UIRR

INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT


# 2020-21
# UIRR Report

**EUROPEAN ROAD-RAIL COMBINED TRANSPORT**

INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

# THE MISSION OF UIRR, AS AN INDUSTRY ASSOCIATION, IS TO

*grow the pie for Combined Transport through enabling fair competition based on technical merit and management excellence*

## TABLE OF CONTENTS



## IMPRESSUM


Publisher: UIRR sc, Brussels, c/o Àkos Èrsek | Pictures: UIRR sc, member companies | Design: Tostaky s.a., Brussels
Printed in Belgium on chlorine-free paper. The complete 2020-21 UIRR Report can be downloaded from **www.uirr.com**.

# Key Figures of Combined Transport

## 500

### WAS THE NUMBER OF EUROPEAN COMBINED TRANSPORT TERMINALS CONNECTED BY UIRR CT OPERATORS

The CT Operators of UIRR provided railway connections between more than 70% of the 700 intermodal terminals throughout Europe in 2020. The European intermodal terminals will be found on the Rail Facilities Portal: **https://railfacilitiesportal.eu**

## 31%

### WAS THE GROWTH OF TRANSCONTINENTAL CONSIGNMENTS TRANSPORTED BETWEEN ASIA AND EUROPE

UIRR CT Operators carried 144.000 consignments on transcontinental relations in 2020, which represented a 31% increase compared to 2019. Transcontinental intermodal rail is the most dynamically expanding segment of Combined Transport, which currently makes up about 5% of total annual Combined Transport performance.

## 25.000

### INTERMODAL WAGONS WERE ENOUGH TO TRANSPORT 4,56 MILLION TRUCKLOADS IN 2020

UIRR CT Operators transported 4,56 million consignments using just 25.000 intermodal rail wagons. This compares to the more than 242.000 freight wagons that exist in the EU as reported by UIC. Intermodal rail produces about 50% of annual rail freight tonne-kilometres.

### CT PERFORMANCE IN

## 2020

UIRR CT Operators delivered a surprisingly strong performance in 2020, a memorable year mired by the coronavirus pandemic: the growth of intermodal tonne-kilometre performance was **6,77%** with a **1,02%** growth in the number of consignments transported.

**4,56 million** was the total number of intermodal consignments transported in 2020, which means that UIRR CT Operators carried **more than half** of the estimated total intermodal rail transport in Europe.

The growth of semi-trailers in the mix of intermodal loading units used was 3,5-times more than the total growth of number of consignments in 2020. The semi-trailer is the typical loading unit of choice for first-time intermodal users. The pandemic-related border crossing restrictions in place during 2020 convinced many shippers to choose a Combined Transport solution for the first time.


# THE STATE OF AFFAIRS FROM THE PRESIDENT

European Road-Rail Combined Transport (CT) delivered surprisingly strong growth in 2020, despite the pandemic. In terms of number of consignments, a 1,02% increase over the 2019 figure was achieved, while performance grew by 6,77% when measured in tonne-kilometres. Both the 9,12 million TEU and the 89,6 billion tkm figures achieved in 2020 represent historic highs.

The development of UIRR, the industry association of the sector, was boosted by the accession of four new members, while the number of partners and MoU Peers grew respectively by three.

**RALF-CHARLEY SCHULTZE**, PRESIDENT

## CT PERFORMANCE

The coronavirus pandemic presented a once-in-a-lifetime challenge to the world economy, and the transport sector. Combined Transport held up comparatively well, delivering historic high-performance figures in both the number of consignments, and in tonne-kilometre terms. The difficulty of crossing borders for trucks during the lockdown period affected intermodal trains less. On the other hand, the suspended circulation of passenger trains enabled a previously unseen punctuality performance for freight, matching the unobstructed running of trucks in case there were no private automobiles on the roads.

The UIC-UIRR Report on Combined Transport of 2020 found that, while the market share of rail freight did not change in Europe as a whole, intermodal rail was responsible for nearly half the tonne-kilometres produced by freight trains. Thereby, Combined Transport became the largest, most important production system of rail freight, not only the one growing the most dynamically. Combined Transport has clearly proven that it can efficiently shift cargo carried in trucks onto trains.

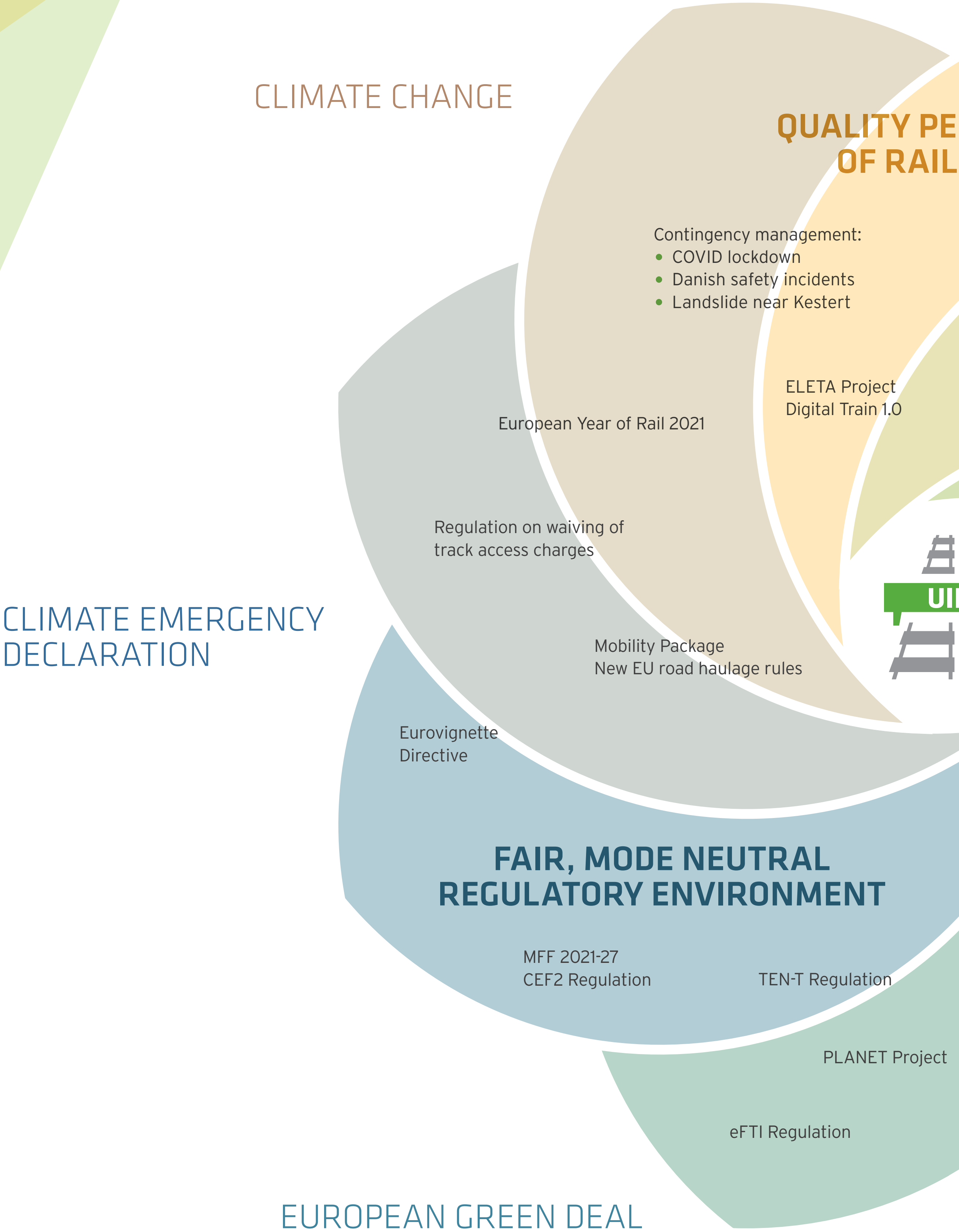
The sentiment of UIRR members has turned "positive" for the first time in early 2021, despite the operational difficulties presented by (i) the safety incident on the Great Belt Bridge, which resulted in a 4-month suspension of semi-trailer transport through Denmark, (ii) the landslide near Kestert on the right bank of the Rhine Valley, which rendered a very busy double track railway line unusable for 8 weeks, and (iii) the grounding of the mega-container vessel, Ever Given, during March in the Suez Canal, which caused a significant disruption to port operations and the related hinterland transport chains.

## REGULATORY FRAMEWORK

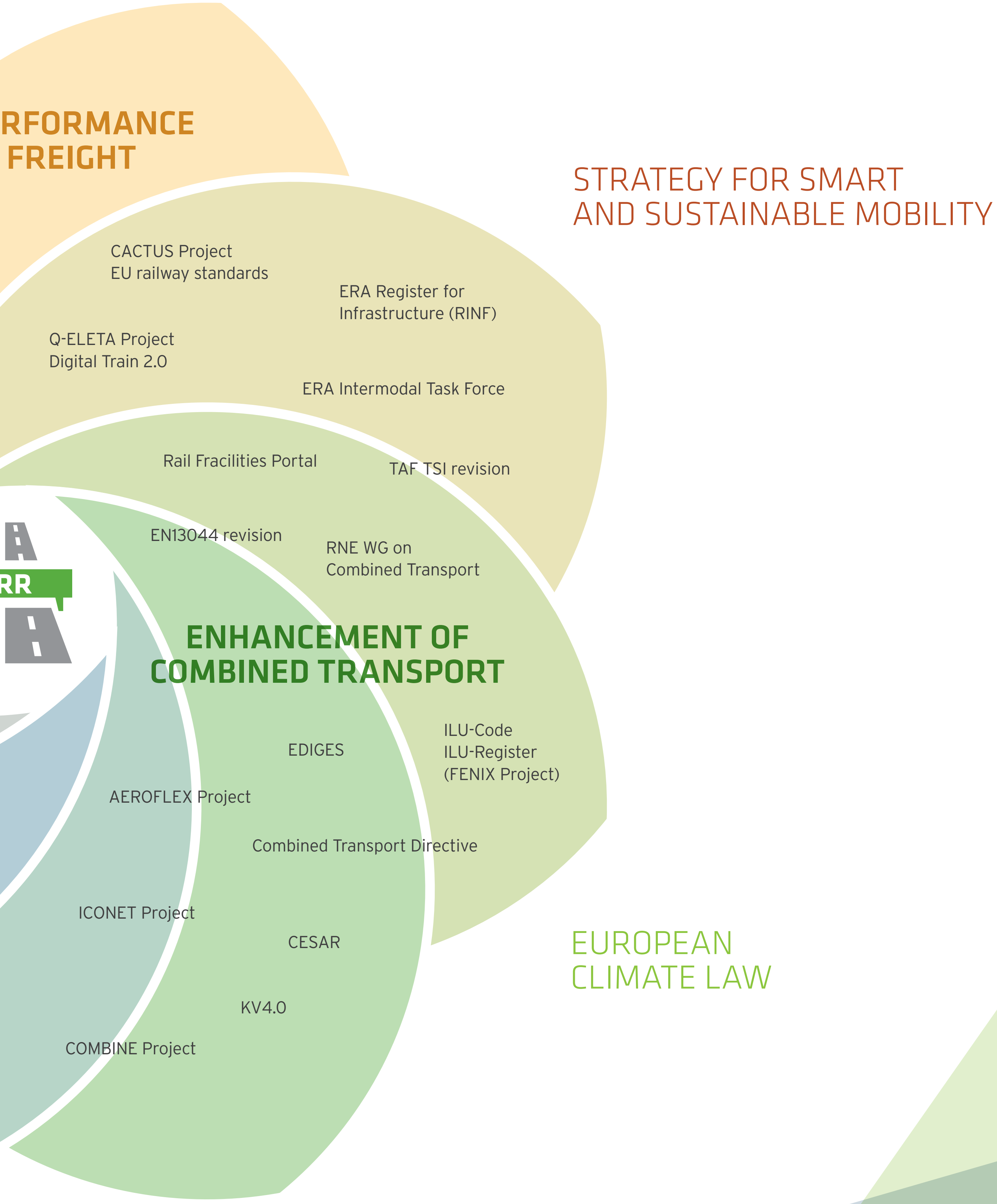
The new EU road haulage rules – adopted as part of Mobility Package I – and the legislative repercussions of the European Green Deal (EGD) dominated the European policy arena. The political compromise reached during the trialogue negotiations of the new EU road haulage rules created an unusual regulatory option for Member States. Accordingly, compliance with Article 4 of the Combined Transport (CT) Directive – which spells out the legal equivalence between a border crossing road transport operation and its corresponding Combined Transport operation – may be suspended by government decision after February 2022. The impact assessment study ordered by the intermodal sector and the Commission-initiated study predict a severe reverse modal shift, should such decisions be made.

The European Climate Law, which contains the decarbonisation commitments of the European Union, as well as the Strategy on Smart and Sustainable Mobility issued by the European Commission, points towards just the opposite: the need for much more modal shift. A level playing field between the various modes of transport has been pledged by 2050, alongside the full carbon neutrality of the continent. The necessary modal shift will require correct market signals. Therefore, the Commission has withdrawn its earlier amendment proposal to the CT Directive with the intention to improve the temporary compensatory measures defined within it. The retabling of the improved CT Directive has been promised in the second half of 2022.

# Summary of the year



UIRR's strategy has focused on three areas: Quality Performance of Rail Freight, the emergence of a Fair, Mode-Neutral Regulatory Framework, and the Enhancement of Combined Transport. During the year of 2020, dominated by the coronavirus pandemic, substantial progress has been achieved in all three areas.



# The European Green Deal

**The 2019 European elections produced a new European Parliament consisting of members, who took climate change much more seriously than before. One of the first actions of the new European Parliament was the adoption of the Climate Emergency Declaration in November 2019. This was followed by the unveiling of the European Green Deal by the new European Commission President, Ursula Von Der Leyen.**

Frans Timmermans, the Commission's First Executive Vice President, was tasked with the implementation of the European Green Deal. Firstly, the European Climate Law had to be drafted and negotiated with the Member State governments. Accordingly, the greenhouse gas emissions of EU Member States will have to be reduced by 55% (from the base year of 1990) until 2030, while full carbon neutrality should be achieved by 2050.


**DANIEL MES**

Member of the Cabinet
First Executive Vice-President Frans Timmermans
European Commission

*Combinations often yield strong results. In Kung Fu, according to David Carradine, the third move that combines two other moves is a different, better course of action. Similarly, combined transport benefits multiple parts of the European Green Deal in one go. We know that combined transport is flexible during crises and, with longer train legs, yields environmental benefits. Even with decarbonised road transport, transporting by rail is energy efficient. With the right framework, combined transport can be a triple win for transport, environment and energy bills. After a challenging 2020, the Commission will use 2021 and 2022 to flesh out the European Green Deal with concrete legislation. In the spirit of combinations, we will couple the right carbon price signal across transport modes with further proposals to empower combined transport. We want to trigger investment in terminals and infrastructure fit for intermodal operations, both physically and digitally. By rewarding sustainable combined transport choices, we can boost them as a business case. We look forward to joining forces with UIRR to build a bright and green recovery in transport.*

## THE PATH TO DECARBONISATION

The Climate Law objectives had then to be aligned with the economic recovery package made necessary by the coronavirus pandemic-related economic crisis. The €750 billion Recovery and Resilience Facility will provide previously unforeseen tools to EU Member States over the next 3 years to jumpstart the decarbonisation measures.

The next task for the European Commission is the development of the "Fit for 55 Package" of legislative proposals. A mixture of carbon taxation and energy efficiency boosting rules will be proposed to facilitate the delivery of the necessary decarbonisation. The EU Emission Trading Scheme (ETS), engine efficiency standards and various incentives to develop and implement technologies will form part of the proposals – all with the intention to drive towards net carbon neutrality.

Besides putting the currently used low-carbon technologies of Combined Transport to more intense use, the intermodal sector will evolve to transform Combined Transport into a truly zero-carbon solution and thereby reinforce its existing carbon-, energy- and labour-efficiency advantage.

# The Strategy on Smart and Sustainable Mobility

## LOST DECADES

The last two decades were lost from the perspective of transport decarbonisation: fuel consumption tests became detached from real life driving, and diesel engine manufacturers installed test-beating software rather than genuinely improving fuel efficiency, while passenger and commercial vehicles with ever larger engines were brought to the market. The automotive and fossil fuel sectors successfully collaborated to prevent the passage of every proposal tabled by the European Commission to reverse the trend.

The result: transport is the only sector of the economy, which increased its carbon footprint over the last decades. Currently, transport activities account for 24,6% of the European carbon emissions, which is slated to further grow unless effective measures are taken.

Combined Transport caught on in Europe after the first oil crises. The passage of the first Combined Transport Directive in 1975 showed the clear intention to tap into the superior energy efficiency and very low $CO_2$ potential that lies in the combination of modes.

The 2001 EU Transport White Paper introduced the concept of modal shift as a policy objective to shift from high carbon intensity and low energy efficiency road transport towards more environmentally sustainable rail and waterborne modes. Implementation of the necessary policy measures – the amendment of the regulatory framework along the user-pays and polluter-pays principles – to correct the price signals, which drove market players to road haulage, has however been consistently derailed.

## THE TIDE IS TURNING

The tide now seems to be turning with the European Green Deal, as the unwanted results of decades of inaction are knocking on our door. The European Commission published the Strategy for Smart and Sustainable Mobility with the actions needed in the transport sector to effectively decarbonise. In freight transport this means the return of the user-pays and the polluter-pays principles, as well as of the notion of modal shift. Accordingly, a 90% carbon emission reduction is to be achieved through making sustainable alternatives available, and creating seamless multimodal transport based on digital solutions, while offering the right incentives for the sustainable choices.

Combined Transport is ready with its proven techniques, which can efficiently shift cargo carried in trucks today to much more energy efficient and low carbon modes for the longer distance segments of the journey. Intermodal solutions can economically deliver meaningful results with the right, supportive regulatory framework in a relatively short time span.

**ADINA-IOANA VĂLEAN**
Commissioner for Transport
European Commission

*This Commission attaches great importance to meeting the EU Green Deal objectives for transport – including a 90% reduction in transport emissions by 2050. This is why intermodal transport and efficient rail services feature prominently in our new Sustainable and Smart Mobility Strategy. The Strategy emphasises the importance of a seamless multimodal transport system, along with fair and efficient pricing to drive this transition. The European Year of Rail 2021 provides additional impetus to our efforts to modernise rail freight and put it on track to success. We want to see use of rail, inland waterways and short sea shipping increase significantly. As we internalise external costs, we also want intermodal transport to be able to compete on a level-playing field with road-only transport by 2030. Meeting these milestones will require comprehensive policy measures to address transport pricing, on the one hand, and improved efficiency and quality of sustainable modes, on the other. We must continue investing in rail and terminals, which remain priorities in CEF and the RRF. However, we must also build on digital solutions to reduce complexity and optimise the use of existing infrastructure capacity. We have challenging but exciting times ahead, and I am looking forward to continuing our work with the UIRR.*

# Major legislative dossiers

**European Union legislation is proposed by the European Commission based on a political programme adopted at the time of the European elections. The 2019 elections were followed by the European Green Deal, which placed several legislative dossiers inherited by the Von Der Leyen Commission into a different light. The new approach is obviously reflected by the members of the European Parliament, who were elected at the same time.**

**ANNA DEPARNAY - GRUNENBERG**

Member of the European Parliament
TRAN Committee, Greens

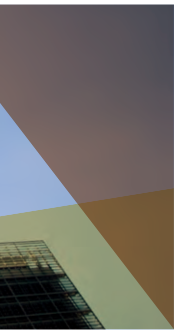
*With the European Green Deal, an important cornerstone was laid, which shows that politicians and the public take climate change seriously. But in order to be credible, words must be followed by actions. Climate change must be stopped, harmful emissions must be reduced, and yet we must remain mobile, and the transport sector must not lose its efficiency. We are facing a great challenge, but not a hopeless one. Fortunately, there is a large pool of options for making freight transport more environmentally friendly and even increasing its efficiency and it is important to operate all the levers available. Multimodality, which combines the best of all modes, is an important tool for example. However, it should be noted that the focus must be on the use of rail, the most climate-friendly mode of transport. Therefore, it is important that the entire rail network is expanded and that only the "last mile" is covered by road. This includes, on the one hand, the construction of new train stations and the creation of better connections to enable a denser network, and on the other hand, further electrification of railway lines. In addition, huge efforts must be undertaken for the "last mile" in order to turn road transport towards "zero-emission" transport with all-electric vehicles. It can be said that combined transport can make an important contribution to climate protection, but only with decarbonized modes of transport. In other words: we need zero-carbon combined transport.*

## NEW EU ROAD HAULAGE RULES

Over the course of 2017-18 the European Commission introduced several pieces of legislation – grouped into four Mobility Packages – to comprehensively rewrite the rules of transport by road. Parts of Mobility Package 1 concerning the access to the market and the profession, as well as on the posting and working and social rights of transport workers have been passed into law in July 2020.

The political deal, reached during the trialogue negotiations in December 2019, has been struck just as the Von Der Leyen Commission took office. An unusual regulatory solution was invented by the trialogue negotiators, which allows the suspension of compliance with Article 4 of the CT Directive on the initiative of Member State governments.

Article 4 declares the legal equivalence between a border crossing road haulage operation and its matching Combined Transport solution. This has been a mainstay of the European intermodal sector since 1975. The impact assessment study by Oliver Wyman, on order of the sector, and the European Commission's impact assessment study both confirmed that the suspension of Article 4 would cause substantial reverse modal shift and a loss of market share by Combined Transport.



## INFRASTRUCTURE DEVELOPMENT AND EU FUNDING

Transport infrastructure development is the responsibility of the Member States. However, the European Union Connecting Europe Facility (CEF) programme offers important funding to assist with the development of the Trans European Network for Transportation (TEN-T). The 2021-27 Multiannual Financial Framework (MFF) of the European Union re-set the priorities of infrastructure development, which required that the CEF Regulation is amended. The TEN-T Regulation will come under revision in 2021.

The recently launched €750 billion Recovery and Resilience Fund (RRF) of the EU also provides substantial funding for transport infrastructure.

Terminals are a vitally important component of the TEN-T network as they provide access for freight to the infrastructure. Combined Transport is a multimodal solution for the transport of freight, which is based on transhipment terminals. Whereas the refurbishment of passenger stations typically is part of an infrastructure development project, the upgrading of freight access points to the TEN-T network has been neglected during the past years. But this will change now, as more funding is pledged for the important cause of terminal development.

**PEDRO NUNO SANTOS**

Minister for Infrastructure and Housing
Portuguese Council Presidency

*Towards a Resilient and Green Logistics*

*No single transport mode can guarantee the integrity of supply chains amid restrictions to travel and movement. The decarbonization of transport and logistics are also essential in facing the biggest challenge of our generation.*

*Achieving climate neutrality in 2050 will require a massive investment in new infrastructure and rolling stock to enable a significant modal shift to rail. But rail transport will need to become even more integrated with road transport in order to ensure the best combination of efficiency, flexibility and reliability. Financing mechanisms such as the Connecting Europe Facility and the new Recovery and Resilience Programmes are an opportunity to accelerate that investment. However, Member States, European institutions and stakeholders need to mobilize to achieve the ambitious goals we have set ourselves.*

## INFRASTRUCTURE CHARGING AND INTERNALISATION

The revision of the Eurovignette Directive, which covers the EU rules of road tolling, is currently in the trialogue negotiations of the European co-legislators. In the spirit of a level playing field, road tolling and track access charging for railway users should be based on the same political principles so that this significant cost component of transport services does not lead unfair advantages. Tolling therefore must reflect congestion charging, as must the same discounts offered to road technology be available to trains.

Economic actors in open market competition will only be able to make the right choices if they receive the correct price signals. Modal shift will be delivered by correcting the inadequacies of infrastructure access charging and implementing the polluter-pays principles correctly into the Eurovignette and other related EU directives such on the taxation of fossil fuels or the Emission Trading Scheme (ETS).

# Actions of the EU Agency for Railways

**Since the creation of ERA, UIRR has been integrated into the Network of Representative Bodies (NRB) and UIRR represents the freight customers on the ERA management Board. UIRR experts actively contribute to numerous ERA-related activities (TSIs working parties, JNS, GRB) with the aim to advance the cause of Combined Transport.**

## JNS PROCEDURES RELATED TO THE GREAT BELT FIXED LINK

JNS (Joint Network Secretariat) procedures develop EU-wide harmonised responses following an incident. In 2019, an accident occurred on the Great Belt Bridge involving a CT train with pocket wagons and an intercity passenger train travelling on the neighbouring track. The JNS urgent procedure was concluded in 2019.

**DR JOSEPH DOPPELBAUER**
Executive Director
European Agency for Railways

*Overshadowed by COVID, 2020 has marked the full transition to the 4th Railway Package, a major milestone for the Single European Railway Area. The technical pillar is now applicable in all Member States of the European Union - rolling stock, including combined transport wagons is thus subject to vehicle authorisation by the Agency. COVID made 2020 a very difficult year – while the reduction in rail passenger volume has been between 70 and 90%, rail freight decreased by only 12%, not to the least thanks to the strong contribution of Combined Transport. The European Green Deal calls for a substantial shift of inland freight from road to rail and inland waterways. We therefore need to build a European Railway System that can deliver on these demands – again, Combined Transport will play a key role. The preparation of the TSI Package 2022 is in full swing now, including a Topical Working Group on Combined Transport. This action reflects the importance of Combined Transport, highlighting the need for harmonisation of rules, comprehensively defined in a single document, eventually a TSI for Combined Transport. Cooperation is key – also for mastering critical situations from day-to-day operations. Such cooperation within JNS has proven essential for mitigating the impact of the Great Belt incident, addressing safety while respecting the broader business picture. Combined Transport will remain at the core of the multimodal transport and logistic chain.*

In January 2021, a safety incident occurred on the same section of infrastructure involving a CT train consisting of pocket wagons carrying semi-trailers. Temporary short-term mitigation measures have been decided in a new JNS Urgent Procedure. Medium- and long-term measures will be developed affecting the infrastructure in a JNS Normal Procedure, as both incidents took place on the same section under very strong crosswinds.

## A DEDICATED WORKING GROUP ON COMBINED TRANSPORT

The European Commission recently launched the comprehensive revision of Technical Specifications of Interoperability (TSI). Until mid-2022, ERA will prepare proposals to update several TSIs. A Working Group dedicated to Combined Transport has been formed with a mandate to implement the report of the 2018 Task Force on Combined Transport. Topics include the nomination of competent national bodies for CT-specific issues, rules for CT-related codification, the calculation and attribution of wagon compatibility codes and corrective figures, as well as the rules for the entities allowed to codify intermodal loading units. UIRR supports ERA and the European Commission to create a dedicated TSI for Combined Transport for the essential requirements for CT.

## DIGITAL TRANSFORMATION OF CT THROUGH TAF TSI

The TSI on Telematics for Freight (TAF TSI) regulates the data exchange between actors in the railway sector. UIRR proposed modifications to the core text during the previous 2019-20 revision cycle to allow stakeholders of rail freight operations such as CT Operators and Terminal Managers to exchange selected TAF messages. In the current 2020-22 revision cycle, UIRR has submitted new proposals covering quality monitoring, extension of messages, and the Register of ILUs.

# Standardisation

**Standardisation facilitates interoperability, efficiency and safety in Combined Transport through commonly agreed, industry best practices and voluntary standards. Occasionally, voluntary standards may be referenced in European legislation, designating these standards mandatory.**

| **European Union Agency for Railways** (ERA) | **European Committee for Standardization** (CEN) |
|---|---|
| ERA is responsible for the Technical Specifications for Interoperability (TSIs) that describe the essential requirements for all railway (sub)-systems with a focus on safety and interoperability. | CEN provides a platform for the development of European standards (EN) and other technical documents that cover mainly intermodal loading units and transhipment-related topics. |
| **International Union of Railways** (UIC) | **International Organization for Standardization** (ISO) |
| UIC produces International Railway Solutions (IRS), which blend a range of voluntary technical solutions for the railway system. | ISO develops voluntary global standards. The ISO/TC 104 deals with every aspect of maritime freight containers in 3 sub-committees that oversee more than 40 ISO standards. |

**FRANCOIS DAVENNE**
Director General
UIC

*Joining forces at the customer's benefit is the only way forward to make Rail Freight in Europe a success. With the Green Deal, Europe expressed its explicit willingness to make the European mobility system more climate neutral. It goes without saying that the European rail freight sector will be able to contribute significantly is reaching these ambitious targets. As an incubator and initiator of international rail cooperation, UIC plays a prominent role in bringing different stakeholders together fostering and pushing modal shift. During the last period UIC participated in and followed up on projects to materialise this spirit of cooperation. Together with UIRR, UIC and its Combined Transport Group made a comparative analysis – named CACTUS - on the practices and legal aspects within the framework of Combined transport and terminal operations. This basic research can now be used as framework for further harmonisation. UIC with the Combined Transport Group and in collaboration with UIRR leads the process of defining the UIC/International Rail Solution (IRS), the basis for harmonising the railway world and maintaining a high level of safety, which makes it the safest mode of transport in Europe. These combined activities are the only way forward as Mr. Davenne, director general of UIC confirms: "Collaboration between the stakeholders is one of the most important success factors to contribute to what citizens and customers want: receiving qualitative logistics services at reasonable price but keeping overall climate ambitions in mind."*

## CACTUS PROJECT ON CT STANDARDS

UIRR and UIC initiated in 2020 a comparative analysis of the Combined Transport Usages and Standards (CACTUS). The aim of this joint action was to (i) analyse and identify the potential overlaps, contradictions and gaps in existing reference documents such as EU Regulations, EN/ISO standards and UIC IRS, and (ii) to provide recommendations on the open points and gaps identified. The study recommended the creation of a specific TSI on Combined Transport to harmonise the current practices of line codification, wagon corrective digit calculation and ILU certification.

## CEN TC 119 ON INTERMODAL TRANSPORT

The CEN TC 119 (Intermodal Loading Units and Cargo Securing) is responsible for (i) the standardisation of ILUs, which are designed for intermodal transport within Europe, including their interoperability across the different transport modes, and (ii) the standardisation of the minimum requirements and test methods for cargo securing. UIRR is the coordinator for the design/testing/marking requirements for all classes of swap bodies and (craneable) semi-trailers.

# EU-initiated digitalisation

**European transport policymakers have recognized the need to release the productivity-enhancing power of digitalisation onto freight transport. Building on the voluntary digitalisation by market players, government actors in charge of enforcement should also digitalise to maximise the competitiveness gains. The European Union has undertaken several initiatives to untap this potential.**

**MAGDA KOPCZYNSKA**
Director D, DG MOVE,
European Commission

*UIRR has been a long-term partner in discussions on how to promote sustainable freight transport, as more multimodal and smart transport solutions are needed, which are also at the heart of the Commission's Smart and Sustainable Transport Strategy.*

*The EU Regulation 2020/1056 on electronic freight transport information (eFTI) entered into force in August 2020, with the main aim to allow operators to exchange cargo related information electronically with the authorities anywhere in the EU, whenever required.*

*The eFTI data model will enable operators to exchange real-time transport information across the entire the logistics chain, regardless of the transport mix used. Beyond removing the need for paper documents, this will allow the optimisation of transport planning, vehicle loading and routing, and significantly reduce the costs for multimodality.*

*The Commission is currently preparing the implementing rules for the Regulation. These will become EU law by mid-2023, and both operators and authorities will have until August 2025 to apply them.*

*The Commission has started to work on the revision of the Combined Transport Directive. Additionally, a study is ongoing to assess the total system costs of various intermodal transhipment technologies both from the point of view of operators and of infrastructure providers.*

## ELECTRONIC FREIGHT TRANSPORT INFORMATION (EFTI) REGULATION

The eFTI Regulation (2020/1056) requires the digitalisation of every government authority, which plays a role in freight transport. The structure and timeline for how shippers, transport operators and other actors must encode the dataset that accompanies a particular freight movement was decided. The Commission created the Digital Transport Logistics Forum (DTLF), where sector representatives – including UIRR nominated experts – develop the proposals for the 4 implementing regulations that will provide the blueprint to the delivery of the Regulation's objectives. Member State authorities will have to enable the delivery of information in a digital form, and thus modernise their enforcement routines.

## REGISTER OF INFRASTRUCTURE (RINF)

**https://rinf.era.europa.eu/rinf**

The Fourth Railway Package has mandated European rail infrastructure managers to digitalise every information regarding the rail infrastructure under their care. The RINF database has been accordingly established by the EU Agency for Railways.

## RAIL FACILITIES PORTAL (RFP)

**https://railfacilitiesportal.eu**

The RFP is a common European web portal designed for service facility managers – such as freight terminals, marshalling yards, etc. – to publish information about their facilities in compliance with EU Regulation 2177/2017, as well as to promote their services. The RFP is a single source of information to assist the optimisation of transport operations for shippers, LSPs, CT operators, railway undertakings, and other rail freight users. The operation and portal management of the RFP has been contracted out by the European Commission to RNE and UIRR.

# Sector-led digitalization

**Digitalisation means the use of digital technologies to change processes and to provide new revenues and value-creation through enhanced products and services. It is an important value creator for freight logistics and Combined Transport. UIRR published a roadmap for an effective digital transformation to advance Combined Transport in Europe in 2019, which serves as the foundation for UIRR's digitalisation-related activities.**

## ILU-CODE APPLICATION

**www.ilu-code.eu**

UIRR is the Administrator of the ILU-Code, which is a European identification system for continental loading units (swap bodies and semi-trailers). The 11-digit code is used to identify the ILU and its owner. More than 1,000 ILU-Code owner-keys have been registered since 2011.

**HARALD HOTZ**
President,
RailNet Europe

*In 2020, RNE intensively expanded its strategic partnership with combined transport companies and terminals. UIRR is a very important and reliable partner and we have managed to work together on several successful projects.*

- *Last year, we jointly took over the management and operation of the Rail Facilities Portal from the European Commission and now offer a uniform information platform for presenting rail facilities.*
- *RNE and UIRR are also working together on the Digital Train project. Together with the UIRR and other partners, RNE is bringing together digitally almost all information related to a train run, from the first to the last mile, across countries and companies.*
- *Together with UIRR as a partner, RNE is also working on improving the TSI, in particular the TAF TSI, in order to be able to exchange the required information with all freight partners involved in a secure and controlled environment.*

*It is important for RNE to continue this good partnership successfully in the coming years.*

The ILU-Code application was redesigned under the FENIX project, adding the new feature: European Register on the Technical Characteristics of a single ILU-Code. The digital availability of codification plate data of an ILU is essential for improved terminal operations: train load optimization, route compatibility checks, damage reporting.

## PREDICTION AND EXCHANGE OF ETA INFORMATION

The ELETA (Electronic Exchange of ETA information) project launched in 2017 aimed to demonstrate the advantages of exchanging the Estimated Time of Arrival (ETA) data within the whole rail supply chain management. Work on a method to reliably predict the ETA continues.

## EDIGES – THE STANDARDISED DATA FORMAT FOR CT

The XML-based EDIGES industry standard has been designed to facilitate the integration of the actors into the CT logistics chain. Developed and maintained by a technical consortium of several key CT operators, UIRR is responsible for its maintenance and dissemination in the CT sector. The standard is currently used by hundreds of customers (booking), terminals (estimated time of departure), CT operators (ETAs) and Railway Undertakings (consignment note).

## NEW COLLABORATIVE DIGITAL PLATFORMS

Enhanced data sharing models and innovative collaborative structures are considered as key components of the CT digital transformation. Recognising these requirements motivate the development of platforms for CT such as Modility, Railflow, Rail Freight Datahub and KV4.0 by different groups of intermodal actors. All these initiatives aim at offering turnkey digital solutions for the CT chain. UIRR promotes all research efforts for advanced digital interconnectivity such as for example the FENIX connectors.

# Development projects

## RAIL FACILITIES PORTAL (RFP)

The RFP is a platform for service facility operators – such as freight terminals, marshalling yards, etc. - to publish information about their facilities in accordance with the applicable EU regulations 2177/2017 and 913/2010. It is designed be a single online source of information enabling stakeholders to identify relevant facilities for the planning of services and the optimization of transport- and logistics-chains. The management of the portal has been contracted to RNE and UIRR by the European Commission.
**https://railfacilitiesportal.eu**

## DIGITAL TRAIN 1.0

The Digital Train 2.0 Action, co-funded by the CEF programme and coordinated by RNE, focuses on applied data sharing based on the European Train Information System (TIS). Primary is the combination of the train composition messages and real-time train information into a TAF TSI-compliant message. Two additional important aspects, coordinated by UIRR, are the computation of smart ETAs algorithms for selected CT trains and the integration of three selected terminal operators to the RNE TIS system. All collected inputs are integrated in the TAF TSI revision cycle started in 2020. The last topic, under the leadership of the RFC Rhine-Alpine, is an assessment of the feasibility of a Collaborative Decision Making Aviation (CDM-A) approach into the railway sector.

## DIGITAL TRAIN 2.0

The Action "Digital Train 2.0" is the continuation of the successful Action "Enhanced real-time communication about train composition and estimated time of arrival" (a.k.a. ELETA). Digital Train 2.0 is divided into three activities: (1) an enhanced mapping between the train composition (locomotion wagons, container, ...) and tracking and tracing information, (2) a feasibility study for sharing information on train punctuality with customers will provide the conceptual basis for a practically feasible quality management system broadly supported by the sector (a.k.a. Q-ELETA) and (3) Timetable and Capacity Redesign programme (a.k.a. TTR) provides a new and innovative capacity management process to increase the efficiency in the train path allocation process. UIRR is responsible for the integration of smaller terminals into RNE TIS (subcontractors Combinant and WienCont) and for the Q-ELETA preliminary feasibility study.

## AEROFLEX

The objective of the H2020 project AEROFLEX is to develop and demonstrate new technologies, concepts and architectures for complete vehicles with optimised aerodynamics, powertrains and safety systems, and flexible and adaptable loading units with advanced interconnectedness contributing to the vision of a "physical internet". UIRR's main role in the project consortium is to ensure the compatibility of the technical solutions devised by the AEROFLEX partners for intermodal transport. With the collaboration of CFL and its service providers, UIRR coordinates an intermodal test between Luxembourg and France to demonstrate that the innovative craneable features and aerodynamic features fitted on the semi-trailers are fully interoperable with different types of railway wagons (both horizontal and vertical techniques). More information on **https://aeroflex-project.eu**

## FENIX

FENIX (European Federated Network of Information eXchange in LogistiX) is a 3-year-long Connecting Europe Facility project aiming to support the development, validation and deployment of the digital information systems along the TEN-T Core Network. It will develop an architecture for data sharing of digital corridor information systems serving the European logistics sector. UIRR is part of the Dutch pilot site on intermodal transport and takes care of the development of various reference files such as the ILU-Code Technical Register, EDIGES codes and European Drivers' Database. UIRR also leads the eFTI demonstrator on the benefits of digital B2A exchanges. More information on **https://fenix-network.eu**

## COMBINE

The COMBINE project, funded by the Interreg Baltic Sea Region (BSR) Programme, aims at enhancing the share of combined transport (CT) in the Baltic Sea Region to make transport more efficient and environmentally friendly. The COMBINE project is led by Port of Hamburg Marketing and involves together with 14 partners from Belgium, Denmark, Germany, Finland, Lithuania, Latvia, Poland and Sweden. With the support of UIRR, a benchmark terminal analysis was successfully closed with the aim to better comprehend the current handling processes (e.g. semi-trailers) and the legal context (ownership, operational). In addition, UIRR coordinates the activities regarding the analysis of the funding schemes and of the non-financial support measures in the BSR and contributes to the elaboration of an eBook on intermodal transport. More information on **www.combine-project.com**

## ICONET

ICONET, funded by the EU's H2020 program, is a state-of-the-art research and development project on the Physical Internet (PI) concept. The ICONET Proof of Concept has been deployed, tested, refined and extended in four industry-driven PI living labs. UIRR was the coordinator of the Living Lab whose objective is to create the foundations of a potential PI Hub in the area Port of Antwerp. The project was closed in February 2021. More information on **https://www.iconetproject.eu**

## PLANET

PLANET, coordinated by Inlecom Group Ltd and co-funded under the H2020 research program, addresses the challenges of (1) assessing the impacts of emerging global trade corridors on the TEN-T network and (2) ensuring effective integration of the European context into the Global Network. UIRR is responsible for the legislative analysis (impacts on TEN-T corridors, greening of transport) and in the living lab 2 demonstrator (railway-related use cases to enhance transcontinental transport from Europe to Asia). UIRR has subcontracted Hupac and VTG as support for LL2.

# The next 50 years

## VISION

Zero-Carbon emission Combined Transport is the solution for well performing longer distance surface freight logistics in a carbon-neutral Europe

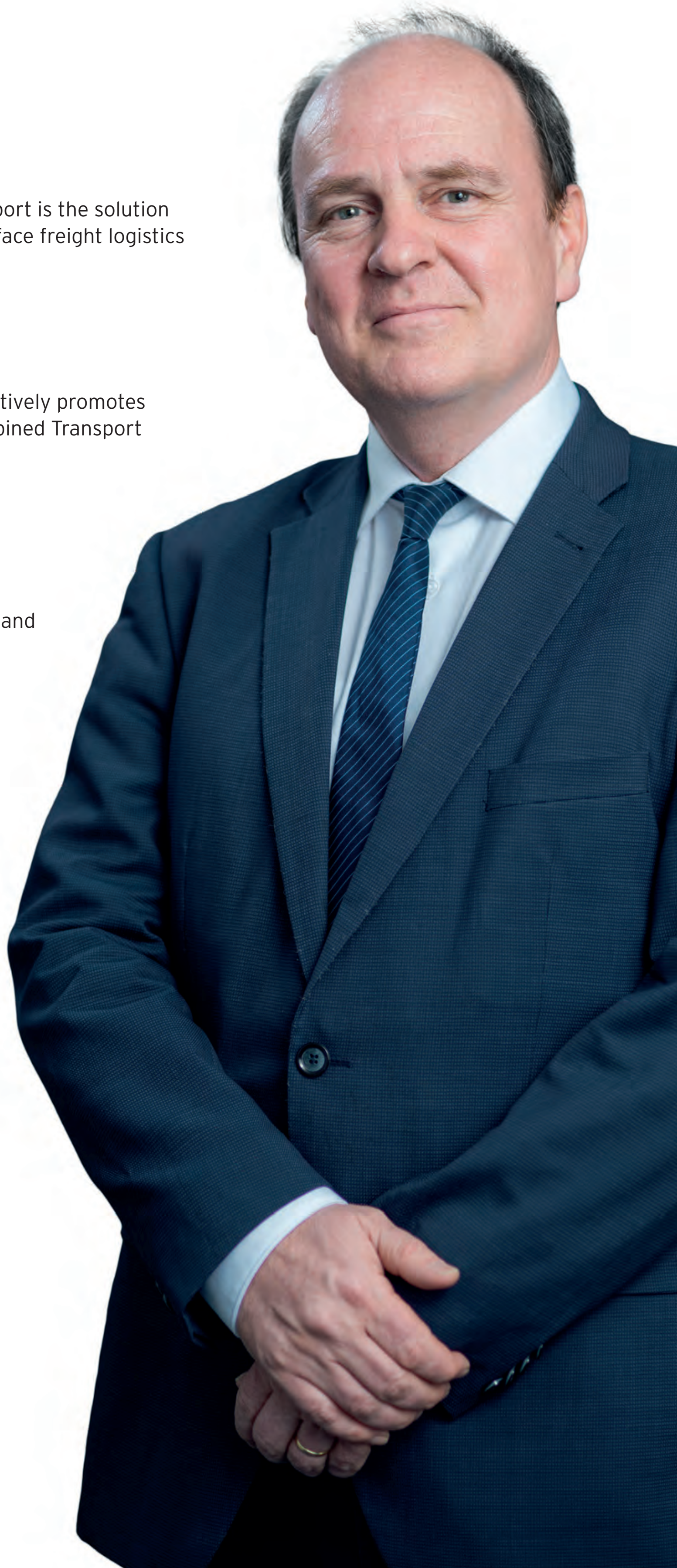
## MISSION

UIRR advances the development and actively promotes competitive zero-carbon emission Combined Transport for Europe

## STRATEGY

- **Understanding:** presentation and explanations through statistics, facts and regular reporting
- **Who?** The network: through the forging of alliances toward legislative and governmental policymakers, as well as economic decisionmakers
- **How?** The means: using every contemporary channel and clever form of focused communication
- **What?** The actions: offering regulatory, policy, standardisation, and industry best practice solutions

...all formulated along the priorities of infrastructure capacity, technical interoperability and level playing field.



# Reflections

## THEO ALLEMANN

Former Hupac Director

1970 a few CT companies joined to form a community of interests, UIRR. Forward-looking and being confirmed every year in a modal shift policy, helping climate and environment. Each company should continue to strengthen and develop itself, but when it comes to the transport policy framework conditions, it makes sense to proceed by means of a "union". Today, from "far away in time", I may say: the child is a 50-year-old strong and target-oriented person. My compliments! CT means "Green Future", it cannot be any better! Good luck and success for the next 50 years!

## JÁNOS BERÉNYI

Former CEO, Gysev
Former President, INTERUNIT

Having observed the evolution of Combined Transport in Europe for the past several decades, and knowing its capabilities and benefits, I confidently state that Europe needs more Combined Transport and Combined Transport needs an industry association like UIRR to speak for it.

## MARTIN BURKHARDT

Former UIRR Director General

Standardization as basis of containerization and intermodality led to automatization of transshipment and will continue with driverless electric platforms on an infrastructure dedicated for freight. Sustainability through High-Tech with Low-Cost at moderate but continuous speed.

## HENRY MAILLARD

Former Gen.Councellor Belgium SPF Mobilité & Chair UNECE WP24

UIRR, CT partners brought together by decades of challenges and transversal anticipation! Yesterday, rail-road interoperability! Today, modal shift and supply chain! Tomorrow, autonomous loading unit and intercontinental "logistics-as-a-service"! 2050, the CT metro and TEN-T!

## EUGENIO MUZIO

Former UIRR Chairman / INTERUNIT / CEMAT

It is the 50th Anniversary of UIRR, as Cemat I joined 41 years ago and between 2003 and 2009 I was Chairman of UIRR. UIRR has become a real reference towards the EU Commission. Today the Road sector is aiming for larger weights and dimensions, which is a risk for intermodality and the necessary modal shift, but also for the first and last mile on the road. In the future all efforts must concentrate on the green opportunities in all 27 Member States and not on the selfishness of a few.

## ERIC PEETERMANS

Former SNCB / INTERUNIT

The future of CT remains challenging due to perennial obstacles about track access, priorities on the network, a delicate cost structure and unresolved issues on internalization of external costs. UIRR is positioned to advocate the advantages of CT in greening transportation.

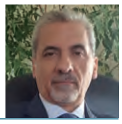
## GUDRUN WINNER-ATHENS

Managing Director, Winner Spedition
Former Chair, Kombiverkehr

It is now or never that CT must consolidate its irrefutable position in the logistics chain. Energy-efficient on the rail, strong in the distribution on the road - CT is sustainable transport logistics! The European Green Deal opens up the long overdue growth potential. Do it!

# UIRR CEOs comments

## GIUSEPPE ACQUARO



Terminali Italia

The goals achieved today are yesterday's impossible feats! The time has come to open the mind to get out of the anachronistic vision with which intermodal transport is considered. The step change will occur when the terminal will be designed as energy and digital hub. It is no coincidence that TI is working in this direction.

## LIVIO AMBROGIO

Ambrogio Trasporti

This is the century of railway. With growing attention to the preservation of our planet, two elements will be key to achieve decarbonization: strong boost of intermodal transport and major development of rail infrastructure.

## BEN BEIRNAERT

Combinant

The last year has been a confronting year for everybody. But we can see it also as a year in which we have evolved our business processes towards a higher standard. To get more freight onto the rail, there's only one solution. "working together" and not only with your contractional partners.

## ED BURKHARDT

Baltic Rail

Give us improved costs and productivity through reduced track access charges, greater train lengths, and higher axle loads, and we can move the earth! As an American, I am complimentary at Europe's excellent service profile, ability to serve smaller markets, and competitive push. If we have a level playing field, we will succeed!

## ANDREA DE BERNARDI

Mercitalia Intermodal

The year 2020 was the most difficult in the history of Mercitalia Intermodal but our organization, in close collaboration with railway companies and terminals, succeeded in safeguarding the capillarity of our national and international network dedicated to our customers. We are ready to seize all the opportunities that will arise in the economic recovery phase, which we already expect from the second half of 2021!

## BERNHARD EBNER

Rail Cargo Group

The UIRR is a strong industry association and we, the ÖBB Rail Cargo Group, are very happy to be part of it. In the coming years, intermodal transport will experience both strong growth and challenging developments. Shifting volumes from road to rail with a focus on intermodal needs a strong UIRR in which we establish and promote our shared values and strive for conditions that support intermodal.

## THIBAULT FRUITIER

NOVATRANS

CT is pioneer in decarbonisation and crucial for the supply chain. Novatrans targets Zero Carbon emission through terminal innovation and new alternative energy. We connect France to Europe, our network will be extended through strong intermodal hubs. UIRR stays fundamental as a technical expert in new rail technology with its strong European members network and must continue monitoring the relation to the EU Commission to promote and defend the intermodal sector. Let's make together the next 50 years as the modal shift era.

## OTTO HAWLICEK
CTE

Combined Transport is both: our passion and our profession. Many thanks to UIRR for all the great and important work. UIRR is our strong network builder. The future will continue to be intermodal, much more than today. Cordial greetings from Enns to Brussels!

## PETER KISS
METRANS

50 years for UIRR, 30 for Metrans, successfully shaping the history of CT in Europe. Metrans built a network, invested in terminals and own assets (80 locomotives, 3000 wagons) and will continue. Together with UIRR we must enable modal shift, to make Europe greener. Despite the pandemic, CT has proven to work perfectly. A lot is happening regarding the competitiveness, energy efficiency and harmonization in Europe. We stay optimistic. One of the many tasks of UIRR is to drum home these positive messages.

## KARI-PEKKA LAAKSONEN
SAMSKIP Multimodal

In the short period that Samskip has been a member of the UIRR, the UIRR support has been very valuable. Samskip, UIRR and the whole intermodal sector have the common goal to promote and increase all combined transport and to make this the no. 1 transport mode in the coming 50 years!

## LUDWIG NÄF
RAlpin

RAlpin will keep providing an easy intermodal access with its rolling motorway to reduce pollution between Germany and Italy for all types of truck companies – under continuously better conditions thanks to UIRR.

## ALEXANDER OCHS
Kombiverkehr

The members of the UIRR have already created the basis for the future of multimodal mobility over the past five decades. In the next 50 years, together with the logistics sector, we will realise the traffic turnaround towards climate-neutral transport.

## GEERT PAUWELS
LINEAS

A zero-emission automated European transport network with rail as backbone, seamlesy integrating all transport modes and linking Europe's economic hubs as one giant warehouse. That's combined transport in 2040, not 2070!

## CHARLES PUECH D'ALISSAC
Naviland Cargo

No more questions, Combined Transport is the future for our customers, for our generations to come. Combined Transport is the growth of your logistics. Combined Transport is a greener planet. Combined Transport is 100% traceability. Together for 50 years.

## KENNETH RUSSELL
John G. Russell

If ever rail has its moment of opportunity it must be now. Our environmental credentials and service offering are becoming of interest to manufacturers and retailers as they are seeking to decarbonise. We need to continue to innovate and keep at the forefront of decarbonisation.

## MICHAIL STAHLHUT
HUPAC

Low Carb Diet - We connect Europe. We integrate rail into transport chains and make the climate revolution happen: rail reduces the GHG emissions by 80%, it is 40 times safer, consumes 60% less land and keeps people safe during the pandemic. We need a modal split target of 30% for rail – and we work for it.

# UIRR Galaxy

*Growing together*

## PARTNERS

## UIRR OPERATORS

## INDUSTRY ASSOCIATION PEERS

## MOU PEERS

## UIRR TERMINALS

## GOVERNMENTAL BODIES

# Partners Ideas

### LARS DEITERDING

HaCon

Working together on the development of intermodal transport since the beginning, we see UIRR as reliable partner to realize our vision of sustainable freight transport, being in future as easy as multimodal passenger transport using our planning, operating & information systems.

### JOHANN FEINDERT

GATX Rail Europe

We continue to invest to further diversify and grow our freight fleet to serve our broad footprint and support the shift from road to rail across Europe. Thus, we are protecting our climate, our environment and our future, provide excellent service and make railcar leasing easier!

### MARIA GENYN

Unit 45

Combined Transport is absolutely vital and extremely important for the future. Its importance was again re-emphasized at the beginning of the Covid-pandemic when borders were closed. #carbonfootprint #nofuturewithoutCT #45'containers.

### DANIEL HEMKER

Wecon

The intermodal sector will be the most important logistic factor across borders in Europe. For WECON, this is a big chance to contribute the best and proper transport equipment for the challenging tasks. Together with UIRR, we need to support intermodal transport every day.

### JAKOB ÖHRSTRÖM

VTG Rail Europe

VTG is convinced that intermodal transports are key to increasing the climate-friendly rail's share in freight transport in order to meet the EU Green Deal goal of becoming climate-neutral by 2050. Thus, the UIRR will continue to play a major role in promoting the modal shift from road to rail over the next decades.

### PETER REINSHAGEN

Ermewa

The future: intelligent freight trains, integrated systems, free flowing cargo. Logistics, operations, safety and maintenance data transmitted via the DAC between all wagons and the locomotive. Optimised slots and paths. Safe and automatic train departures every 15 minutes, real time supply chain information, ERP systems all along the transit, crossing borders with different operators. Not a dream. Our industry must rise to the challenge now. The intelligent freight train, a prerequisite for modal shift, EGD and a clean future for our children.

### FRANK ALBERS

Krone

Freight transport will strongly grow until 2030. Incentives are needed for investments into Road and Rail, with a European vision. A mega task is the $CO_2$ reduction. Trimodality, more trains and terminals are a must. Krone is a leading manufacturer of loading units, compatible with Rail. The expertise of the 50 y old UIRR is crucial: they build bridges and bring partners together. Transparency through digitalization and automation helps optimizing the processes.

### BERND THIEDE

Schmitz Cargobull

Due to increasing traffic density, fuel price and toll increases, increasing driver shortage and the demand of many shippers for green logistics, combined transport in the general cargo business and the cooperation with the UIRR is becoming more and more interesting and is becoming increasingly important. At least because it helps to relieve the road congestion and reduce freight traffic.

# Thoughts from MoU Peers

## AURÉLIEN BARBÉ
GNTC

Intermodal Transport is the key opportunity to reach France's sustainability objectives for the next 50 years. We aim to double the activity of rail freight for 2030, especially with Rail-Road Combined Transport. We believe that UIRR will be our critical partner, across Europe, to strengthen and accelerate modal shift.

## CLEMENS BOCHYNEK
SGKV

In the upcoming 50 years Combined Transport will permanently increase and will be the crucial driver for rail freight in Germany and Europe. SGKV, in cooperation with UIRR, will strongly support this growth and foster the European intermodal network! CT is the green solution!

## PETER BÖSCH
Groupement Fer

Intermodal transport will be the strongest growth driver in freight transport with Switzerland over the next 50 years. The Groupement Fer promotes sustainable transport solutions. UIRR remains the most important and influential umbrella organization in our industry.

## MARIUS CAE
USER

In Romania there is a great potential for CT from Constanța Harbour, Curtici Station and others. It is necessary a closer cooperation between all entities participating in CT, also national and European authorities/organizations, as UIRR. USER assumed the involvement in CT.

## JONI CASEY
IANA

Looking to the future, the benefits of intermodal freight transportation will continue to be more fully realized. These include reducing highway congestion, highway maintenance, port congestion, fossil fuel consumption and $CO_2$ emissions while producing efficiencies, cost savings and providing additional freight capacity. The support and involvement of organizations like the UIRR are instrumental in assisting the intermodal industry in achieving its potential.

## MAURO PACELLA
Assoferr

In the next 50 years we have really to reduce pollution and carbon emission. The combined transport will have a lead role in this mission. New rail infrastructures, new rolling stocks, efficient terminals and digitalization will the instruments to win. Then the support of UIRR will be even more important.

## ERICH POSSEGGER
Combinet

Intermodal transport will be the absolute key transport solution to reach the ambitious and necessary climate protection goals of both Austria and the EU. COMBINET and his member companies will work hard in close co-operation with UIRR and their members to deal with this challenge.

## MAGGIE SIMPSON
RFG

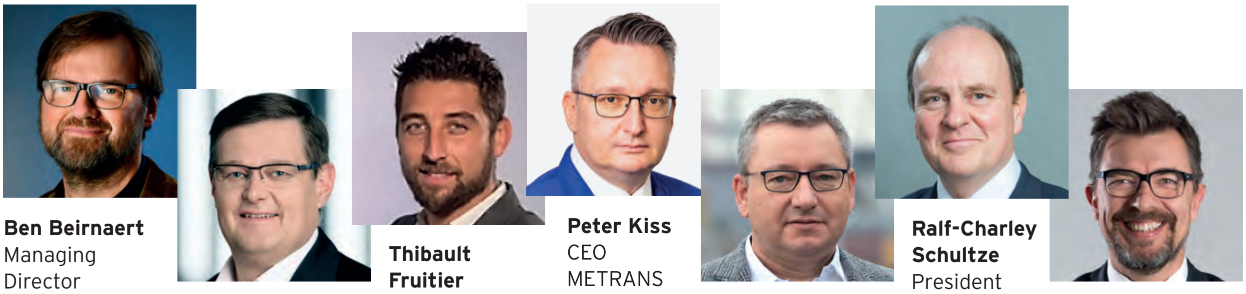
Sustainable multimodal transport is key to the UK's future economic success. Over the next 50 years, low carbon rail freight will build new supply chains and meet the needs of modern consumers. Our relationship with UIRR helps RFG to promote the very best of combined transport.

# The year of UIRR

**UIRR is the European industry association of Combined Transport. The association binds together Combined Transport Operators, Transhipment Terminal Managers, technology producers and various associations committed to coordinate the development of intermodal freight transport in Europe. UIRR also builds bridges towards shippers, stakeholders of related transport modes and operators of different types of transport infrastructure.**

## BOARD OF DIRECTORS

The Annual Ordinary General Assembly of UIRR on 20 May 2021 re-elected the Board of Directors of the association. The new Board of Directors will have the usual three-year mandate until May 2024.



**Ben Beirnaert**
Managing Director
COMBINANT

**Bernhard Ebner**
Intermodal Director
Rail Cargo Group

**Thibault Fruitier**
CEO, Novatrans/
Greenmodal

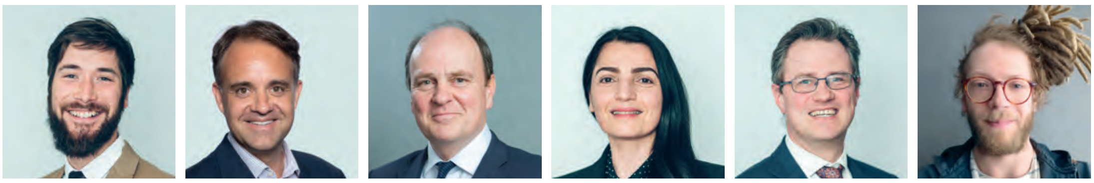
**Peter Kiss**
CEO
METRANS

**Alexander Ochs**
CEO, Kombiverkehr

**Ralf-Charley Schultze**
President
UIRR

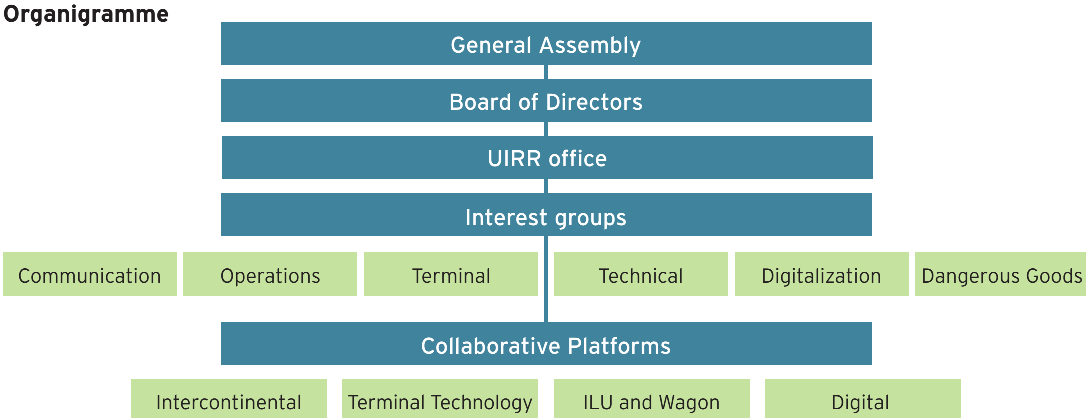
**Michail Stahlhut**
CEO, Hupac

## THE UIRR TEAM



From left to right: Mateusz Nowak, Digital Project Officer, Ákos Érsek, Chief Policy Advisor, Ralf-Charley Schultze, President, Pekiye Biçici, Assistant to the Management, Eric Feyen, Technical Director, Mattia Liseri, Project officer

**Organigramme**



EUROPEAN INTERMODAL SUMMIT 2020
online event on 27 October

**Screenshots from the event**




**Contributors from the intermodal sector**


Robert Breuhahn


Livio Ambrogio


Erich Staake


Peter Kiss


Michail Stahlhut


Thorsten Bieker


Thibault Fruitier


Clemens Först


Kari-Pekka Laaksonen


Zeno d'Agostino

## HIGHLIGHTS OF 2020

**JANUARY**: 4th DSLV-VDV-UIRR-IBS Conference, MLSZKSZ CEE Logistics Conference, JNS normal procedure meeting, EP TRAN Committee on Mobility Package

**FEBRUARY**: EU Rail Awards, UIRR study visit to Hupac, UNECE Inland Transport WG, European Green Deal endorsement and CT is prepared for COVID statements

**MARCH**: Sector Statement Group meeting, ELP Conference on the European Green Deal, ETA Task Force, Statement on the European Climate Law

**APRIL**: COVID lockdown-related contingency interventions

**MAY**: UIRR Annual General Assembly and European Commission consultation; DTLF meeting, Hupac Intermodal Forum, ERA CT Working Group meeting, ERA Rail Safety Conference

**JUNE**: UIRR Report 2019-2020, Mobility Package voted in European Parliament and Council, CACTUS Project meeting, Q-ELETA preparatory working group, PLANET Project kick-off meeting, SERAC Rail Freight Corridor conference

**JULY**: COVID relief measures regulation, FENIX project meeting, TSI Revision working group, COM RU Dialogue meeting on COVID impact, Rail Forum Europe on MFF 2021-27

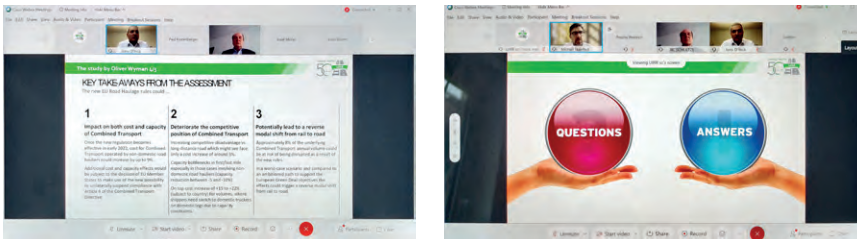
**AUGUST**: UIRR Nordic Intermodal Seminar, CACTUS project meeting, ICONET project meeting, PLANET Project meeting

**SEPTEMBER**: Berlin Declaration, TAF TSI revision working group, IBS Congress, COMBINE General Assembly, ERFA Rail Freight after Covid event, ICONET General Assembly, ERA CT working group, Q-ELETA preparatory meeting

**OCTOBER**: European Intermodal Summit, Rail Facilities Portal user group meeting, EU Year of Rail 2021 consultation, PLANET general assembly, DTLF working group meeting, Track Access Charging Summit, MLSZKSZ Intermodal working group, COM RU Dialogue Plenary, FENIX meeting on ILU-Register

**NOVEMBER**: UIC-UIRR Report on Combined Transport, RNE TTR day conference, EU Silk Road Conference, FERRMED Conference, JNS normal procedure meeting, PLANET project meeting, Punctuality conference

**DECEMBER**: Transport associations' Statement on the Eurovignette Directive, the Intermodal Sector's Impact Assessment Study on Mobility Package 1, Digital Train project preparatory meeting, Florence Rail Forum, Rail Freight Day Conference, FENIX General Assembly, AEROFLEX project meeting


Screenshots from the 14 January press conference

## THE OLIVER WYMAN STUDY

The Mobility Package that was adopted in July contains the optional regulatory provision that allows for Member State governments to suspend compliance with Article 4 of the Combined Transport Directive (92/106/EEC), which has been a mainstay of the European intermodal sector's regulatory framework since 1975. UIRR hired the Oliver Wyman consultants to prepare an impact assessment study on the potential damages of this decision.

The study, based on deep interviews with top level decisionmakers at 25 European intermodal actors, as well as on data analysis, has been conducted in the second half of 2020.

The sobering result indicates a multitude of negative effects including

- Truck driver and trucking capacity shortage in some markets,
- A cost increase of 9-15% on door-to-door CT transport-chains,
- A reverse modal shift – back to road-only transport – of 8% of the consignments currently carried by Combined Transport, and
- A significant increase of freight transport's $CO_2$ emissions

The study and a related UIRR Position Paper were published at an international press conference on 14 January 2021.

## UIC-UIRR STUDY ON COMBINED TRANSPORT

UIRR joined UIC to assist in the drafting of the biennial Study on the State of Combined Transport in Europe. The first such joint study found that Combined Transport performs about half of rail freight tonne-kilometres in Europe.


## REPRESENTATIVITY: MEMBERS, PARTNERS AND MOU PEERS

UIRR has been reinforced by the accession of four new member in 2020:

- DUSS Terminals (of DB Netze), Germany
- Interporto Bologna, Italy
- Lanfer Terminals (of Lanfer Logistik), Germany
- Marseille Fos Terminal (of the Port of Marseille), France

MFD Rail has become the newest Partner of UIRR, while memoranda of understanding have been signed with NEE of Germany and the Croatian Chamber of Economy.

The members, partners, and MoU peers of UIRR total 78 entities from 18 countries plus the USA.

## INTERNAL PROJECTS OF UIRR

UIRR engaged in several projects to enhance its standing, which include the development of elaborate business processes, the modernisation of its website and the member-only online communication platform of the association.

The database to produce the UIRR Loading Gauge Map – in attachment to this Report – has also been taken over. The Map will be developed into a searchable digital tool.


The pandemic-related disturbances accelerated UIRR's use of social media platforms, such as LinkedIn and YouTube. UIRR produced a series of social media videoclips over the year, which have helped carry the messages of Combined Transport at the times when human interaction has been limited due to the Covid restrictions.

Online videoconferences became a regularly used tool, whereby contacts with members, partners and peers, as well as the external network of the association could be upheld. UIRR also organised several online events and the European Intermodal Summit conference in 2020.

# Member Company Information

### ADRIA KOMBI D.O.O.

Tivolska 50
SLO - 1000 Ljubljana
Tel.: +386 1 23 45 280
Fax: +386 1 23 45 290
infor@adriakombi.si
www.adriakombi.si

Activities: UCT - RoMo - RSO - RH - ECM
Agency: SI
Total traffic: 187,000 TEU
Revenue: € 39 million

### ALPE ADRIA S.P.A.

Via S. Caterina da Siena, 1
I - 34122 Trieste
Tel.: +39 040 9712 611
amministrazione@alpeadria.com
www.alpeadria.com

Activities: UCT - RoMo
Agency: IT
Total traffic: 132,000 TEU
Revenue: n/a

### AMBROGIO TRASPORTI S.P.A.

Via Tognasca 5
I - 21013 Gallarate
Tel.: +39 0331 707 500
Fax: +39 0331 776 366
ambrogio@ambrogiointermodal.com
www.ambrogiointermodal.com

Activities: UCT - TTM - RH - ECM
Agencies: IT - BE - FR - DE
Total traffic: 92,500 TEU
Revenue: € 77 million

### BALTIC RAIL AS

Tulika 15/17
EE - 10613 Tallinn
Tel./Fax: +372 661 3118
Booking@BalticRail.com
www.balticrail.com

Activity: UCT
Agencies: PL - SLO
Total traffic: 16,000 TEU
Revenue: € 9.6 million

### BOHEMIAKOMBI, SPOL. S R.O.

Opletalova 6
CZ - 113 76 Praha 1
Tel.: +420 2 42 444 560
Fax: +420 2 42 444 924
info@bohemiakombi.cz
www.bohemiakombi.cz

Activity: UCT
Agencies: CZ - SK
Total traffic: 18,000 TEU
Revenue: € 5.4 million

### CARGOBEAMER AG

Kreuzstraße 12
D - 04103 Leipzig
Tel.: +49 (0) 341 652339 - 00
Fax: +49 (0) 341 652339 - 01
www.cargobeamer.com

Activities: UCT - RSO - ECM - TTM
Agencies: DE - FR - IT - CH
Total traffic: 33,000 TEU
Revenue: € 12 million

### CFL INTERMODAL S.A.

100, Z.A.E. Wolser E
L - 3437 Dudelange
Tel.: +352 4996-0001
Fax: +352 4996-0150
info@cfl-intermodal.lu
www.cfl-intermodal.lu

Activity: UCT
Agency: LU
Total traffic: 163,000 TEU
Revenue: n/a

### CFL TERMINALS S.A.

100, Z.A.E. Wolser E
L - 3437 Dudelange
Tel.: +352 4996 - 0001
info@cfl-terminals.lu
https://www.cfl-mm.lu/fr-fr/organisation/cfl-multimodal/cfl-terminals

Activities: TTM - UCT - Rail Motorway
Agency: LU
Total traffic: 247,000 TEU
Revenue: € 16.7 million (2019)

### COMBIBERIA S.A.

Rafael Herrera, 11 Pta 203
E - 28036 Madrid
Tel./Fax: +34 91 314 98 99
info@combiberia.com
www.combiberia.com

Activity: UCT
Agency: ES
Total traffic: 50,500 TEU
Revenue: € 3.2 million (2019)

### COMBINANT NV

Scheldelaan 800 - haven 755
B - 2040 Antwerpen
Tel./Fax: +32 3 250 62 62
info@combinant.be
www.combinant.be

Activity: TTM
Agency: BE
Total traffic: 250,000 TEU
Revenue: € 7 million

### CTE CONTAINER TERMINAL ENNS LTD.

Ennshafenstrasse 45
AT - 4470 Enns
Tel.: +43 7223 81347
customer-service@ct-enns.at
www.ct-enns.at

Activity: TTM
Agency: AT
Total traffic: 400,000 TEU
Revenue: n/a

### DELTA 3 SPL

7 Boulevard Louis XIV
F - 59000 Lille
Tel.: +33 3 281 690 70
delta@delta-3.com
www.delta-3.com

Activities: UCT - TTM - ECM
Agency: FR
Total traffic: 355,000 TEU
Revenue: n/a

## DUSS GMBH

Am Kümmerling 24
D - 55294 Bodenheim
Tel.: +49 6135 81 91 - 0
duss-zentrale@deutschebahn.com
https://www1.deutschebahn.com/ecm2-duss

Activities: TTM - RoMo
Agency: DE
Total traffic: 3 million TEU
Revenue: € 71 million

As Germany's main operator of hinterland terminals, DUSS is happy to join UIRR as the leading European sector association for combined transport. It is important that terminal managers and operators pull together to fully realise synergies from digitalisation and thus make combined transport competitive in the long term. UIRR is the perfect place in this regard to jointly discuss political, strategical and operational issues.

**Hans Pieper & Andreas Schulz, CEOs**

## EAST-WEST INTERMODALIS LOGISZTIKAI ZRT.

Robert Karoly avenue 59
H - 1134 Budapest
Tel.: +36 1 431 0221
info@eastwestil.com
https://eastwestil.com/en

Activity: TTM
Agency: HU
Total traffic: n/a
Revenue: n/a

## FELB LTD.

Rivergate Handelskai 92 Gate 2/3. OG/TOP G
A - 1200 Vienna
Tel.: +43 (1) 890 63 39 0
Fax: +43 (1) 890 63 39 63
sales@felb.world
www.felb.world

Activity: UCT
Agencies: DE - PL
Total traffic: 86,320 TEU
Revenue: n/a

## GRAND PORT MARITIME DE MARSEILLE - GPMM

23, place de la Joliette
F - CS 81965 - 13226 Marseille Cedex 02
Tel.: +33 4 91 39 40 00
ecoute.clients@marseille-port.fr
https://www.marseille-port.fr

Activity: maritime port
Agency: FR
Total traffic: 69 million tons
Revenue: n/a

The port of Marseille Fos joins UIRR Association!
The port of Marseille Fos offers a complete inland multimodal network and worldwide maritime shipping lines to serve Euro-Mediterranean markets. Its ambition: address environmental issues and develop the rail modal share that represents today in Marseille Fos 15% of the transport of containerized goods.

## GYSEV CARGO ZRT.

Mátyás király utca 19.
H - 9400 Sopron
Tel.: +36 99 577 206
Fax: +36 99 577 401
info@gysevcargo.hu
www.gysevcargo.hu

Activities: RU - TTM - UCT - RSO - RH
Agency: HU
Total traffic: 166,000 TEU
Revenue: € 4,5 million

## HUPAC GROUP

Viale R. Manzoni 6
CH - 6830 Chiasso
Tel.: +41 588558000
Fax: +41 588558001
info@hupac.com
www.hupac.com

Activities: UCT - TTM - RSO - ECM - RU - CA
Agencies: BE - CH - DE - IT - RO - PL - NL - RU
Total traffic: 1,6 million TEU
Revenue: € 502 million

## HUPAC INTERMODAL NV

Albert Plesmanweg 107C
3088 GC Rotterdam
Tel.: +31 10 495 25 22
Fax: +31 10 4950915
info.nl@hupac.com
www.hupac.nl

Activity: UCT
Agency: NL
Total traffic: 250,000 TEU
Revenue: n/a

## INTERPORTO BOLOGNA SPA

Via Santa Maria in Duno
IT - 40010 Bentivoglio (BO)
Tel.: + 39 051 291 3011
Fax: +39 051 221 505
info@bo.interporto.it
https://www.interporto.it

Activity: UCT
Agency: IT
Total traffic: 127,054 TEU
Revenue: n/a

In becoming a member of UIRR Interporto Bologna SpA expect an exchange of knowledge and experiences in the world of intermodal terminals and railway transport, having an eye on international intermodal business and bringing our experiences and know how as terminal and intermodal operator within the association. Thanks to UIRR and its partners, we are sure we will enlarge collaboration with other operators, being constantly updated on the main developments and news from the rail and intermodal sector, as well as on European policies and the related funding opportunities, which we hope will bring to new innovation opportunities to be studied or developed together with UIRR and its members.

**Mr Sergio Crespi, Managing Director**

## JOHN G RUSSELL LTD.

Deanside Road, Hillington, Glasgow. G52 4XB UK
Tel. / Fax: +44 141 810 8200
sales@johngrussell.co.uk
www.johngrussell.co.uk

Activities: UCT - TTM - RH
Agency: UK
Total traffic: 75,000 TEU
Revenue: £69 million

### KOMBIVERKEHR GMBH & CO. KG

Zum Laurenburger Hof 76
D - 60594 Frankfurt
Tel./Fax: +49 69 79 50 50
info@kombiverkehr.de
www.kombiverkehr.de

Activities: UCT - TTM - RSO - ECM - RU
Agencies: CZ - DE - ES - IT - NL - SE
Total traffic: 1,3 million TEU
Revenue: € 411.3 million (2019)

### KOMBI-TERMINAL LUDWIGSHAFEN GMBH - KTL

Am Hansenbusch 11,
D - 67069 Ludwigshafen/Rhein
Tel./Fax: +49 621 659 13 0
info@ktl-lu.de
www.ktl-lu.de

Activity: UCT
Agency: DE
Total traffic: 703,000 TEU
Revenue: € 25 million

### LANFER LOGISTIK GMBH

Dieselstraβe 10
D - 49716 Meppen
Tel.: +49 5931 8002-0
info@lanfer-logistik.com
http://www.lanfer-logistik.com

Activity: TTM
Agencies: DE - BE - IT - ES
Total traffic: 35.000 Transport Orders Intermodal (100.000 in total)
Revenue: € 200 million

Lanfer Logistik sees excellent possibilities in the rail business and we are planning a strong growth in this sector with our company. For this reason we are building and investing in container terminals right now. We offer extensive experience in the European rail and road transport, best contacts in the German rail market and related political networks and practical experiences in the development of rail transports and terminal structures. Furthermore we are interested in the political development of the rail industry in Europe. We hope to have a rich share of knowledge with the UIRR and its members and we are happy to be a new member of the network.

**Hermann Lanfer, CEO**

### LINEAS INTERMODAL NV

4 Roderveldlaan
B - 2600 Berchem
Tel.: +32 3 270 27 00
Fax: +32 3 226 26 26
sales.im@lineas.net
www.lineasintermodal.net

Activities: UCT - TTM - ECM - CA - RH - RSO
Agencies: BE - NL - FR - DE - IT - ES
Total traffic: 550,447 TEU
Revenue: € 113 million

### LUGO TERMINAL S.P.A.

Via della Dogana 5
I - 48022 Lugo (RA)
Tel.: +39 0545 216411
Fax: +39 0545 210987
info@lugoterminal.com
www.lugoterminal.com

Activities: TTM - UCT
Agency: IT
Total traffic: 53,000 TEU
Revenue: € 17 million

### MERCITALIA INTERMODAL S.P.A.

Via Valtellina 5-7
I - 20159 Milano
Tel.: +39 02 668 951
Fax: +39 02 668 00 755
www.mercitaliaintermodal.it

Activities: UCT - RSO - ECM
Agency: IT
Total traffic: 703,000 TEU
Revenue: € 195,7 million

### METRANS A.S.

Podleska 926/5
CZ - 104 00 Praha 10
Tel.: +420 267 293 111
info@metrans.eu
www.metrans.eu

Activities: UCT - TTM - RSO - ECM - RU - CA - RH
Agencies: CZ - SK - PL - HU - AT - SI - IT - NL - DE
Total traffic: 1,2 Mio TEU
Revenue: € 450 million

### NAVILAND CARGO SAS

26 Quai Charles Pasqua CS 10095
F - 92309 Levallois Perret Cedex
Tel.: +33 1 41 05 33 01
Fax: +33 1 40 87 08 20
contact@naviland-cargo.com
www.naviland-cargo.com

Activities: UCT - TTM - RSO - RU
Agency: FR
Total traffic: 366,000 TEU
Revenue: € 120 million

### NOVATRANS

10 rue Vandrezanne - CS 91397
F - 75634 Paris Cedex 13
Tel.: +33 1 85 34 49 00
www.novatrans.eu

Activities: UCT - TTM - RSO - ECM - RH
Agencies: FR - IT
Total traffic: 310,000 TEU
Revenue: n/a

### ÖBB-INFRA AG - TSA

Praterstern 3
A - 1020 Wien
vertrieb.tsa@oebb.at
infrastruktur.oebb.at

Activity: TTM
Agency: AT
Total traffic: 1,5 million TEU
Revenue: n/a

### PIMK RAIL EAD

36 Rogoshko Shose St
BG - 4003 Plovdiv
Tel.: +359 32 901 102
office@pimkrail.eu
www.pimk.eu/en

Activities: TTM - UCT
Agency: BG
Total traffic: 50,000 TEU
Revenue: € 8,9 milion

## GLOSSARY

**ACTIVITIES:**

**UCT:** Unaccompanied Combined Transport
**RoMo:** Rolling Motorway
**TTM:** Transhipment Terminal Management
**RSO:** Rolling Stock Operator (owner / lessee)
**ECM:** Entity in Charge of Maintenance
**RU:** Railway Undertaking
**CA:** Customs Agent
**RH:** Road Haulage

## RAIL CARGO OPERATOR

Žerotínova 1132/34
CZ - 130 00 Praha 3
Tel.: +420 220 193 200
intermodal@railcargo.com
www.railcargo.com

Activities: UCT - TTM - RoMO - RSO - CA
Agencies: CZ - AUT - SK - HU
Total traffic: 1,25 million TEU
Revenue: € 285.602.721,00

## RAIL CARGO TERMINAL - BILK ZRT.

Europa utca 4.
H - 1239 Budapest
Tel. / Fax: +361 2896000
info.rct.bilk@railcargo.com

Activity: TTO
Agency: HU
Total traffic: 196,000 TEU
Revenue: € 8.06 million (2019)

## RAILPORT ARAD SRL

P.O. Box 10.
RO 315200 - Curtici FN
Tel.: +40 357 100 189
Fax: +40 357 100 190
office@railportarad.ro
www.railportarad.ro

Activity: TTM
Agency: RO
Total traffic: 175,000 TEU
Revenue: € 2.5 million

## RALPIN AG

Römerstrasse 3
CH - 4601 Olten
Tel.: +41 58 822 88 88
office@ralpin.com
www.ralpin.com

Activities: RoMo - ECM
Agencies: CH - DE - IT
Total traffic: 112,000 TEU
Revenue: n/a

## ROCOMBI SA

Blvd. Dinicu Golescu 38
RO - 010873 Bucharest
Tel.: +40 21 312 23 14
info@rocombi.ro
www.rocombi.ro

Activities: TTM - UCT
Agency: RO
Total traffic: 12,000 TEU (2019)
Revenue: € 1.5 million (2019)

## SAMSKIP MULTIMODAL B.V.

Waalhaven O.Z. 81
NL - 3087 BM Rotterdam
Tel.: +31 88 400 1000
rotterdam@samskip.com
www.samskip.com

Activities: UCT - TTM - RH
Agency: n/a
Total traffic: 100,000 TEU
Revenue: n/a

## SINDOS RAILCONTAINER SERVICES - SRS S.A

Industrial Area of Thessaloniki
GR - 570 22 Sindos, P.O. Box 1099
Tel.: +30 2310576991
Fax: +30 2310576997
Antonia.Giannakopoulou@srs-sa.gr
http://srs-sa.com

Activity: TTM
Agency: GR
Total traffic: n/a
Revenue: n/a

## T3M

11 rue Maryse Bastié - ZI de la Lauze
F - 34430 St Jean de Vedas
Tel.: +33 4 67 27 18 51
info@t3m.fr
www.t3m.fr

Activities: UCT - TTM - RH - RSO
Agencies: FR - IT
Total traffic: 198,000 TEU
Revenue: € 50 million (2019)

## TERMINAL CONTAINER ATHUS - TCA SA

Rue du Terminal 13
B - 6791 Athus
Tel.: +32 63 38 00 20
Fax: +32 63 37 01 92
infotca@tca.be
www.tca.be

Activities: UCT - RSO - CA - RH - TTM
Agencies: BE - FR - LU - NL - DE
Total traffic: 104,000 TEU
Revenue: n/a

## TERMINALI ITALIA S.R.L.

Piazza della Croce Rossa 1
IT - 00161 Roma
Tel.: +39335263220
info@terminaliitalia.it
www.terminaliitalia.it

Activity: TTM
Agency: IT
Total traffic: 1,43 million TEU
Revenue: € 32 Million

## VIIA

Espace Seine,
26 quai Charles Pasqua
FR - 92300 Levallois-Perret
Tel.: +33 1 56 76 75 77
www.viia.com

Activity: RoMo
Agencies: FR - ES - IT - LU
Total traffic: 172,000 TEU
Revenue: n/a

## WIENCONT CONTAINER TERMINAL GMBH

Freudenauer Hafenstrasse 8-10
A - 1020 Vienna
Tel.: +43 1 727 72-0
office@wiencont.com

Activity: UCT
Agency: AT
Total traffic: 500,000 TEU
Revenue: n/a

## GLOSSARY

**COUNTRIES:**

AM (=Albania), AT, AZ (=Azerbaijan), BE, BG, BiH (=Bosnia), BZ (=Belarus), CH, CZ, DK, DE, EE, EL, ES, FI, FR, GE (=Georgia), HR, HU, IE, IT, LT, LU, LV, ME (=Montenegro), NL, PL, PRC (=China), PT, RO, RS (=Serbia), RU (=Russia), SI, SK, SE, TR, UK

**UIRR CONSIGNMENT:**

Corresponds to the transport capacity of one tractor-trailer combination on the road (equivalent to 2.0 EVP/TEU). A TEU (twenty-foot equivalent) is a unit of measurement corresponding to an ISO container of 20 feet in length (6.10m), used to express traffic capacities or flows, principally in the maritime transport sector.

# Partners of UIRR

## COMBIPASS

COMBIPASS is professional in the rental of intermodal loading units and mobile storage equipment. With more than 25 years of experience, COMBIPASS provides intermodal transporters and producers with a selection of quality equipment which meet constantly evolving demands and the latest norms whether for ADR, road, rail, barge or maritime transport.

## DEN HARTOGH

**DEN HARTOGH LOGISTICS** is one of the leading **Logistics Service Providers to convey safely bulk liquids and gases** for the chemical industry. The company preferably develops smart logistics solutions based on intermodal routings with inland and railway journeys.

## ERMEWA

**ERMEWA** is a European leader in **rail wagon leasing** with the aim of ensuring the success of a rail-based supply chain. The company offers a fleet of over 45,000 railcars, which includes a high number of specialised equipment for Combined Transport, to freight forwarders, CT Operators, railways and industrial companies.

## EQUIMODAL

Founded in 1992, **Equimodal** began its activity as a manufacturer of transport containers offering customization in design and small series, mainly intended for intermodal traffic. The difference in width of the European pallet with respect to the ISO pallet maintained a market that due to its size was not especially interesting for large manufacturers until the early 2000s.

## GATX RAIL EUROPE

GATX Rail Europe operates a fleet of more than 23,200 tank and freight wagons in Europe. The company is present in the most important railway markets in Europe. We do not follow market developments – we want always to be one step ahead.

GATX operates two own plants for maintenance and construction of new freight wagons.

## HACON

**HACON** provides cutting-edge **software solutions for public transportation, mobility and logistics**. The consulting department assists its customers with projects in rail freight transport and Combined Transport in particular.

## KRONE

**KRONE** is a leading global **manufacturer of commercial road equipment** for all types of goods. It is also specialised in the design of compatible loading units for the railway systems such as craneable semi-trailers for pocket wagons used in Combined Transport.

## LIS

**LIS AG** is a leading company in **Transport-Management-Software for logistics, forwarding agencies and shipping**. The proposed solutions integrate all intermodal capabilities, especially all data and interfaces needed to improve the visibility of the railway system.

## LOHR INDUSTRIE

**LOHR** is a private French group specialised in the **design, manufacturing and marketing of goods transport systems**, in particular the Modalohr railway freight solution for the transportation of standard semi-trailers on wagons.

## MFD RAIL

We are intermodal specialists, with a modern, available wagon fleet, one of the best capitalized start-ups in the sector. Building business from scratch, we provide support, availability, advice and a tailor-made, cost-efficient service to our customers. As European "intermodal specialist dealer", partner of your choice, we focus on procurement, rental, maintenance of intermodal wagons. The goal: being a leading provider of intermodal wagons in Europe through targeted growth. We are "fresh blood", no outdated structures. All resources, processes and systems are intermodal-focused.

## MODALIS

**MODALIS** is known as a major actor in **rental, trading and consulting in the intermodal sector**. It is a specialized company in intermodal equipment rental such as loading units (containers for general cargo, gas and liquid tanks, dry bulk containers and chassis) and railway cars.

## RAILWATCH

RailWatch is a German company specialised in providing solutions for the predictive maintenance of freight wagons using advanced sensor technology.

RailWatch also designs and installs photogates at intermodal terminals.

## SCHMITZ-CARGOBULL

**SCHMITZ-CARGOBULL AG manufactures trailers and semi-trailers** for commercial road vehicles. The Company offers an extensive range of equipment for all types of cargo and for all types of forwarding systems, in particular the design of intermodal loading units such as craneable trailers compatible with rail wagons.

## UNIT45

**UNIT45** concentrates its activities on the **development, construction, financing and delivery of 45-foot containers** meeting the specific requirements of the client. The 45-foot container concept is considered to be the most efficient solution in European intermodal logistics.

## VTG RAIL EUROPE

**VTG** is the largest private **wagon leasing company** in Europe with 80,000 freight wagons made up of about 1,000 different wagon-types. A large portion of the VTG fleet are intermodal wagons designed for the transport of containers, swap bodies and craneable semi-trailers.

## WECON

**WECON** is a specialist in **commercial vehicles and container technology for the transportation of goods by road and rail**. The company is one of the leading manufacturers of swap bodies and trailers for intermodal transport.

## WIELTON

Wielton S.A. is one of the top three manufacturers of semi-trailers, trailers and car bodies in Europe and is among the top ten manufacturers in the industry.

The Group has been developing its own technological ideas for years, optimising the production process, introducing technical innovations. In late 2016, Wielton also established a subsidiary in Côte d'Ivoire.

# MoU Peers

## ASSOFERR

**ASSOFERR** is the result of the merger of the two Associations ASSOCARRI and SUNFER on 27 November 2000, which until then represented the interests of the operators in the "private railway wagons" sector. Since 2002 ASSOFERR has also collected the inheritance of ASSOCOMBI.

## ASSOLOGISTICA

Founded in 1947, **Assologistica** is the association of logistics companies, general warehouses and refrigerators, port terminal operators, intermodal terminals and airports in Italy. With the establishment of its territorial representatives and with the meeting between the logistics infrastructure managers and the third-party contractors who use them, Assologistica guarantees a 360° logistic integration.

## BIC

The Bureau of International des Containers (**BIC**) was founded in 1933 as a neutral, non-profit, international organization whose mission is to promote the safe, secure and sustainable expansion of containerization and intermodal transportation. With a mission to promote the safe, secure and sustainable expansion of intermodal transportation, BIC enables professional dialogue amongst its members, standards bodies, governments and other industry organizations.

## COMBINET

**CombiNet** was founded in 2007 by more than 30 companies from all sectors of combined transport in Austria: freight forwarders, freight forwarders, CT operators, terminals, ports, railway companies, manufacturers of handling equipment and equipment. The association's mission is to represent the interests of combined transport, strengthen networking between members, provide information to the media and the public and improve the conditions for CT.

## ECTA

**ECTA**, the European Chemical Transport Association, speaks for the chemical transport industry to all its stakeholders and organises the Responsible Care Initiative for the European land transport industry. The association provides the chemical transport industry – including several intermodal shippers – with a voice at the EU level.

## GNTC

Groupement National des Transport Combinés, **GNTC**, is the professional organization of Combined Transport stakeholders exploiting the technique of combined railroad, river-road transport by swap bodies, containers and semi-trailers in France. The objectives of the GNTC are to defend the interests of its members and promote combined transport with the European Community, public authorities (both at national and regional level), transport, shippers and the general public.

## GROUPEMENT FER

**Groupement Fer** brings together Swiss freight forwarding and logistics companies with the common goal to handle the transport of goods between the North Sea and Mediterranean ports and Switzerland, as much as possible, by using the environmentally friendly railway mode which includes Combined Transport in particular.

## HGK/CCE

**The Croatian Chamber of Economy** (CCE) acts on behalf of CCE's Affiliation for Intermodal Transport and Logistics, Group for intermodal cargo. Cooperation between CT and logistics actors to promote and develop CT. Based on social and economic interests, CCE proposes to State Authorities incentive measures/regulations to develop CT and solutions for CT operations, tariffs, legal regulators, transport cost methodologies. Cooperation with educational and scientific institutions, national and international organisations to improve CT.

## IANA

The Intermodal Association of North America, **IANA**, is the only organization that represents the combined interests of the intermodal freight transportation industry in North America. IANA promotes the benefits of intermodal freight transportation and educates industry stakeholders, provides a neutral forum for discussion and positively influences the legislative and regulatory environment.

## IBS

The International Rail Freight Business Association (IBS) aims to create framework conditions that will promote the position of companies interested in rail freight, including Combined Transport, and to improve the competitive conditions of rail freight in Europe. Promoting and improving the capacity of railways, standardization and simplification of its legal and business foundations, bundling of users of European rail freight traffic.

## KNV

**KNV**, The Royal Dutch Transport Federation (Koninklijk Nederlands Vervoer) is the Dutch umbrella organization for professional passenger transport and rail freight in the Netherlands. KNV Rail Freight Transport promotes the use of more rail freight, including Combined Transport, in order to make Dutch transport and logistics more sustainable and safe.

## MLSZKSZ

The Association of Hungarian Logistics Service Centres (**MLSZKSZ**) is one of the most significant associations of logistics and transport in Hungary, connecting almost 90% of the logistics service centres in the country. As opposed to other organisations which only deal with certain segments of logistics, MLSZKSZ is the only association in Hungary that represents all aspects of the service chain, including numerous intermodal stakeholders.

## NEE

**Netzwerk Europäischer Eisenbahnen e.V.** - NEE - is the industry association of private railway companies, initiating and fostering cooperation and exchange of information and experiences between members, to further develop the prerequisites for fair competition and to support or initiate non-discriminatory regulations in the areas of infrastructure, energy supply, vehicles, international transport and regulations.

## RFG

RFGB is the representative body for rail freight in the UK. Membership includes rail freight operators, logistics companies, ports, equipment suppliers, property developers and support services, as well as retailers, construction companies and other customers, who share the mission to increase the volume of goods moved by rail.

## SGKV

Since 1928 the Studiengesellschaft für den Kombinierten Verkehr e.V. (**SGKV**) roughly translated as German Promotion Centre for Intermodal Transport, is active on behalf of the interests of intermodal transport chains. The association aims at strengthening and to developing Combined Transport further through bringing together research and practice.

## UIC

UIC is the worldwide professional association representing the railway sector and promoting rail transport. Europe features prominently among the six regions of UIC. Several working groups address technical, standardisation, operational, Combined Transport and corridor topics. There has historically been a collaboration between UIC and UIRR, which gained a new impetus by the signing of a formal Memorandum of Understanding between the two associations.

## USER

USER is a professional organization founded in 1993 that brings together companies with activities covering all modes of transport and related services, including logistics operators and customs brokers. The objectives are to safeguard the economic, financial and technical aspects of their member companies to promote cooperation between its members, between the same profile or similar associations in the country and abroad, building and strengthening the solid reputation of industry shipments.

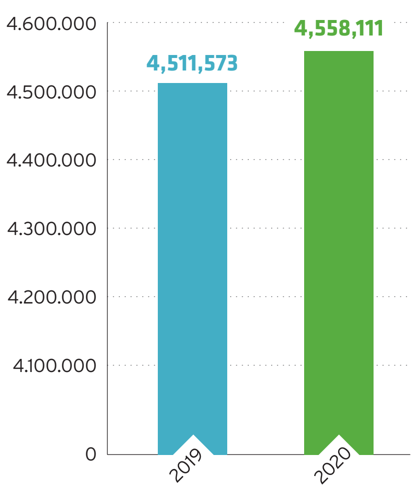
# STATISTICS 2020

**The total number of consignments transported by UIRR operator members increased by +1.02%, whereas output, when expressed in tonne-kilometres, reached +6,77%** - a surprisingly strong performance in an otherwise challenging year for every economic actor in the World. The result is a vast outperformance of the overall performance of the European economy, and reflects the superior quality that was possible on rail in the absence of passenger trains. Domestic unaccompanied Combined Transport grew considerably (+2,44%), while 0,45% more units were carried on border crossing relations. Semi-trailers were the most popular loading unit (+3.45%), while the sharp decline of full trucks (RoLa) continued partly due to the pandemic-related restrictions (-16,17%). The tonne-kilometre growth was attributable to both a longer average rail distance of 921km, up by 4,22% from the previous year, as well as a heavier load per consignment. With this performance, Combined Transport remains the engine of European rail freight, by steadily shifting cargo previously transported only on road to rail for the longest segment of its journey.

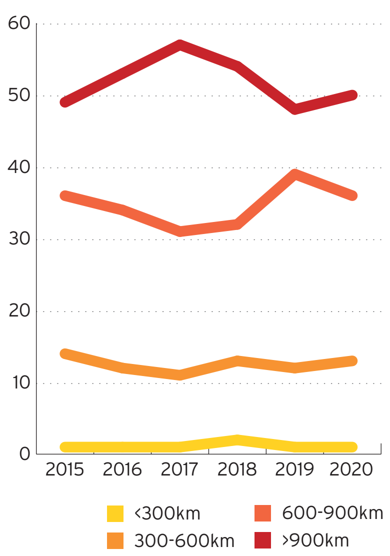
## 2020 OVERVIEW

| | Cross-border | | | Domestic | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | 2019 | 2020 | 2020/ 2019 | 2019 | 2020 | 2020/ 2019 | 2019 | 2020 | 2020/ 2019 |
| Number of consignments | 3,196,916 | 3,211,418 | 0.45% | 1,314,657 | 1,346,694 | 2.44% | 4,511,573 | 4,558,111 | 1.02% |
| containers | 2,493,295 | 2,539,252 | 1.84% | 1,102,316 | 1,115,020 | 1.15% | 3,595,611 | 3,654,271 | 1.61% |
| (craneable) semi-trailers | 563,112 | 572,145 | 1.60% | 96,630 | 111,137 | 15.01% | 659,742 | 683,282 | 3.45% |
| complete trucks (RoLa) | 140,509 | 100,021 | -28.82% | 115,711 | 120,537 | 4.17% | 256,220 | 220,558 | -16.17% |
| Average distance | 1,048 | 1,091 | 4.08% | 434 | 496 | 14.09% | 882 | 921 | 4.22% |
| Billion tkm | 72.37 | 75.83 | 4.79% | 11.17 | 13.77 | 23.24% | 83.54 | 89.60 | 6.77% |
| Number of TEU | 6,393,832 | 6,422,835 | 0.45% | 2,629,314 | 2,693,387 | 2.44% | 9,023,146 | 9,116 222 | 1.02% |

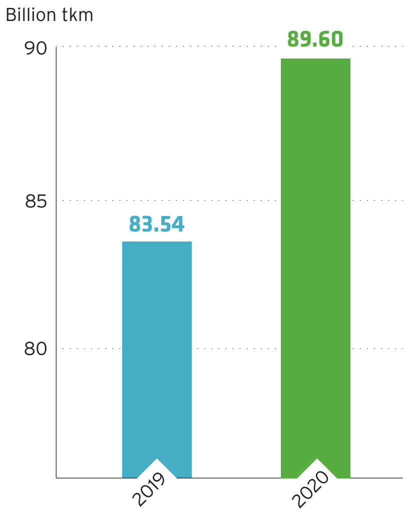
## CONSIGNMENTS 2019-2020




## DISTANCE MATRIX




## TONNE-KILOMETRES 2019-2020



# Evolution of Combined Transport Traffic

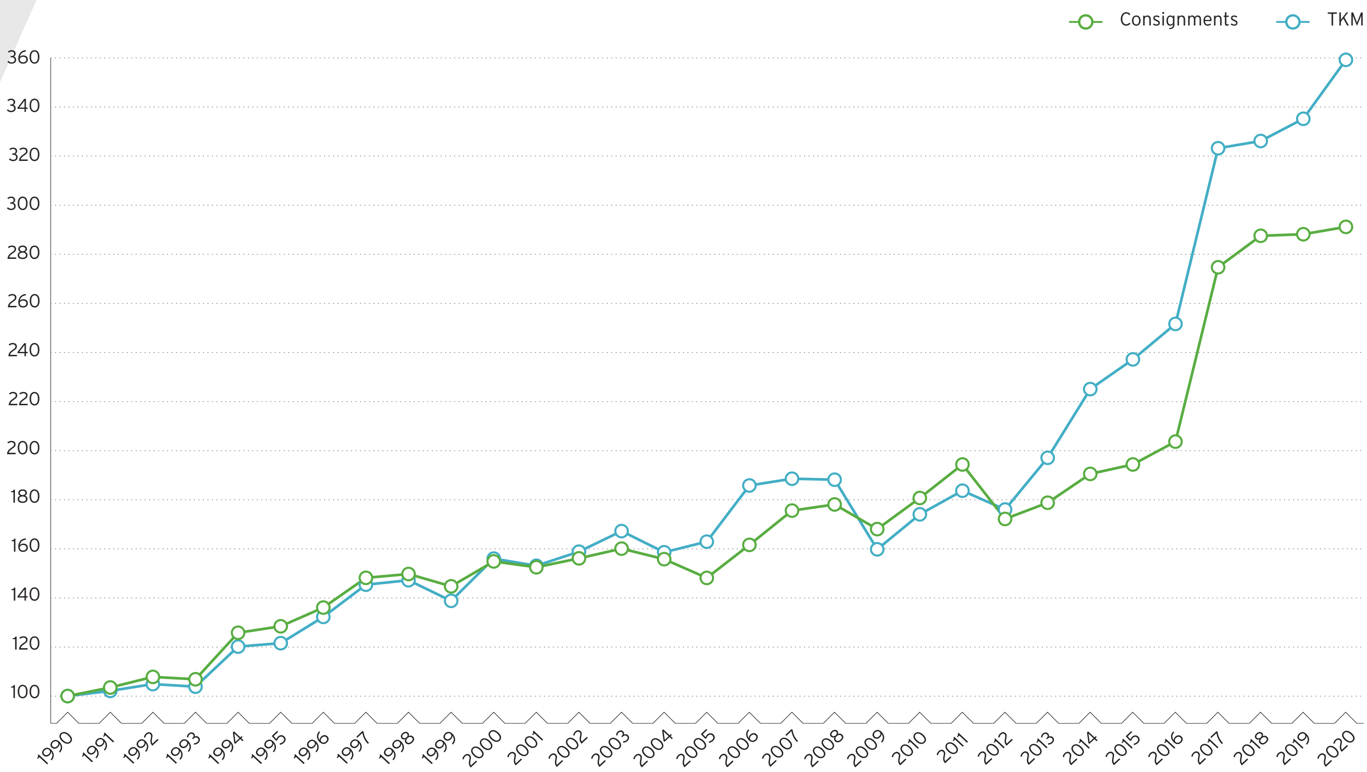
## 1990 - 2020

| COMBINED TRANSPORT | 1990 | 1995 | 2000 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|---|---|---|---|---|---|---|---|---|---|
| **Number of consignments** | 1,183,361 | 1,615,364 | 1,967,072 | 2,457,579 | 2,717,751 | 2,952,543 | 2,994,625 | 2,818,349 | 3,030,865 |
| swap bodies and containers | 727,275 | 1,078,979 | 1,334,377 | 1,977,630 | 2,135,976 | 2,341,690 | 2,318,990 | 2,182,569 | 2,281,746 |
| (craneable) semi-trailers | 241,816 | 224,029 | 172,275 | 164,269 | 199,800 | 220,970 | 246,690 | 219,800 | 300,867 |
| complete trucks (RoLa) | 214,270 | 312,356 | 460,420 | 315,680 | 381,975 | 389,883 | 428,945 | 415,980 | 448,252 |
| **Total billion tkm** | 18.68 | 24.97 | 35.18 | 38.84 | 45.39 | 46.07 | 45.97 | 38.90 | 42.37 |
| < 300 km | 1% | 2% | 2% | 3% | 3% | 3% | 3% | 4% | 5% |
| 300 km - 600 km | 35% | 37% | 28% | 11% | 12% | 15% | 17% | 16% | 16% |
| 600 km - 900 km | 33% | 19% | 43% | 52% | 41% | 41% | 35% | 36% | 42% |
| > 900 km | 31% | 42% | 27% | 34% | 44% | 41% | 45% | 44% | 37% |

(1) From 2012 to 2016 figures excluding traffic from RoLa operators | (2) From 2013 figures including traffic of new members TEL and FELB
(3) from 2015 figures including RCO CZ | (4) from 2017 figures including RCO (full), Metrans, Lugo, Amber Rail and Baltic Rail

# UIRR CT Growth Index

## CONSIGNMENTS AND TONNE-KILOMETRES (REFERENCE YEAR: 1990 = 100)




*The **UIRR CT Growth Index (Consignments and Tonne-Kilometres)** is a time series of year-on-year growth rates of the number of consignments transported and the tonne-kilometres realised by UIRR members over the years, which has been neutralised of membership effects (of companies joining or leaving the association); hence the growth rate of only those members were taken into account in one year that were able to provide data for the previous year as well. It is assumed that prevailing UIRR membership in any year since 1990 has been representative of the trends of the entire European CT sector.*

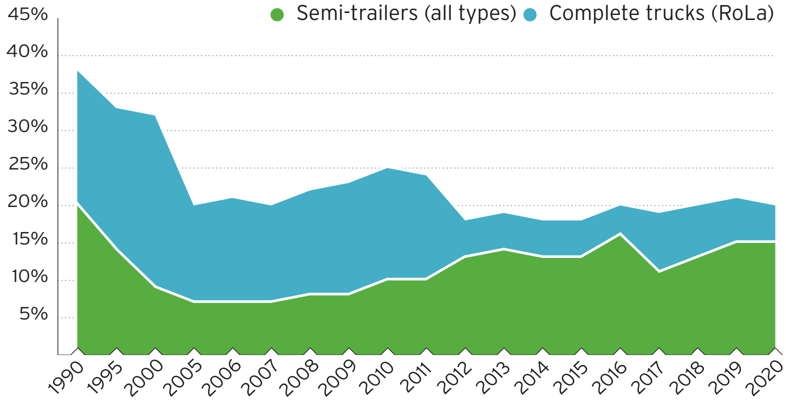
| 2011 | 2012 [1] | 2013 [2] | 2014 [3] | 2015 [3] | 2016 [4] | 2017 [5] | 2018 | 2019 | 2020 | % 20/19 |
|---|---|---|---|---|---|---|---|---|---|---|
| 3,075,808 | 2,529,264 | 2,645,950 | 2,819,606 | 2,876,585 | 3,014,344 | 4,085,455 | 4,594,753 | 4,511,573 | 4,558,111 | 1.02% |
| 2,330,918 | 2,067,488 | 2,134,004 | 2,302,831 | 2,348,762 | 2,409,070 | 3,322,172 | 3,715,009 | 3,595,611 | 3,654,271 | 1.61% |
| 318,567 | 333,597 | 375,432 | 362,654 | 382,250 | 470,535 | 446,279 | 675,532 | 659,742 | 683,282 | 3.45% |
| 426,323 | 128,179* | 136,514 | 154,121 | 145,573 | 134,739 | 317,004 | 256,220 | 256,220 | 220,558 | -16.17% |
| 42.58 | 39.08 | 40.74 | 52.17 | 54.98 | 58.32 | 75.12 | 83.63 | 83.54 | 89.60 | 6.77% |
| 7% | 3% | 2% | 2% | 1% | 1% | 1% | 2% | 1% | 1% | = |
| 12% | 12% | 21% | 17% | 14% | 12% | 11% | 13% | 12% | 13% | ↑ |
| 44% | 47% | 39% | 36% | 36% | 34% | 31% | 32% | 39% | 36% | ↓ |
| 37% | 38% | 38% | 45% | 49% | 53% | 57% | 54% | 48% | 50% | ↑ |

[5] from 2018 figures including CargoBeamer and VIIA

# Evolution

## OF THE RUBBER-WHEELED EQUIPMENT SEGMENT IN ROAD-RAIL CT (1990-2020)

Rubber wheeled equipment – complete trucks and semi-trailers – are an important means of entry to the use of Combined Transport. Since 1990, when rubber-wheeled equipment accounted for about 40% of the transport volume, their proportion has declined to 20%, with full trucks being increasingly replaced by semi-trailers.




### GENERAL CONSIDERATIONS

A UIRR consignment corresponds to the transport capacity of one full size truck on road (equivalent to 2 TEU), meaning:

- one semi-trailer;
- two swap bodies less than 8.30 m and under 16t;
- one swap body more than 8.30 m or over 16t;
- one vehicle on the Rolling Motorway (RoLa).

The UIRR statistics include only the rail section of the Road-Rail Combined Transport chain (terminal to terminal).

# Noteworthy relations in 2020

| Relations | in % | in consignments |
|---|---|---|
| CZ-PL | +75% | +13,000 |
| GR-SK | +57% | +14,000 |
| IT-LU | +49% | +19,000 |
| DE-SE | +45% | +48,000 |
| HR-HU | +34% | +5,000 |
| IT-NL | +19% | +30,000 |
| CZ-DE | +25% | +19,000 |
| DE-NL | +16% | +18,000 |
| BE-FR | +9% | +6,000 |
| DE-SI | -44% | -8,000 |
| CH-DE | -27% | -11,000 |
| AT-DE | -24% | -18,000 |
| AT-IT | -14% | -7,000 |
| DE-IT | -4% | -30,000 |

### Abbreviations

| | |
|---|---|
| C | consignments |
| CT | Combined Transport |
| RoLa | rolling motorway |
| SB | swap body |
| ST | semi-trailer |
| t | tonnes |
| TEU | twenty-foot equivalent unit |
| tkm | tonne-kilometre |

# Country Matrix (excluding pre- and post haulage by road)

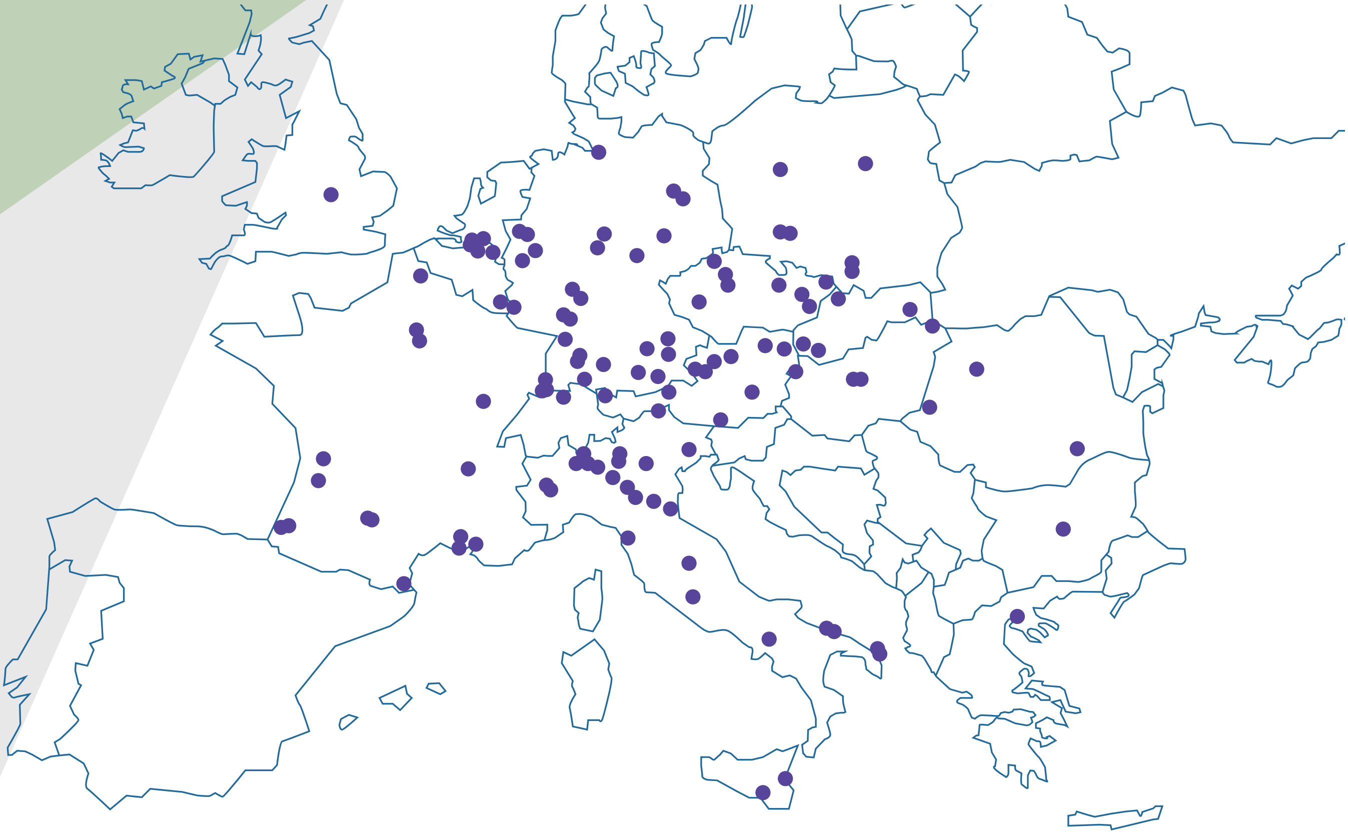
| Relations from | Relations to | Consignments C | Consignments-km S*km | Average Distance | Average Weight t/C | Gross Weight t | Tonne-km 1,000 tkm | Techniques, % consignments ST | SB/CT <8,30m | SB/CT >8,30m | RoMo |
|---|---|---|---|---|---|---|---|---|---|---|---|
| AT | BE | 2,534 | 2,651,821 | 1,046 | 20 | 49,683 | 52,246 | | 28% | 72% | |
| BE | AT | 2,925 | 2,731,386 | 934 | 26 | 75,494 | 69,652 | | 26% | 74% | |
| AT | BY | 4 | 2,636 | 659 | 21 | 85 | 56 | | 26% | 74% | |
| AT | CH | 37 | 21,460 | 580 | 15 | 555 | 322 | | 50% | 50% | |
| CH | AT | 37 | 21,170 | 580 | 15 | 548 | 318 | | 50% | 50% | |
| AT | CN | 625 | 5,750,000 | 9,200 | 15 | 9,375 | 86,250 | | 50% | 50% | |
| CN | AT | 2,156 | 19,830,600 | 9,200 | 15 | 32,333 | 297,459 | | 50% | 50% | |
| AT | DE | 38,315 | 32,624,248 | 851 | 19 | 731,054 | 639,870 | 9% | 41% | 50% | |
| DE | AT | 38,297 | 32,281,381 | 843 | 21 | 791,730 | 685,658 | 9% | 42% | 49% | |
| AT | HU | 8,168 | 6,643,966 | 813 | 19 | 153,340 | 142,985 | | 47% | 53% | |
| HU | AT | 10,622 | 7,339,468 | 691 | 16 | 167,776 | 138,553 | | 48% | 52% | |
| AT | IT | 28,945 | 11,741,820 | 406 | 23 | 665,331 | 274,542 | 15% | 24% | 24% | 37% |
| IT | AT | 23,947 | 10,110,086 | 422 | 23 | 541,265 | 229,409 | 18% | 19% | 19% | 44% |
| AT | NL | 8,696 | 9,299,750 | 1,069 | 16 | 143,034 | 155,992 | | 44% | 56% | |
| NL | AT | 9,992 | 10,343,677 | 1,035 | 17 | 168,055 | 176,447 | | 46% | 54% | |
| AT | RU | 79 | 149,150 | 1,900 | 15 | 1,178 | 2,237 | | 50% | 50% | |
| AT | SI | 20,258 | 7,277,033 | 359 | 26 | 529,777 | 187,873 | | 13% | 31% | 56% |
| SI | AT | 16,648 | 5,606,766 | 337 | 26 | 432,808 | 146,289 | | 9% | 22% | 69% |
| AT | TR | 2,035 | 3,069,851 | 1,509 | 24 | 48,367 | 72,462 | 1% | 20% | 79% | |
| TR | AT | 2,374 | 3,782,188 | 1,593 | 29 | 69,106 | 112,231 | | 11% | 88% | |
| BE | BG | 92 | 220,064 | 2,392 | 29 | 2,642 | 6,320 | | | 100% | |
| BG | BE | 2 | 5,028 | 2,514 | 7 | 15 | 38 | | | 100% | |
| BE | BY | 9 | 11,889 | 1,321 | 19 | 173 | 228 | | 62% | 38% | |
| BY | BE | 49 | 49,320 | 1,007 | 12 | 572 | 576 | | 96% | 4% | |
| BE | CH | 12,900 | 9,324,376 | 723 | 22 | 282,908 | 203,945 | | 59% | 41% | |
| CH | BE | 13,817 | 9,636,030 | 697 | 14 | 194,592 | 136,101 | | 56% | 44% | |
| BE | CZ | 665 | 647,009 | 974 | 14 | 9,420 | 9,172 | | 77% | 23% | |
| CZ | BE | 289 | 281,486 | 974 | 30 | 8,682 | 8,457 | | 96% | 4% | |
| BE | DE | 18,671 | 10,855,467 | 581 | 24 | 448,204 | 260,860 | | 58% | 42% | |
| DE | BE | 19,850 | 13,526,448 | 681 | 17 | 341,175 | 230,121 | | 51% | 49% | |
| BE | ES | 14,542 | 21,776,707 | 1,498 | 28 | 402,504 | 602,744 | | 61% | 39% | |
| ES | BE | 12,096 | 19,320,847 | 1,597 | 21 | 255,929 | 411,150 | | 57% | 43% | |
| BE | FR | 34,510 | 23,867,600 | 692 | 20 | 691,384 | 510,947 | | 40% | 60% | |
| FR | BE | 30,889 | 23,048,313 | 746 | 21 | 633,664 | 481,538 | | 32% | 68% | |
| BE | HU | 309 | 410,424 | 1,328 | 25 | 7,624 | 10,126 | | | 100% | |
| HU | BE | 25 | 42,660 | 1,706 | 12 | 309 | 527 | | 71% | 29% | |
| BE | IT | 131,431 | 146,215,495 | 1,112 | 26 | 3,352 582 | 3,729 510 | 13% | 20% | 67% | |
| IT | BE | 117,288 | 136,640,737 | 1,165 | 23 | 2,639 785 | 3,065 050 | 12% | 16% | 72% | |
| BE | LU | 17,181 | 5,574,474 | 324 | 22 | 371,205 | 120,134 | 2% | 52% | 46% | |
| LU | BE | 13,008 | 4,250,346 | 327 | 18 | 231,791 | 77,311 | 2% | 33% | 65% | |
| BE | NL | 3,131 | 350,499 | 112 | 11 | 34,384 | 3,586 | | 85% | 15% | |
| NL | BE | 4,380 | 454,741 | 104 | 25 | 107,699 | 11,248 | | 75% | 25% | |
| BE | PL | 4,391 | 5,361,830 | 1,221 | 27 | 117,766 | 143,820 | | 62% | 38% | |
| PL | BE | 3,216 | 3,841,888 | 1,195 | 11 | 34,787 | 41,558 | | 44% | 56% | |
| BE | RO | 15,034 | 25,079,480 | 1,668 | 22 | 334,845 | 558,298 | 15% | 12% | 73% | |
| RO | BE | 13,670 | 22,861,399 | 1,672 | 20 | 271,671 | 452,329 | 16% | 4% | 80% | |
| BE | RS | 37 | 26,122 | 706 | 7 | 266 | 188 | | | 100% | |
| BE | RU | 529 | 1,859,964 | 3,516 | 27 | 14,024 | 49,308 | | 62% | 38% | |
| RU | BE | 276 | 960,283 | 3,479 | 14 | 3,959 | 13,773 | | 99% | 1% | |
| BE | SE | 1,591 | 1,519,405 | 955 | 26 | 42,088 | 40,194 | | 54% | 46% | |
| SE | BE | 1,790 | 1,708,973 | 955 | 10 | 18,319 | 17,495 | | 31% | 69% | |
| BE | TR | 50 | 120,050 | 2,401 | 25 | 1,225 | 2,942 | | | 100% | |
| TR | BE | 42 | 89,634 | 2,160 | 16 | 679 | 1,467 | | 16% | 84% | |
| BG | AT | 1 | 2,514 | 2,514 | 7 | 7 | 18 | | 100% | | |
| BG | DE | 148 | 367,885 | 2,494 | 8 | 1,148 | 2,863 | | 100% | | |
| DE | BG | 208 | 421,408 | 2,026 | 28 | 5,842 | 11,836 | | 34% | 66% | |
| BG | NL | 28 | 69,978 | 2,499 | 8 | 210 | 525 | | 100% | | |
| NL | BG | 46 | 123,004 | 2,674 | 26 | 1,182 | 3,162 | | 33% | 67% | |
| BY | DE | 19 | 20,504 | 1,079 | 8 | 147 | 158 | | 96% | 4% | |
| DE | BY | 3 | 2,913 | 971 | 26 | 78 | 76 | 23% | 27% | 50% | |
| BY | IT | 3 | 684 | 228 | 28 | 84 | 19 | | 96% | 4% | |
| IT | BY | 208 | 174,488 | 841 | 23 | 4,695 | 3,948 | | 83% | 17% | |
| BY | PL | 6 | 13,368 | 2,228 | 27 | 164 | 366 | | 96% | 4% | |
| PL | BY | 19 | 35,288 | 1,857 | 12 | 230 | 427 | | 83% | 17% | |
| CH | DE | 20,738 | 13,262,163 | 640 | 13 | 265,756 | 168,628 | 13% | 56% | 31% | |
| DE | CH | 18,665 | 11,730,231 | 628 | 26 | 482,988 | 303,127 | 13% | 67% | 20% | |
| CH | DK | 21 | 24,591 | 1,171 | 24 | 505 | 592 | | 100% | | |
| DK | CH | 10 | 11,710 | 1,171 | 7 | 74 | 87 | | 100% | | |
| CH | ES | 146 | 264,596 | 1,812 | 27 | 3,887 | 7,044 | | 100% | | |
| CH | FR | 9 | 10,826 | 1,203 | 9 | 78 | 94 | | 100% | | |
| CH | IT | 2,301 | 644,742 | 280 | 16 | 36,365 | 10,189 | 68% | 21% | 11% | |
| IT | CH | 3,693 | 1,043,962 | 283 | 28 | 105,050 | 29,696 | 42% | 34% | 24% | |
| CH | NL | 6,765 | 6,208,298 | 918 | 20 | 135,686 | 124,520 | 1% | 69% | 30% | |
| NL | CH | 8,986 | 7,412,788 | 825 | 20 | 183,715 | 151,559 | 1% | 69% | 31% | |
| CH | SE | 6 | 7,212 | 1,202 | 26 | 158 | 190 | | 100% | | |
| SE | CH | 16 | 18,683 | 1,205 | 30 | 460 | 548 | | 100% | | |
| CN | DE | 24,100 | 265,100,000 | 11,000 | 24 | 578,400 | 6,362,400 | | 1% | 99% | |
| DE | CN | 19,071 | 209,669,322 | 10,994 | 24 | 457,689 | 5,032 051 | | 1% | 99% | |
| CN | HU | 4,470 | 40,225,500 | 9,000 | 15 | 67,043 | 603,383 | | 50% | 50% | |
| CZ | DE | 37,527 | 31,066,673 | 828 | 15 | 551,672 | 458,465 | 3% | 52% | 45% | |
| DE | CZ | 38,582 | 32,140,005 | 833 | 16 | 625,439 | 513,234 | 5% | 50% | 45% | |
| CZ | HU | 1,652 | 826,000 | 500 | 15 | 24,780 | 12,390 | | 50% | 50% | |
| HU | CZ | 3,349 | 1,674,500 | 500 | 15 | 50,235 | 25,118 | | 50% | 50% | |
| CZ | IT | 3,255 | 2,558,080 | 786 | 15 | 48,357 | 37,586 | | 51% | 49% | |
| IT | CZ | 3,349 | 2,724,691 | 814 | 15 | 51,498 | 43,061 | | 51% | 49% | |
| CZ | NL | 589 | 499,134 | 848 | 26 | 15,095 | 9,551 | 24% | 72% | 4% | |
| CZ | PL | 8,899 | 6,140,310 | 690 | 15 | 133,485 | 92,105 | | 50% | 50% | |
| PL | CZ | 8,899 | 6,140,310 | 690 | 15 | 133,485 | 92,105 | | 50% | 50% | |
| CZ | SI | 5,099 | 4,106,684 | 805 | 19 | 95,912 | 77,247 | | 2% | 98% | |
| SI | CZ | 3,100 | 2,630,815 | 849 | 14 | 43,040 | 36,526 | | 2% | 98% | |
| DE | DK | 3,883 | 4,245,514 | 1,093 | 34 | 130,191 | 144,134 | 24% | 32% | 44% | |
| DK | DE | 3,598 | 3,051,711 | 848 | 12 | 43,347 | 39,905 | 29% | 23% | 48% | |
| DE | ES | 21,537 | 32,984,549 | 1,532 | 26 | 552,527 | 845,945 | | 77% | 23% | |
| ES | DE | 25,391 | 34,752,076 | 1,369 | 18 | 458,810 | 629,719 | | 94% | 6% | |
| DE | FR | 12,213 | 12,411,777 | 1,016 | 23 | 278,463 | 286,069 | 3% | 59% | 38% | |
| FR | DE | 10,790 | 8,902,541 | 825 | 21 | 222,406 | 185,794 | 3% | 60% | 37% | |
| DE | GR | 910 | 1,909,259 | 2,099 | 28 | 25,535 | 53,603 | | 100% | | |
| GR | DE | 448 | 936,874 | 2,094 | 9 | 4,151 | 8,690 | 1% | 95% | 4% | |
| DE | HR | 3 | 4,344 | 1,448 | 9 | 28 | 41 | | 100% | | |
| HR | DE | 3 | 2,832 | 944 | 4 | 13 | 12 | | 100% | | |
| DE | HU | 10,650 | 12,009,677 | 1,128 | 24 | 258,479 | 291,521 | 1% | 58% | 41% | |
| HU | DE | 8,202 | 9,971,647 | 1,216 | 18 | 150,040 | 186,301 | 1% | 59% | 40% | |
| DE | IT | 345,325 | 286,963,799 | 831 | 27 | 9,164 075 | 7,572 535 | 38% | 28% | 26% | 8% |
| IT | DE | 352,997 | 305,038,049 | 864 | 22 | 7,903 593 | 6,708 504 | 37% | 31% | 26% | 8% |
| DE | LT | 94 | 139,233 | 1,481 | 25 | 2,373 | 3,531 | 100% | | | |
| LT | DE | 93 | 139,233 | 1,497 | 26 | 2,373 | 3,531 | 100% | | | |
| DE | LU | 4,695 | 3,624,540 | 772 | 27 | 126,234 | 97,453 | 99% | | 1% | |
| LU | DE | 4,637 | 3,579,764 | 772 | 25 | 115,922 | 89,492 | 97% | 2% | 1% | |
| DE | NL | 53,420 | 25,419,540 | 476 | 21 | 1,121 707 | 528,841 | | 46% | 54% | |
| NL | DE | 59,792 | 28,489,035 | 476 | 19 | 1,145 776 | 554,815 | | 40% | 60% | |
| DE | NO | 295 | 393,272 | 1,335 | 21 | 6,229 | 8,131 | | 29% | 71% | |
| NO | DE | 27 | 43,248 | 1,632 | 5 | 133 | 216 | | 56% | 44% | |
| DE | PL | 6,144 | 5,730,129 | 933 | 29 | 177,105 | 166,492 | 24% | 28% | 48% | |
| PL | DE | 6,005 | 5,732,026 | 955 | 16 | 93,572 | 89,213 | 23% | 32% | 45% | |
| DE | PT | 4 | 9,020 | 2,577 | 26 | 91 | 235 | | 100% | | |
| PT | DE | 3 | 3,630 | 1,452 | 9 | 22 | 31 | | 100% | | |
| DE | RO | 8,392 | 19,081,187 | 2,274 | 37 | 310,861 | 710,547 | 61% | 11% | 28% | |
| RO | DE | 7,830 | 18,016,111 | 2,301 | 36 | 281,848 | 652,058 | 63% | 11% | 26% | |
| DE | RS | 740 | 1,323,940 | 1,790 | 26 | 19,052 | 34,286 | | 30% | 70% | |
| RS | DE | 163 | 277,064 | 1,705 | 8 | 1,327 | 2,262 | | 51% | 49% | |

| Relations | | Consignments | Consignments-km | Average | Average | Gross Weight | Tonne-km | Techniques, % consignments | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| from | to | C | S*km | Distance | Weight t/C | t | | ST | SB/CT | SB/CT | RoMo |
| Country | | | | | | | 1,000 tkm | | <8,30m | >8,30m | |
| DE | RU | 455 | 485,203 | 1,068 | 25 | 11,579 | 12,361 | | 93% | 7% | |
| RU | DE | 254 | 847,100 | 3,335 | 15 | 3,710 | 12,372 | | 99% | 1% | |
| DE | SE | 52,257 | 57,327,852 | 1,097 | 24 | 1,263 691 | 1,381 974 | 68% | 18% | 14% | |
| SE | DE | 54,583 | 59,791,943 | 1,095 | 22 | 1,218 649 | 1,345 180 | 66% | 19% | 15% | |
| DE | SI | 9,091 | 8,929,910 | 982 | 22 | 204,179 | 196,088 | | 55% | 45% | |
| SI | DE | 8,601 | 6,958,785 | 809 | 11 | 92,487 | 85,430 | | 64% | 36% | |
| DE | SK | 185 | 294,142 | 1,590 | 56 | 10,291 | 16,362 | | 100% | | |
| SK | DE | 13 | 17,223 | 1,378 | 11 | 139 | 192 | | 100% | | |
| DE | TR | 10,996 | 21,233,074 | 1,931 | 21 | 231,461 | 456,263 | | 48% | 52% | |
| TR | DE | 8,286 | 18,172,802 | 2,193 | 15 | 120,684 | 256,307 | | 44% | 56% | |
| DK | IT | 4,232 | 5,254,558 | 1,242 | 26 | 109,342 | 135,778 | 77% | 15% | 8% | |
| IT | DK | 4,452 | 6,378,014 | 1,433 | 28 | 125,630 | 180,022 | 69% | 22% | 9% | |
| ES | AT | 5 | 8,843 | 1,965 | 11 | 49 | 96 | | 33% | 67% | |
| ES | CZ | 5 | 9,334 | 1,867 | 28 | 142 | 265 | | 60% | 40% | |
| ES | FR | 12 | 3,225 | 269 | 4 | 48 | 13 | | 40% | 60% | |
| ES | IT | 2,999 | 3,275,257 | 1,092 | 28 | 83,748 | 91,477 | | 61% | 39% | |
| IT | ES | 2,253 | 2,493,759 | 1,107 | 16 | 36,102 | 39,960 | | 42% | 58% | |
| ES | NL | 171 | 267,866 | 1,566 | 20 | 3,359 | 5,241 | | 75% | 25% | |
| NL | ES | 716 | 1,325,185 | 1,852 | 27 | 19,171 | 35,707 | | 56% | 44% | |
| ES | PL | 72 | 101,736 | 1,423 | 29 | 2,071 | 2,947 | | 70% | 30% | |
| PL | ES | 44 | 74,907 | 1,722 | 26 | 1,112 | 1,915 | | 44% | 56% | |
| ES | RO | 4 | 13,580 | 3,395 | 29 | 116 | 394 | | 100% | | |
| ES | SE | 2 | 1,966 | 983 | 28 | 57 | 56 | | 62% | 38% | |
| SE | ES | 2 | 4,000 | 2,000 | 28 | 55 | 111 | | 100% | | |
| ES | TR | 3 | 4,251 | 1,417 | 20 | 59 | 84 | | 14% | 86% | |
| FR | IT | 54,080 | 28,540,746 | 528 | 25 | 1,348 181 | 752,880 | 51% | 5% | 44% | |
| IT | FR | 40,499 | 37,637,129 | 929 | 21 | 867,285 | 808,723 | 13% | 5% | 82% | |
| FR | LU | 40,757 | 36,275,775 | 890 | 22 | 911,430 | 816,612 | 55% | 16% | 29% | |
| LU | FR | 42,871 | 37,981,970 | 886 | 24 | 1,019 883 | 893,946 | 56% | 16% | 28% | |
| FR | NL | 3,101 | 2,797,033 | 902 | 16 | 49,485 | 41,035 | | 84% | 16% | |
| NL | FR | 2,045 | 1,821,773 | 891 | 22 | 45,871 | 39,952 | | 79% | 21% | |
| FR | SE | 6 | 6,339 | 1,057 | 19 | 117 | 122 | 66% | 17% | 17% | |
| SE | FR | 5 | 4,915 | 983 | 31 | 153 | 150 | 24% | 51% | 25% | |
| GR | HU | 5,714 | 9,712,950 | 1,700 | 15 | 85,703 | 145,694 | | 50% | 50% | |
| HU | GR | 915 | 1,555,500 | 1,700 | 15 | 13,725 | 23,333 | | 50% | 50% | |
| GR | SK | 12,386 | 17,339,700 | 1,400 | 15 | 185,783 | 260,096 | | 50% | 50% | |
| SK | GR | 12,386 | 17,339,700 | 1,400 | 15 | 185,783 | 260,096 | | 50% | 50% | |
| HR | HU | 7,016 | 4,560,075 | 650 | 15 | 105,233 | 68,401 | | 50% | 50% | |
| HU | HR | 6,641 | 4,316,650 | 650 | 15 | 99,615 | 64,750 | | 50% | 50% | |
| HR | SI | 100 | 31,955 | 320 | 22 | 2,169 | 693 | | 2% | 98% | |
| SI | HR | 30 | 8,784 | 293 | 18 | 539 | 158 | | | 100% | |
| HU | BA | 813 | 487,500 | 600 | 15 | 12,188 | 7,313 | | 50% | 50% | |
| HU | BG | 1 | 270 | 540 | 6 | 3 | 2 | | 100% | | |
| HU | IT | 25,979 | 15,272,034 | 588 | 16 | 420,008 | 249,263 | | 46% | 54% | |
| IT | HU | 24,112 | 14,320,864 | 594 | 15 | 367,394 | 218,646 | | 47% | 53% | |
| HU | NL | 2,335 | 3,374,075 | 1,445 | 19 | 44,248 | 63,939 | | 45% | 55% | |
| NL | HU | 2,659 | 2,845,839 | 1,070 | 23 | 60,558 | 64,786 | | 33% | 67% | |
| HU | PL | 460 | 391,243 | 851 | 15 | 6,915 | 5,885 | | 50% | 50% | |
| PL | HU | 4 | 3,464 | 866 | 8 | 31 | 27 | | 58% | 42% | |
| HU | RO | 1,049 | 793,040 | 756 | 14 | 14,624 | 10,334 | | 59% | 41% | |
| RO | HU | 751 | 634,595 | 845 | 15 | 11,265 | 9,519 | | 50% | 50% | |
| HU | RS | 133 | 59,850 | 450 | 15 | 1,995 | 898 | | 50% | 50% | |
| HU | RU | 108 | 222,372 | 2,059 | 31 | 3,383 | 6,966 | | 93% | 7% | |
| RU | HU | 16 | 43,905 | 2,744 | 16 | 255 | 701 | | 99% | 1% | |
| HU | SI | 11,457 | 6,437,389 | 562 | 13 | 147,099 | 79,509 | | 42% | 58% | |
| SI | HU | 22,728 | 12,840,832 | 565 | 16 | 361,405 | 206,727 | | 42% | 58% | |
| HU | SK | 1,447 | 383,455 | 265 | 15 | 21,705 | 5,752 | | 50% | 50% | |
| SK | HU | 1,828 | 484,288 | 265 | 15 | 27,413 | 7,264 | | 50% | 50% | |
| HU | TR | 11,986 | 14,403,813 | 1,202 | 15 | 180,520 | 217,194 | | 50% | 50% | |
| TR | HU | 12,893 | 15,553,980 | 1,206 | 15 | 194,486 | 235,310 | | 50% | 50% | |
| IT | LU | 19,169 | 20,580,542 | 1,074 | 15 | 280,117 | 298,448 | 100% | | | |
| LU | IT | 18,871 | 20,265,458 | 1,074 | 23 | 440,106 | 473,963 | 100% | | | |
| IT | NL | 69,764 | 83,100,091 | 1,191 | 24 | 1,667 905 | 1,986 875 | 17% | 23% | 60% | |
| NL | IT | 84,354 | 91,946,254 | 1,090 | 26 | 2,191 469 | 2,386 397 | 17% | 27% | 56% | |
| IT | PL | 60 | 54,616 | 918 | 28 | 1,647 | 1,512 | | 1% | 99% | |
| PL | IT | 63 | 42,075 | 673 | 24 | 1,530 | 1,030 | | | 100% | |
| IT | RO | 2,758 | 3,522,908 | 1,277 | 24 | 66,032 | 84,345 | | | 100% | |
| RO | IT | 2,899 | 3,680,155 | 1,269 | 12 | 35,671 | 45,283 | | | 100% | |
| IT | RU | 64 | 57,039 | 891 | 19 | 1,225 | 1,091 | | 94% | 6% | |
| RU | IT | 11 | 13,354 | 1,214 | 29 | 316 | 383 | | 99% | 1% | |
| IT | SE | 3,324 | 5,263,625 | 1,584 | 27 | 91,316 | 144,312 | 59% | 31% | 10% | |
| SE | IT | 3,438 | 5,652,648 | 1,644 | 28 | 95,456 | 159,477 | 49% | 39% | 12% | |
| IT | TR | 2,613 | 5,874,939 | 2,248 | 28 | 73,451 | 165,144 | | 83% | 17% | |
| TR | IT | 2,619 | 5,916,155 | 2,259 | 5 | 13,297 | 30,037 | | 88% | 12% | |
| JP | RU | 1 | 9,000 | 9,000 | 29 | 29 | 263 | | 100% | | |
| KR | DE | 4 | 41,876 | 10,469 | 24 | 95 | 998 | | 100% | | |
| KZ | BE | 5 | 25,530 | 5,673 | 8 | 34 | 193 | | 100% | | |
| KZ | DE | 2 | 912 | 456 | 8 | 15 | 7 | | 100% | | |
| KZ | PL | 16 | 134,468 | 8,675 | 11 | 165 | 1,432 | | 100% | | |
| KZ | RU | 11 | 65,546 | 5,959 | 8 | 90 | 535 | | 100% | | |
| LU | ES | 1,109 | 1,336,345 | 1,205 | 23 | 25,507 | 30,736 | 47% | 27% | 26% | |
| LU | PL | 375 | 398,250 | 1,062 | 28 | 10,554 | 11,208 | 100% | | | |
| PL | LU | 357 | 379,134 | 1,062 | 27 | 9,599 | 10,194 | 100% | | | |
| MK | HU | 55 | 52,250 | 950 | 15 | 825 | 784 | | 50% | 50% | |
| NL | CN | 9 | 28,798 | 3,200 | 15 | 134 | 429 | | 100% | | |
| NL | PL | 546 | 352,264 | 646 | 26 | 13,959 | 9,014 | 1% | 66% | 33% | |
| PL | NL | 537 | 610,048 | 1,137 | 17 | 9,246 | 10,514 | | 43% | 57% | |
| NL | RO | 340 | 566,965 | 1,670 | 28 | 9,609 | 16,048 | | 33% | 67% | |
| RO | NL | 79 | 109,101 | 1,381 | 11 | 882 | 1,218 | | | 100% | |
| NL | RU | 32 | 79,936 | 2,498 | 24 | 772 | 1,929 | | 93% | 7% | |
| RU | NL | 148 | 395,752 | 2,674 | 25 | 3,745 | 10,014 | | 99% | 1% | |
| NL | TR | 682 | 1,432,200 | 2,100 | 25 | 17,007 | 35,716 | | 16% | 84% | |
| TR | NL | 334 | 607,518 | 1,819 | 15 | 4,915 | 8,940 | | 16% | 84% | |
| NO | IT | 20 | 10,800 | 540 | 31 | 619 | 334 | | 56% | 44% | |
| PL | AT | 16 | 10,544 | 659 | 5 | 73 | 48 | | 58% | 42% | |
| PL | RO | 1,360 | 1,448,400 | 1,065 | 19 | 26,517 | 28,241 | | | 100% | |
| RO | PL | 1,322 | 1,407,930 | 1,065 | 14 | 19,058 | 20,297 | | | 100% | |
| PL | RU | 221 | 737,256 | 3,336 | 28 | 6,214 | 20,731 | | 35% | 65% | |
| RU | PL | 69 | 268,818 | 3,896 | 9 | 623 | 2,428 | | 99% | 1% | |
| PL | SI | 2,450 | 2,481,850 | 1,013 | 15 | 36,750 | 37,228 | | 5% | 95% | |
| SI | PL | 3,867 | 3,917,271 | 1,013 | 20 | 77,340 | 78,345 | | 5% | 95% | |
| PL | TR | 65 | 167,765 | 2,581 | 20 | 1,287 | 3,321 | | 16% | 84% | |
| TR | PL | 153 | 279,288 | 1,825 | 15 | 2,340 | 4,272 | | 16% | 84% | |
| RO | AT | 3 | 1,024 | 410 | 6 | 15 | 6 | | 96% | 4% | |
| RO | TR | 297 | 267,300 | 900 | 15 | 4,455 | 4,010 | | 50% | 50% | |
| TR | RO | 352 | 316,800 | 900 | 15 | 5,280 | 4,752 | | 50% | 50% | |
| RS | SI | 799 | 436,486 | 546 | 3 | 2,730 | 1,491 | | 74% | 26% | |
| SI | RS | 984 | 540,373 | 549 | 26 | 25,448 | 13,975 | | 74% | 26% | |
| RU | CN | 6 | 47,118 | 7,853 | 28 | 167 | 1,312 | | 98% | 2% | |
| RU | ES | 17 | 24,706 | 1,453 | 30 | 506 | 735 | | 99% | 1% | |
| RU | SK | 16,793 | 32,746,350 | 1,950 | 15 | 251,895 | 491,195 | | 50% | 50% | |
| SK | RU | 18,375 | 35,830,275 | 1,950 | 15 | 275,618 | 537,454 | | 50% | 50% | |
| SE | NO | 1 | 540 | 540 | 31 | 31 | 17 | | 98% | 2% | |
| SI | SK | 10,341 | 7,374,788 | 713 | 15 | 150,658 | 107,443 | | 2% | 98% | |
| SK | SI | 9,359 | 6,944,752 | 742 | 12 | 116,501 | 86,448 | | 2% | 98% | |
| UZ | BE | 40 | 139,620 | 3,491 | 7 | 299 | 1,044 | | 100% | | |
| UZ | DE | 9 | 10,898 | 1,211 | 7 | 65 | 79 | | 100% | | |
| **TOTAL** | | **2,665,259** | **2,963,541,938** | **1,112** | **22** | **58,574,277** | **65,977,656** | **21%** | **32%** | **43%** | **4%** |

*Note : The total figure does not reflect the cross-border volumes of Metrans*

# Terminals

## TRANSHIPMENT TERMINALS MANAGED BY UIRR MEMBER COMPANIES



- Brennersee ROLA
- CTE
- CTS
- Salzburg Hbf ROLA
- St. Michael CCT
- Terminal Krems an der Donau
- Villach Süd CCT/ROLA
- Wien Cont
- Wels Vbf CCT/ROLA
- Wien Süd CCT
- Wolfurt CCT
- Wörgl ROLA

- Athus Container Terminal
- Cirkeldijk
- Combinant
- Euroterminal
- HTA
- Main Hub

- Plovdiv

- Mělník Labe
- Horní Moštěnice
- Rail Hub Ceska Trebova
- Rail Hub Terminal Prague-Uhrineves
- Terminal Ostrava - Senov
- Terminal Plzen - Nyrany
- Terminal Zlin - Zelechovice/Lipa
- Trimodal Terminal Usti Nad Labem

- Aiton
- Avignon Courtine
- CEF
- CLESUD
- Cognac
- Gevrey
- Hourcade
- LDCT/DELTA3
- Le Boulou
- Marseille
- Mouguerre
- Noisy
- Port de Calais
- Saint Jory
- Toulouse Fenouillet
- Valenton
- Vénissieux

- Augsburg
- Basel - Weil am Rhein
- Beiseförth
- Berlin - Königs Wusterhausen
- Duisburg Ruhrort Hafen
- Erfurt-Vieselbach
- Frankfurt/Main-Ost
- Freiburg (RoLa)
- Gernsheim
- Göttingen
- Großbeeren
- Hamburg-Billwerder
- Ingolstadt-Nord
- Karlsruhe
- Köln Eifeltor
- Kornwestheim
- KTL
- Landshut
- Leipzig-Wahren
- Mannheim-Handelshafen
- München-Riem
- Regensburg-Ost
- Schweinfurt
- Stuttgart-Hafen
- TSG
- Ulm
- Wuppertal-Langerfeld

- Thessaloniki

- Fényeslitke (opening in 2022)
- Rail Cargo Terminal-BILK
- Railhub Terminal Budapest
- Sopron

- Bari Ferrucio
- Bologna Interporto
- Brescia (opening in 2022)
- Brescia Scalo
- Brindisi
- Brindis Polimeri
- Busto Arsizio
- Candiolo
- Castelguelfo
- Catania Bicoccca
- Gallarate
- Gela
- Giovinazzo Terminal
- Livorno Guastice
- Lugo Terminal
- Maddaloni Marcianise
- Marzaglia
- Milano Segrate
- Milano Smistamento (2022/2023)
- Novara
- Piacenza
- Pordenone
- Roma Smistamento
- TBG
- Torino Orbassano
- Verona Quandrante Europa
- Villa Selva

- Bettembourg

- Brwinòw (opening 2020)
- Katowice Wlosienica
- Railhub Terminal Poznan
- Terminal Dąbrowa Górnicza
- Terminal Katy Wroclawskie
- Terminal Kontenerowy Pruszków
- Wroclaw Siechnice

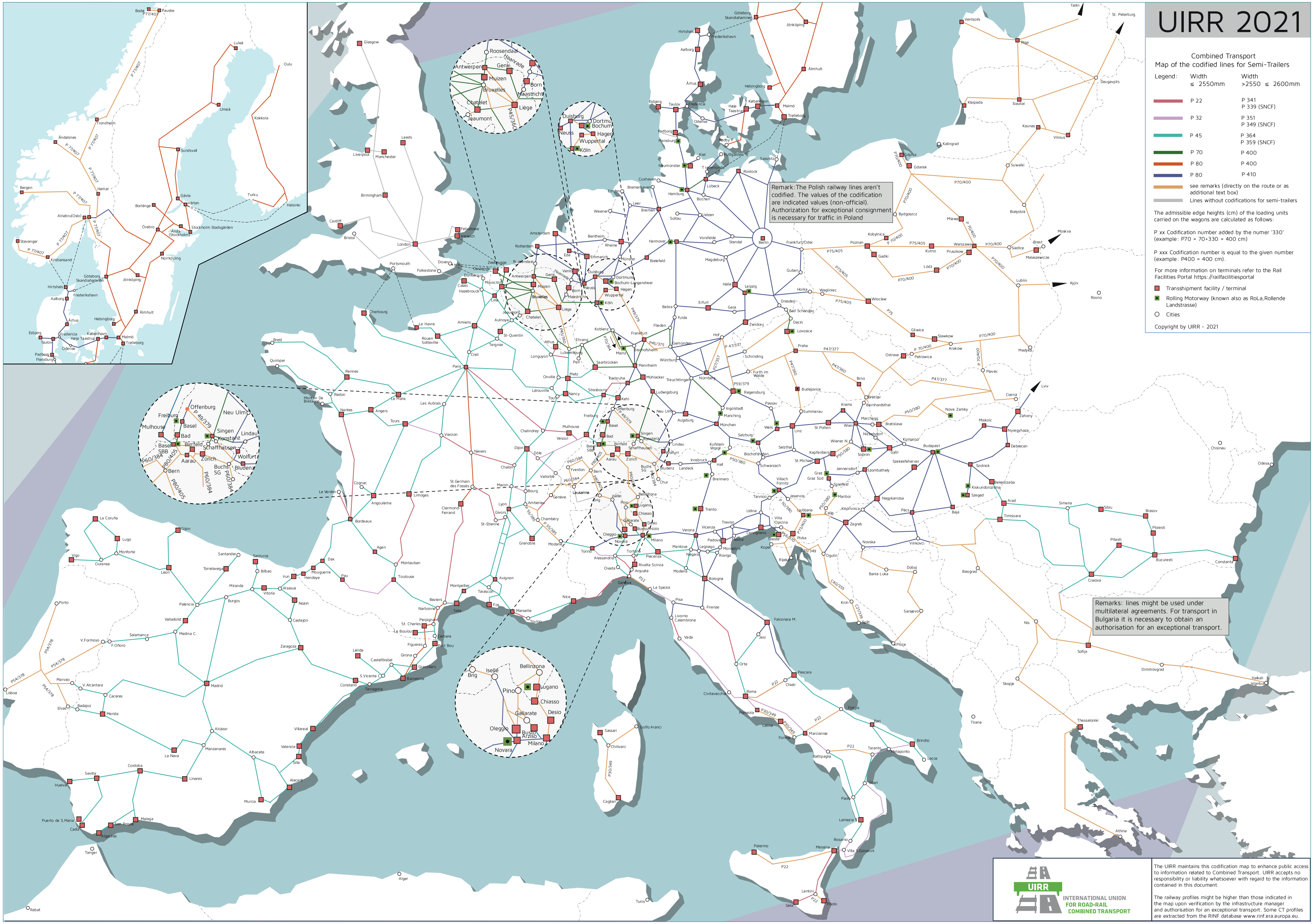
- Bucharest Sud
- Cluj Napoca
- Railport Arad

- Daventry

- Bratislava UNS
- Rail Hub Terminal Dunajska Streda
- Terminal Kosice
- Terminal Zilina

- Aarau
- Basel
- Gateway Basel Nord (2022)
- Chiasso

For more information on terminals refer to the European Real Service Facilities Portal: https://railfacilitiesportal.eu


UIRR 2021
Combined Transport
Map of the codified lines for Semi-Trailers
Legend: Width ≤ 2550mm / Width >2550 ≤ 2600mm
P 22 — P 341, P 339 (SNCF)
P 32 — P 351, P 349 (SNCF)
P 45 — P 364, P 359 (SNCF)
P 70 — P 400
P 80 — P 400
P 80 — P 410
see remarks (directly on the route or as additional text box)
Lines without codifications for semi-trailers
The admissible edge heights (cm) of the loading units carried on the wagons are calculated as follows:
P xx Codification number added by the numer '330' (example: P70 = 70+330 = 400 cm)
P xxx Codification number is equal to the given number (example: P400 = 400 cm).
For more information on terminals refer to the Rail Facilities Portal https://railfacilitiesportal
Transshipment facility / terminal
Rolling Motorway (known also as RoLa, Rollende Landstrasse)
Cities
Copyright by UIRR - 2021
Remark: The Polish railway lines aren't codified. The values of the codification are indicated values (non-official). Authorization for exceptional consignment is necessary for traffic in Poland
Remarks: lines might be used under multilateral agreements. For transport in Bulgaria it is necessary to obtain an authorisation for an exceptional transport.
UIRR
INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT
The UIRR maintains this codification map to enhance public access to information related to Combined Transport. UIRR accepts no responsibility or liability whatsoever with regard to the information contained in this document.
The railway profiles might be higher than those indicated in the map upon verification by the infrastructure manager and authorisation for an exceptional transport. Some CT profiles are extracted from the RINF database www.rinf.era.europa.eu.


UIRR
INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

**UIRR SC**
31, rue Montoyer - box 11 | B-1000 Brussels | Belgium
www.uirr.com | headoffice.brussels@uirr.com
Tel. : +32 (0)2 548 78 90