



Closing of a Successful Business Year and Election of New Leadership at UIRR

Road-rail Combined Transport closed a fruitful, yet difficult year in 2011. The **6% growth both in tonne-kilometres and in number of consignments** should signal a successful year for any sector of the economy, however the slowdown experienced in the second half of 2011 depicts the gathering of darker clouds on CT's horizon. Overall, the performance of 2011 means that **European Combined Transport has basically reconquered last year the peak it reached prior to the economic crisis in 2008.**

Besides the weakening demand, CT Operators were troubled over the course of 2011 by uneven traction quality and deteriorating rail service performance exacerbated by maintenance-related infrastructure capacity shortages.

UIRR's **2011 Annual Report** and the **Statistics Booklet** were released in parallel. Both documents may be downloaded from UIRR's website:

- Annual Report: <http://www.uirr.com/en/media-centre/annual-reports/annual-reports/mediacentre/516-annual-report-2011.html>
- Statistics Booklet: <http://www.uirr.com/en/media-centre/annual-reports/statistics/mediacentre/517-uirr-statistics-2011.html>

The Annual General Assembly of UIRR elected a new Board of Directors with a three-year mandate consisting of: Robert **BREUHAHN** (Kombiverkehr), , Marco **GOSSO** (Cemat), Peter **HOWALD** (Hupac), Philippe **LE PETIT** (Naviland Cargo), Jean-Luc **MÉLARD** (IFB), and Rok **SVETEK** (Adriakombi).

Simultaneously, the Members of UIRR expressed their gratitude to **retiring Chairman, Mr Rudy COLLE**, who has spent 21 years at the helm of UIRR for his invaluable contribution to aiding the development of their nearly half-century-old system of transport.



Rudy Colle

Mr Colle said: "*I have hardly noticed the two decades that I spent promoting road-rail Combined Transport towards the European legislator in Brussels and Strasburg. It pleases me to reflect on the breathtaking development of this economically and ecologically sustainable system for freight transport.*"

Pursuant to the General Assembly, the Board of Directors convened and elected as its – and UIRR's – **new Chairman, Mr Robert BREUHAHN**.

Mr Breuhahn commented on the occasion of his election: "*After three years as Vice Chairman of UIRR it will be a much appreciated responsibility to lead the organisation. UIRR will continue as the voice of road-rail Combined Transport in Europe, representing with relentless vigour the positions and contribution-potential to society offered by our unique system of freight transport.*"



Robert Breuhahn

Who is UIRR? - Founded in 1970, the International Union of Combined Road-Rail Transport Companies (UIRR) represents the interests of European road-rail Combined Transport Operators. Road-Rail Combined Transport (CT) is a system of freight forwarding which is based upon inserting economically and ecologically sustainable electric rail into long-distance (road) transport-chains through the use of intermodal loading units¹ (ILU). The shifting of loads between modes takes place quickly and efficiently at transhipment terminals. CT offers the competitive combination of the flexibility of road transport – used in the positioning legs of ILUs – with the energy efficiency, extreme low greenhouse gas emissions and superior safety record of electric rail traction over long distances.

¹ ILU = ISO containers, European swap-bodies and semi-trailers

Background information

UIRR's newly elected Board of Directors



From left to right: Rok SVETEK, Jean-Luc MÉLARD, Philippe LE PETIT, Robert BREUHAHN (Chairman), Peter HOWALD (Vice Chairman), Marco GOSSO

UIRR's Liaison Office in Brussels will continue its activities under the management of Director General, **Mr Martin BURKHARDT**.

Bright spots for CT in the coming years include

- **Improvements to the relative intramodal framework conditions** by the introduction of distance-based (electronic) road tolling and the commencement with the internalisation of externalities.
- **Corrections to the competitiveness of the rail sector** attributable to the infringement procedures launched by the EC in relation to the First Railway Package's implementation by Member States, as well as new provisions included in the recast of the aforementioned directives.
- **Improvements to the rail infrastructure** due to the implementation of the Regulation on Dedicated Freight Corridors, completion of major projects such as new Alpine tunnels and the reconstruction of the Brenner line, and the revised TEN-T rules.
- **Promotion of Combined Transport and aiding modal shift** through the Marco Polo programme, and the results of several EU financed research projects.



Risks to the dynamic growth of CT going forward:

- **EU-wide proliferation of megatrucks**, which would artificially enhance the productivity of long-distance road haulage, as well as the (even the smallest) **extension of the prevailing exterior dimensions of road vehicles** under the pretext of 'aerodynamics-allowance'.
- **Slow progress of establishing genuine interoperability** of the 'Single European Railway Area' including delays of deploying ERTMS, establishing the railways' IT systems compliance with TAF TSI, and dismantling the historic bilateral agreements between incumbent railways which unnecessarily complicate border crossing procedures through locomotive and/or driver changes.
- **Halting the reform of the European energy taxation regime** and the complete internalisation of transport externalities with the pretext of maintaining the prevailing equilibrium of the road sector.

Road-rail Combined Transport is a system of long(er) distance continental freight transport, which is **best capable of efficiently contributing to the achievement of every policy aim** of European transport politicians:

- **Enhancement of overall transport safety** through having more of the superior safety performance of CT, besides the high marginal cost and relatively much lower potential intramodal solutions applicable to long distance road transport.
- **Reduction of GHG emissions and improvement of marginal energy efficiency** of transport through using more Combined Transport, since CT presently emits 75% fewer greenhouse gases and uses 30% less energy per tonne-kilometre than the presently dominant road transport, with an upside potential of becoming 100% carbon-free attributable to the proliferation of renewable energy generation. The potential (imaginable maximum) improvements of long distance road transport technologies promise fraction of this potential.
- **Freeing our society from the burden of oil dependency** as CT uses fraction of the mineral oil based fuels as compared to any of the other modes active in (longer distance) freight transport.

Subsequently, **Combined Transport is best suited to assume the vast portion of the modal shift foreseen in the 2011 Transport White Paper of the European Commission.**

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