price advantage for road haulage over sustainable modes will not be achieved before 2050. Subsequently, the intermodal sector will have to be granted effective temporary compensatory measures to be able to offer the right prices needed for the targeted shift.

UIRR greets new members DUSS, Grand Port Maritime de Marseille, Interporto Bologna, Lanfer Terminals, and the new partner MFD Rail.

Ralf-Charley Schultze – President



Ordinary General Assembly

Online event, 20 May 2021



European Intermodal Summit

Brussels, October 2021

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UIRR Quarterly CT Performance Gauge



Business outlook for the 12 months between 1 January 2021 - 31 December 2021



Quality Performance of Rail Freight

Railway sector demands equal treatment of trucks and trains

October 2020

The unfairness of track access charges in Austria are one of the highest in Europe, multiple times per tonne-kilometre than what trucks pay as road tolls. Trucks also get a discount for a higher Euro-norm engine, but electric rail – with a zero emission – does not.

Link: <http://www.uirr.com/en/news/mediacentre/1657-railway-sector-demands-equal-treatment-of-train-and-truck.html>

Translation tool to overcome language barrier in rail freight

October 2020

The Translate4Rail project of UIC and RNE will solve the language issue of the communication between locomotive drivers and traffic controllers without the need for B1 language training of either.

Link: <http://www.uirr.com/en/news/mediacentre/1654-translation-tool-aims-to-overcome-language-barrier-international-freight.html>

Digitalisation supports dangerous goods transport by rail

November 2020

A digital solution has been developed for the specific mission to optimise the planning and execution of dangerous goods and waste transport by rail.

Link: <http://www.uirr.com/en/news/mediacentre/1684--how-digitalisation-can-support-the-transportation-of-dangerous-goods-by-rail.html>

EU Parliament approves Year of Rail 2021 initiative

November 2020

The European legislators agreed with designating 2021 the European Year of Rail. UIRR looks forward to bringing the cause of rail freight closer to the general public.

Link: <http://www.uirr.com/en/news/mediacentre/1679-european-parliament-approves-european-year-of-rail-2021.html>

DG MOVE and railway sector supports Rail Facilities Portal

December 2020

The European Commission (DG MOVE), the association of national regulatory bodies (IRG-Rail) and transport sector associations (CEFIC, CER, ERFA, ESPO, UIC and UIP) have expressed their support for the Rail Facilities Portal.

Link: <http://www.uirr.com/en/news/mediacentre/1698-rail-facilities-portal-supported-by-dg-move-and-major-sector-players.html>

7th Rail Market Monitoring Scheme Report published

January 2021

The 7th RMMS Report found that rail freight performance grew by 4,1%, nevertheless the modal share stagnated at 18,7%. At the same time rail accounted for only 0,4% of the transport sector's greenhouse gas emissions and 2% of its total energy consumption.

Link: <http://www.uirr.com/en/news/mediacentre/1743-the-7th-rail-market-monitoring-scheme-report-published-.html>

Fair, Mode-neutral Regulatory Framework

EU Strategy on Smart and Sustainable Mobility unveiled

December 2020

The European Commission confirmed in the SSSM the prominent role it foresees for intermodal transport in the decarbonisation of surface freight transport, setting for it the objective of shifting a substantial part of road haulage to sustainable modes.

Link: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2020/mediacentre/1714-uirr-press-release-intermodal-transport-a-pillar-of-eu-transport-policy.html>

Criticism of the EU Council's Eurovignette/Eurocharging position

December 2020

A fair treatment of zero-carbon solutions in freight transport is needed from the revised Eurovignette/Eurocharging Directive. The Member States wrongly aim to reduce the ambitions of the EU Parliament and the European Commission.

Link: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2021/mediacentre/1728-cer-erfa-uirreu-council-position-on-eurovignette-directive.html>

10 reasons why modal shift is not progressing

November 2020

A collection of 10 reasons (and their solutions) for why modal shift has not happened to a greater extent from road to rail during the past years.

Link: <http://www.uirr.com/en/news/mediacentre/1701-10-gruende-warum-die-verlagerung-von-transporten-nicht-schneller.html>

Impact of new EU road haulage rules on CT competitiveness

January 2021

A study finds new EU rules for road haulage, adopted in July 2020, to hurt the competitiveness of Combined Transport if implemented incorrectly by the Member States. UIRR called on Member States not to turn Combined Transport into collateral damage of improving conditions within the road haulage sector.

Link: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2021/mediacentre/1731-press-release-new-eu-road-haulage-rules-could-undermine-the-eu-green-deal.html>
- <http://www.uirr.com/en/news/mediacentre/1744-pakiet-mobilnoci-moe-zaszkodzi-przewozom-intermodalnym.html>

Bigger and heavier trucks are climate policy madness

November 2020

Extending maximum allowed weights and dimensions of trucks would clearly undermine the universal aim of shifting cargo from road to rail and other sustainable modes.

Link: <http://www.uirr.com/en/news/mediacentre/1686-bigger-and-heavier-trucks-are-climate-policy-madness.html>

40-tonne ticking time bombs roam our roads

October 2020

Trucking rates below the direct cost levels produce illegal practices and neglected maintenance by hauliers, which in turn undermine safety for road transport in general.

Link: <http://www.uirr.com/en/news/mediacentre/1669-40-ton-ticking-time-bombs-are-roaming-on-our-roads.html>

Enhancement of Intermodal Transport

European Intermodal Summit 2020

October 2020

The past achievements and the solutions for the continent's future were discussed at the 2020 European Intermodal Summit organised also to commemorate the 50th anniversary of UIRR's founding.

Links: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2020/mediacentre/1661-uirr-press-release-eu-freight-transport-needs-to-go-on-a-low-carb-diet.html>
- <http://www.uirr.com/en/news/mediacentre/1671-intermodal-transport-at-the-heart-of-europe-this-week.html>

Set standards and remove bureaucracy to grow unaccompanied CT

November 2020

Greater standardisation and elimination of unjustified bureaucracy are the reason behind a contraction of domestic Unaccompanied Combined Transport in Germany, the UK and some other countries.

Link: <http://www.uirr.com/en/news/mediacentre/1689-set-standards-reduce-bureaucracy-the-future-is-unaccompanied-combined-transport.html>

New 1 million TEU/year gauge-changing terminal in Eastern Hungary

January 2021

East-West Gate promises to bring online by the end of 2021 a terminal that will more than double the current EU-Russian broad-gauge transshipment capacity on the Eastern frontier of the EU.

Link: <http://www.uirr.com/en/news/mediacentre/1742-the-largest-a-most-modern-intermodal-terminal-by-east-west-intermodal-logistics.html>

Regular P400 intermodal rail connections along the Ceneri route

December 2020

Several CT Operators launch new services connecting the Bologna area with Cologne in Germany that can carry P400 semi-trailers using the recently opened Ceneri Base Tunnel.

Link: <http://www.uirr.com/en/news/mediacentre/1740-new-line-connects-bologna-and-cologne-also-for-p400-semi-trailers.html>

North America: intermodal transport returns to growth in H2.2020

January 2021

The fourth quarter of 2020 saw a near 10% growth in rail container traffic within North America. The rebound has meant that intermodal rail performance grew by 2% over the course of 2020.

Link: <http://www.uirr.com/en/news/mediacentre/1753-intermodal-bounces-back-in-second-half-of-2020.html>

EU-China intermodal rail volumes are up 1,6 times in 2020

November 2020

Containerised cargo from China to Europe and back grew by over 60% in 2020. The unexpected strong performance caused some technical difficulties along the several thousand-kilometre-long route. Uzbekistan and other West Asian countries look forward to joining to the rapidly growing sustainable trade link.

Link: <http://www.uirr.com/en/news/mediacentre/1665-eu-china-traffic-via-belarus-increased-up-to-16-times.html>
- <http://www.uirr.com/en/news/mediacentre/1724-train-traffic-from-china-to-europe-through-kazakhstan-suspended.html>
- <http://www.uirr.com/en/news/mediacentre/1692-uzbekistan-an-unfolding-story-of-rail-transport-possibilities.html>

Personnel News

KOMBIVERKEHR

January 2021



Alexander Ochs has joined Kombiverkehr as Managing Director to share the responsibility for the future of the company alongside Armin Riedl and Robert Breuhahn. At a later date he will succeed Robert Breuhahn, who is expected to remain available to the company until the middle of 2022. Mr Ochs comes from Bayernhafen GmbH & Co. KG where he was member of the management team until the end of 2020. He also managed the business of TriCon Container-Terminal Nürnberg GmbH from 2006 to 2018.

LINEAS

January 2021



Jan Elfenhorst has been named Country Manager Germany and Regional Director Central/East Europe as part of the new "operation model" being introduced by LINEAS. Since June 2017, Mr Elfenhorst has been Managing Director Lineas Deutschland and Director European Sales and Business Development. In addition, Elfenhorst has been responsible for the Lineas wagon load network GNX since January 2018 and also for Lineas Intermodal since June 2019.

RALPIN

January 2021



Thomas Bättig has taken over the role of CFO / Deputy CEO. In this function he is part of the RALpin Management Board. Mr Bättig has many years of experience in leading multinational finance and controlling organisations. Furthermore, he possesses profound knowledge of logistics and the railway sector in particular.

RCT BILK

January 2021



Attila Czöndör has been named Managing Director of Rail Cargo Terminal BILK in Budapest. Mr Czöndör has been with RCO for 14 years, beginning at MÁV Cargo. **Viktor Lippai**, who was the Managing Director of RCT BILK during the past 4 years, has been named the Managing Director of Rail Cargo Operator Hungary.

Members' News

ADRIA KOMBI

December 2020

New regulations of transportation of dangerous goods apply with January 1st, 2021

Click: <https://adriakombi.si/news/article/38>

AMBROGIO

October 2020

Logistics of the Year Award 2020

Click: <https://ambrogiointermodal.com/en/news/logistic-of-the-year-award-2020/>

BALTICRAIL

January 2021

Baltic Rail's operational performance for 2020

Click: <http://www.balticrail.com/news.html>

HUPAC

December 2020

Departure of the first P400 trailer train through the Gotthard

Click: <https://www.hupac.com/EN/Departure-of-the-first-P400-trailer-train-through-the-Gotthard-of32e500>

METRANS

December 2020

New website

Click: <https://metrans.eu/>

NOVATRANS

January 2021

New website

Click: <https://novatrans-greenmodal.eu/en/>

RAILPORT ARAD

January 2021

New website

Click: <https://www.railportarad.ro/en>

SAMSKIP

December 2020

New e-CMR – Optimizing Transport Processes

Click: <https://www.samskip.com/news/e-cmr-optimizing-transport-processes/>

Key Dates & Events

16-18 March 2021, online	Intermodal Connect
30 March – 1 April 2021, online	RailTech Europe Live
15 April 2021, Zürich	VAP Switzerland Forum
19-22 April 2021, online	European Railway Summit
4-7 May 2021, online	Transport Logistic Fair and Exhibition
20 May 2021, online	UIRR Ordinary General Assembly
21 May 2021, online	European Infrastructure Charging Conference
27-28 May 2021, Oslo	European Seaports Conference



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