



# COMBINED TRANSPORT IN BRIEF



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## The Last Quarter in Brief

Combined Transport Operators, represented by UIRR, experienced dynamic expansion of traffic during the first months of 2010, which underpins the cautiously optimistic expectations expressed in the UIRR Combined Transport Sentiment Index.



Rudy Colle  
Executive Chairman

Serious issues surfaced however with the recovery of business, since railway undertaking subcontractors of CT Operators have not been able to provide the quantity of traction services and wagons as rapidly as required by the improving transport market.

The Annual General Assembly closing the year 2009 (held in Budapest on 28 April 2010) noted with satisfaction that the encouraging rhetoric from political decision-makers in Brussels and major European capitals continued, however, but also found that policy action did not support the hopes for improvements to the competitive environment of Combined Transport:

- Implementation of electronic road tolling was postponed in the Netherlands,
- Road toll increases were delayed in other countries, while
- Rail infrastructure investment programs were halted or slowed in several Member States, and
- Despite the industry's requests, plans announced before the economic crisis to increase track access charges from 2011 or later were not suspended.

UIRR completed the position paper decided at the General Assembly on the state of the rail infrastructure, which is intended to influence the re-cast of the First Railway package as well as the general discourse with political and rail-sector partners. (It can be downloaded from <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2010/mediacentre/287.html>)

Moreover, UIRR continued its relentless efforts through the various professional activities, including European project-work, the development of technical standards, or informing European decision-makers, undertaken during the past months with the ultimate aim to improve the operational and framework conditions of Combined Transport.

Save the date:

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

Business outlook for the 12 months ending on 1 April 2011 as perceived by UIRR CEOs





## 2010 European Railway Award

22 February 2010

Following 2009, European Railway organizations CER, EIM and UNIFE continued the practice of extending the European Railway Award. This year the main Award was given to former-Spanish Prime Minister, Mr. Felipe González, who spearheaded his country's ambitious investment scheme to build-out the most extensive high speed railway network in any European Member State surpassing France in density by 2010.

In his acceptance speech Mr. González mentioned that had he remained in office, his attention would have next focused on the revival of rail freight in Spain. Rail had a deeply below EU-average modal share in goods transport of 4.2% in Spain (*Spanish Statistics Office data, 2007*), and the sector suffered a year-on-year decline of 27% in freight train kilometres – as a consequence of the economic crisis – during 2009 (*UIC statistics*).



Former Spanish Prime Minister and 2010 European Railway Award recipient, Mr. Felipe González (left)

UIRR wishes to point out that countries like Spain, where ambitious investment is made into high speed rail, should not neglect to invest into their conventional rail infrastructure so as to serve the needs of rail freight, as without an extensive growth in rail freight – increasingly made up of Combined Transport trains – Europe will not be capable of meeting its climate-policy goals within the transport sector.

## UIRR Luncheon at the European Parliament

23 February 2009

The annual luncheon of UIRR, hosted by MEP Dirk Sterckx in the European Parliament, took place on 23 February 2010. UIRR together with UIC/CER informed representatives of the European Parliament, the European Commission and stakeholders on the status of development of CT.

UIRR Executive Chairman, Mr Rudy Colle, outlined the achievements and presented the problems of CT. Dynamic growth of the previous years was curtailed by the economic crisis and road hauliers' below cost pricing. He also reminded of the material dangers the introduction of gigaliners would pose for CT.

Speaking on behalf of UIC/CER, Mr Eric Petermans, coordinator of the DIOMIS study, spoke of the greatest obstacles to the growth of CT in the future: a shortage of train paths and terminal capacity.



## Interunit Technical Committee meeting

14 April 2009

CEMAT hosted the Interunit Technical Committee, composed by UIRR member companies and railway undertakings, on the 14th April in Milano. Under the chairmanship of Mr Martin Burkhardt, UIRR, they discussed the different technical regulations that are (or will be) put in place in Europe, in particular the revision of the TSI Wagon (ERA) and noise reduction for freight wagons (retrofitting of older wagons).

Moreover, the new codification plates for swap bodies and semi-trailers (EN13044) were unanimously adopted and have been submitted to CEN for a final vote. At last, it was decided to elaborate a guideline over the homologation and codification of loading units in Combined Transport, publication of which is expected by the end of Summer.



## Workshop on noise-differentiated track access charges

27 April 2010

The EU Commission organized on 27th April a workshop on the topic 'Noise in the rail freight sector', with a strong focus on a possible implementation of a Noise-Differentiated Track Access Charges (NDTAC) system in Europe. In a common presentation, UIRR, together with the main railway organizations, repeatedly asked for a direct funding system for wagon keepers, which could be easier, cheaper and quicker to introduce than a system which would add high administration costs on top of the expenses of retrofitting.

UIRR regrets that this option was rejected prematurely by the Commission when it was decided that a mandate be given to a consultant to analyse the possibilities of an NDTAC system. Such a system can be only applied if innovative and affordable brake blocks are available on the market, such as LL blocks, which do not require changes in the braking system itself. Current experience shows that LL blocks accelerate wheel wear (increase of the equivalent conicity); therefore today's main challenge is the homologation of the LL blocks.

## Marco Polo II.

February-May 2010

The 2010 call for proposals under the Marco Polo II Program was closed on 18 May. According to the announcement of EACI, the Agency which manages the program, the €64 million available this year was multiple times oversubscribed by the applications.

The 2010 Marco Polo Conference will take place in Vienna on 5-6 October, where interested parties may obtain more information on how to obtain European financing to aid the introduction of new services.

Link: [http://ec.europa.eu/transport/marcopolo/events/conf\\_en.htm](http://ec.europa.eu/transport/marcopolo/events/conf_en.htm)

Considering the future of the program beyond 2013, when Marco Polo II is to expire, UIRR envisions a

premium to be paid automatically for every tonne- or TEU-kilometre shifted to rail would best fulfil the aims of supporting modal shift away from road. This would allow the reduction of the administrative burden, while encourages the most efficient techniques and organisations at the same time to facilitate more modal shift, and prevent distortions of competition



## Deutsche Bahn 2010 Competition Report

2 June 2009

Dr. Rüdiger Grube, Chief Executive Officer of Europe's largest state owned railway (transportation, logistics) conglomerate, Deutsche Bahn AG, and Senior Executive Vice-President, Mr Joachim Fried, presented the 2010 Competition Report of the DB Group to an audience of European Parliament members, European Commission officials, and stakeholders at the European Parliament.

Portraying Germany as a country with a genuinely liberalised railway sector, DB representatives called for "more Europe", and the deeper involvement of the European Commission, in implementation of rail market opening and in assuring equal access to the infrastructure as required by European legislation.

The joint statement of DB Mobility & Logistics and the German Association of the Automotive Industry (VDA), issued a week later, shed further light on DB's approach to intermodal competition. The two partners announced their intention to conduct a "constructive dialogue" on gigaliners in return for a commitment on the promotion of rail freight, while attempting to avoid a change to the current modal split of freight transport.

To download the full Competition Report click:

[http://www.deutschebahn.com/site/bahn/en/press/brochures/competition\\_reports/competition\\_report\\_2010.html](http://www.deutschebahn.com/site/bahn/en/press/brochures/competition_reports/competition_report_2010.html)





## ERA workshop on rolling stock authorisation

26 May 2010

The European Railway Agency (ERA) had invited the sector organisation to Valenciennes in order to discuss the current problems of vehicle authorization in the EU member countries. The placing into service of locomotives is the most difficult issue besides differences in the rail infrastructure (the electrical voltages and signalisation systems still differ greatly from one Member State to another). The European Technical Specifications for Interoperability (TSI) only cover basic requirements and also cross acceptance agreements only cover a part of the approval parameters. A locomotive placed into service in one country must nevertheless seek the authorisation for all non TSI parameters according to national requirements in each additional Member State. The procedure is even more difficult as most Member States demand documentation in their languages and English is rarely accepted. Due to the establishment of new Authorities (National Safety Authorities, Notified Bodies) some procedures are not yet well documented or even incomplete. So surprises are discovered only during the authorization process which still takes too much time

and costs and creates a competitive disadvantage compared to road.

The interoperability for wagons creates much less problems - nevertheless the uncertainty of processes still impedes innovation also here. The initiative of ERA to get an overview on practical obstacles and to propose solutions to the Commission has been welcomed by the sector.

Member States should take more initiative as it is in the public interest to lift all obstacles to using rail, or entering the railway sector. It is UIRR's opinion that Transport Ministries – acknowledging the existing difficulties – should assist companies, which apply for the first time for locomotive, or wagon authorization in their country, in order to resolve the transitional problems stemming from unprepared Authorities and untested regulations. This would give a clear signal that newcomers to the industry are welcome, and demonstrate that rail market liberalisation is taken seriously by the concerned Member State.

## Rail safety

26 May 2010

Following the accident in Viareggio end of June 2009, the Italian Rail Safety Authority ANSF had issued national measures restricting freight traffic contradicting efforts to harmonise the maintenance rules in Europe that were already on the way under the initiative of the European Railway Agency (ERA). The problem with these drastic unilateral measures is the danger that transport of dangerous goods will be shifted back to road, which is about 40 times (!) less safe than rail. Even under the pressure of such tragic events it is necessary to avoid doing things for the sake of proving activity; rather a risk based approach should be followed in order to guarantee that the traffic restrictions and other measures lead to a substantial reduction of overall risk levels of transport.

An analysis of ERA has shown that the number of broken axles was so low in the last 15 years that no evident conclusions could be drawn on common causes. Under their supervision, a task force with experts from rail sector organisations and National Safety Authorities (NSA) have agreed on a European action programme.

Besides several other measures, the Joint Sector Group has elaborated a European Visual Inspection Catalogue (EVIC) and agreed on a voluntary basis to check all freight wagons under common criteria within a relatively short timeframe. Priority will be given to wagons used for transporting dangerous goods, or working under corrosive conditions.

Maintenance workshops are presently working around the clock to cope with the additional demand for screening. With the imminent recovery of traffic after the economic crisis this nevertheless imposes limitations on rail to accommodate demand. The situation will hopefully be solved by the end of summer with the adaptation of workshop capacities and axle production. On the other hand the sector organisations are demanding from NSAs (especially the Italian ANSF) to lift exaggerated traffic and speed restrictions. UIRR hereby reminds that it is especially the task of Transport Ministries to represent the public interest, and thus to focus on the overall safety of transport. By far the most effective security measure remains the shift from road to rail, which should not be jeopardised.



## Vote for EN13044 on marking of ILUs

June 2010

In August and September the final ballot for the revised standard EN13044 is planned for approval by CEN. The experts of UIC railway undertakings and Combined Transport (CT) operators have worked several years on this standard within CEN committees where also manufacturers, logistics companies and experts from other modes were involved. UIRR calls on all National Standard Organisations to vote in favour of this standard on the marking of European intermodal loading units (ILU). Part 1 introduces an Eurocode as owner identification that is compatible with the BIC-code for maritime containers. Parts 2 and 3 on operative marking of swap bodies and semi-trailers are introducing new codification plates for rail operation.

In the future, ILUs will be delivered by the manufacturer with the authorisation certificate and the gauge code already in place on the new codification plate, so that all ILUs will be immediately suitable for rail transport without having to pass through an individual codification procedure.

The identification of swap bodies and semi-trailers will henceforth be carried out in the same way applied to ISO-containers. Those logistics companies, which already have a BIC-owner code for worldwide use to mark maritime containers, may use this code also to number their continental loading units. Logistics companies, especially small and medium enterprises that are active in continental traffic only, may apply for a Eurocode with the same technical structure but for considerably lower registration fees; this code will be distributed and administered by UIRR, but with use restricted to swap bodies and semi-trailers that will not leave Europe or its neighbouring countries.

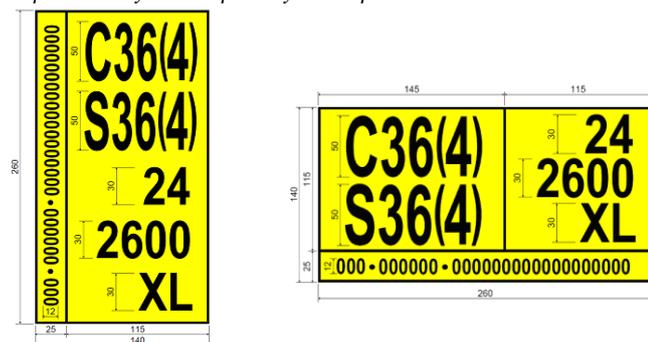
All participants in the freight transport chain will enjoy advantages:

- All loading units become usable for Combined Transport, even if they were only originally acquired for pure road haulage purposes;
- Logistics companies can number their loading units according to their own criteria;
- No additional codification procedure necessary when selling/purchasing second-hand loading units;
- Compatible BIC- or Eurocodes simplify the processing of data;
- IT-friendly codes reduce data entry costs, given that 95% of typing mistakes are picked up by the check digit;
- Suitable for Optical Character Recognition;
- Compatibility with the TAF-TSI "computerisation of rail transport";
- Meets high security and risk prevention requirements.

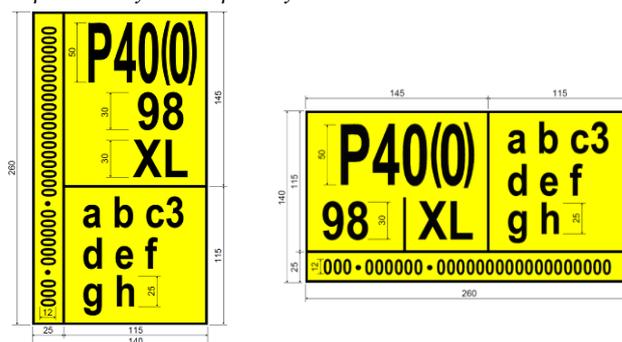
The codification plates for rail operation may now be also vertical in order to fit on corner pillars of ILUs with tauplines or sliding sides for easier reading. Besides the gauge code, length code, width and strength are also indicated; the latter informs railways if the ILU is suitable for trains with higher speeds. The new plate for semi-trailers indicates also the height of the saddle and codes for the positioning of the scotch block for easy loading into pocket wagons.

UIRR and UIC members have committed themselves within their common platform, INTERUNIT, to implement this standard gradually from 2011.

Proposed codification plates for swap bodies:



Proposed codification plates for semi-trailers:





## CESAR successful in 2009

10 June 2010

The annual Assembly of "Cesar Information Services" (CIS) took place on 10<sup>th</sup> June in Brussels. Even if Combined Transport traffic suffered a downturn in 2009 due to the economic crisis, the use of the CESAR system was proportionately more intensive.

In 2009, more than 430 customers used the System regularly. Each transport day, the CESAR-server handled over 5.500 database queries, delivering about 45.000 tracking and tracing status reports. The integration of CT operator Intercontainer Austria (ICA) into CESAR started in 2009. Presently nine CT-operators are connected to this European data platform: AdriaKombi, BohemiaKombi, Cemat, Hungaria Intermodal, Hupac, ICA, IFB, Kombiverkehr and Novatrans, representing 2/3 of the UIRR traffic.

A very important decision of the Annual General Assembly was to renew the software engine of the CESAR system with the use of latest Internet software technology, and also to expand its functionalities. Taking into account the changing increasing number of gateways in Europe, enlarged functionality and handling facilities will be integrated into CESAR in the course of phase one of its modernization project.

Other enhancements will include security functions with handling of pick-up references, which are foreseen to be realized in the second half of this project.

The trend goes towards further integration: some larger customers already have a B2B connection with CESAR-data concerning their shipments flowing directly into their own in-house data processing systems.



CESAR provides transport and logistic companies forwarding their consignments in part on rail with an information source that allows them to inquire about the status of the journey of all their cargo units via a single Internet address [www.cesar-online.com](http://www.cesar-online.com), regardless of the affiliated operator carrying them. The CESAR system is strictly neutral: each customer, affiliated operator and terminal agency can call up information only about their own cargo units, while confidentiality of such information is guaranteed vis-à-vis the other system users.

The principle of CESAR consists of integrating all the transport information coming from the systems of the presently nine connected operators, into a central database, and in making it available – after a quality control procedure – in real time to the authorised customers. With one click they can obtain Internet lists showing which consignments have arrived at the terminals, which are ready to be loaded onto trucks, or which already have been collected. CESAR provides authorised customers with an instant notice of irregularities. Particular attention of customers is needed in case of a delay, in which case trucks which are assigned to collection may be redirected and unnecessary costs can be avoided by re-optimizing the pre- and post- (road)haulage.

CESAR (Co-operative European System for Advanced information Redistribution) was originally developed under a European FP4 and FP5 project supported by the European Commission and the Swiss Government (OFES). In 2004 the "Cesar Information Services" company was founded, with a seat in Brussels, and began its commercial activities that are financed by the connected operators. The CESAR system is open to all Combined Transport operators, whether they are members of UIRR or not. CESAR membership makes especially sense to those operators handling intermodal loading units where they offer services in co-operation with other operators and wish to provide an additional service to their customers, mainly logistics and road haulage companies.





## Recent Appointments

**Dr. János Berényi**  
**Chairman & CEO**  
**HUNGRAIL**  
 (April 2010)



Dr János Berényi, Chairman of INTERUNIT, and President and CEO of HUNGRAIL Hungarian Rail Association was recently elected to a number of high level positions at important European railway organizations: his mandate as Deputy Chairman of the Board of Directors of the European Railway Agency was extended for another three-year period, while Dr. Berényi was elected to the Management Committees of UIC Europe and the Community of European Railways and Infrastructure Managers (CER) for two years.

**Mr. Geert Pauwels**  
**General Manager**  
**Interferryboats**  
 (01.09.2009)



Mr. Geert Pauwels, Head of SNCB's Freight Division, B-Cargo, has assumed the responsibilities of Chief Executive Officer at IFB as of March 2010; he replaced Mr. Paul Wouters, General Manager of IFB appointed in January 2010.

**Mr. Franz Dirnbauer**  
**General Manager**  
**Ökombi**  
 (01.09.2009)



Mr. Dirnbauer has been appointed as Intermodal Chief on the Management Board of Rail Cargo Austria; he will continue in his present capacity as General Manager of Ökombi until his successor is named.

His predecessor, Mr. Eric Rohrhofer, has been elected to the Management Board of ÖBB Holding.

## Key Dates & Events

15 September, Brussels	UIRR Board of Directors meeting	<b>UIRR</b>  Address: 31 rue Montoyer B-1000 Brussels Tel: +32 2 548 7890 Fax: +32 2 512 6393 E-mail: <a href="mailto:headoffice.brussels@uirr.com">headoffice.brussels@uirr.com</a> Internet: <a href="http://www.uirr.com">www.uirr.com</a> Editor: Ákos Érsek, UIRR
20-21 September, Ostende	Security Research Conference and IMCOSEC Project Advisory Board meeting	
5-6 October, Vienna	Marco Polo Conference 2010	
6-7 October, Vienna	Interunit Technical Committee meeting	
21 October, Brussels	UIRR General Assembly	
21 October, Brussels	UIRR 40-year Anniversary conference	
4-6 November, Istanbul	LogiTrans City trade show	
2 December, Vienna	RNE Business Conference	
15 December, Brussels	UIRR Board of Directors meeting	