



## Combined Transport progresses

*The European Combined Transport sector demonstrated resilience and vitality, as in spite of the slowly evolving corrections to the imbalanced and inadequate regulatory framework conditions - both on the national and the EU level - the sector's constructiveness led to a positive performance, which is also mirrored in the UIRR CT Sentiment Index that was adjusted to 'slightly positive' in spite of the disturbances caused by the prolonged railway strikes in Germany.*

*The last months saw modest progress towards passing legislation on the table, which was coupled with a prolonged search for strategic directions in Brussels. Member States were struggling within the European Council to find common ground concerning the political components - Governance and Market Opening - of the Fourth Railway Package, while the trialogue continued on the first reading on the Technical Pillar. The European Commission (DG MOVE) held a number of important conferences just as preparatory projects to the mid-term review of the Transport White Paper - the European projects Spectrum and TRANSFORuM - delivered some important input reports. The Road Package - promised for the end of the year - is much anticipated, as well as the EU position to be taken at the upcoming UN Climate Conference in Paris. The CT world eagerly awaits the outcome of the REFIT Procedure concerning the Directive 92/106 - hoping for a firm commitment to a comprehensive recast in a foreseeable future.*

*Prior to the Annual General Assembly on 21 May, UIRR CEOs held a valuable consultation with Jocelyn Fajardo, the Member of Commissioner Bulc's Cabinet responsible for land transport. The most important problems, difficulties and challenges that European CT Operators and Terminal Managers have to face during their daily functioning were discussed. The collaboration with and contribution to the European Commission's work by UIRR will continue with an active participation in DG MOVE's RU Dialogue Platform, as well as an intense presence at the Rail Freight Day 2015.*

*The Last Mile Study consortium, counting UIRR among its members, began its activities identifying information on CT Terminals and other last mile connections to the main rail network. An electronic questionnaire is available for every stakeholder to fill in (<http://www.uic.org/spip.php?article3381>). The Last Mile Information Portal will be introduced during a demonstration workshop of 19 October in Vienna and also during the VDV congress the next day.*

*A historic, first ever appearance of UIRR at the 2015 Transport Logistics Exhibition in Munich delivered substantial results. A study on Transalpine Track Access Charges was unveiled, a Memorandum of Understanding was signed between IBS and UIRR, while three new members joined UIRR as of 1 July - IMS Cargo (Austria), RCT-BILK Terminal (Hungary) and Railport Arad (Romania) - whose valuable addition will continue to reinforce our Association.*

Ralf-Charley Schultze - President

### Last Mile Study

#### Demonstration Workshop

Vienna, 19 October 2015  
15:30-16:30

Please fill in the questionnaire here:  
<http://www.uic.org/spip.php?article3381>



### Save the Date!

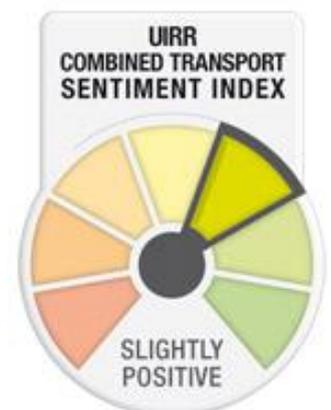
Rail Freight Day 2015  
Conference

Vienna, 4 December 2015

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Business outlook for  
the 12 months between  
1 July 2015 - 30 June 2016



## UIRR CEO consultation with Commissioner Bulc's Team

21 May 2015



Mr Jocelyn Fajardo, the Member of Transport Commissioner Violeta Bulc's Cabinet responsible for land transport, joined the CEOs of UIRR to discuss the issues of Combined Transport.

The exchange of thoughts was organised into four groups related to which Mr Fajardo explained the position of Commissioner Bulc:

- **Relative competitive conditions of transport modes:** the consistent upholding and implementation of the user-pays and the polluter-pays principles were mentioned as critical components of levelling the regulatory playing field of the different modes of transport. This should be achieved through a recast of the Eurovignette Directive and a comprehensive elevation of safety and labour requirements of road transport to that of the other modes (to be part of the Road Package promised for early 2016), as well as the Fossil Fuel Excise Duty Directive revision (competence of DG TAXUD).
- **Regulatory framework for the EU railway sector:** the Fourth Railway Package should complete the regulatory framework of European railways if adopted in its entirety, including the political (governance) components. Additional improvements could be achieved through a cleverly designed revision of the Rail Freight Corridor Regulation (913/2010), while clarity to the sector's performance could be ensured through the Rail Statistics and RMMS regulations.

- **An adequate transport infrastructure:** protection of the originally planned CEF Transport funding for the TEN-T priority of bottleneck removal was agreed to be the most important aspect of transport infrastructure development policy from a rail freight perspective. Additionally, efforts should be made to depoliticise rail infrastructure development project selection and for it rather to be based on sound business principles (return on investment considerations).
- **Harmonised regulatory framework for Combined Transport:** Directive 92/106 concerning certain aspects of Combined Transport needs to be recast. The 23-year-old Directive has played a pivotal role in promoting Combined Transport and, by today, UIRR has observed that it has served its purpose.

What CT Operators need today is a uniform regulatory framework for Combined Transport in every Member State, which can best be achieved through the harmonisation of applicable national rules. As European framework legislation, the recast Directive 92/106 could deliver this most optimally.



## UIRR Annual General Assembly Elects Board of Directors

13 March 2015

European Combined Transport and UIRR Operators realised mixed results in 2014: a 1.1% decline in consignments coupled with a substantial 5% increase of tonne-kilometre performance without new members and a 12% tkm growth together with new members.

Rolling Motorways (RoLa) closed the year with a 13% expansion, while longer distance unaccompanied CT - especially when including intercontinental relations (towards Asia) - also performed exceptionally well. The average distance covered by a CT consignment expanded in 2014 by 8% to 780 kilometres.

The UIRR Report 2014-15, containing the statistics of members' performance, as well as an extensive description of the circumstances, challenges and outlook of European Combined Transport, has been adopted and published. The Report can be found here: <http://www.uirr.com/en/media-centre/annual-reports/annual-reports/mediacentre/716.html>

The newly elected UIRR Board of Directors with a 3-year mandate (until 30 June 2018) :



From left to right: Robert Breuhahn, Ben Beirnaert, René Dancet, Ralf-Charley Schultze (President), Marco Gosso (Vice Chairman), Peter Howald, Rok Svetek

## Juncker Commission: The First Six Months

10 June 2015



The current College of Commissioners, presided over by President Jean-Claude Juncker, has taken its oath of office on 10 December 2014.

Considering the substantial change of style and programme from his (EPP) predecessor, Mr José Manuel Barroso, it is interesting to summarise what we have seen in the first six months of this new Commission from a freight transport stakeholders' perspective.

- Better Regulation:** this principle is a trademark of the Juncker Commission, its championing entrusted to First Vice President Frans Timmermans, the right hand man of Jean-Claude Juncker himself. It drives an evaluation of existing legislation through the Regulatory Fitness Tests (REFIT procedures) launched in relation to nearly 100 pieces of legislation, including the Directive 92/106 concerning Combined Transport. *Better Regulation* was also used to justify the withdrawal of numerous proposals inherited from the Barroso Commission - fiercely attacked by big business - such as the Circular Economy Package concerning waste recycling and pollution reduction, or the EU's Fossil Fuel Excise Duty Regime revision. In both cases the Juncker Commission promised to introduce more progressive and efficient proposals.
- Transport Policy:** unfortunately none of the 10 points that were to set the EU's priorities for the 2014-19 period mentions transport, the physical lifeline of the Union.

President Juncker's mission letter to Transport Commissioner Violeta Bulc explains better what is to be expected by transport stakeholders: clever financing for infrastructure development, that is to focus on the removal of bottlenecks and better interoperability, measures to begin reducing the overall greenhouse gas emissions of the transport sector, better implementation of the user-pays principle, adoption of the Fourth Railway Package, as well as innovation (Shift<sup>2</sup>Rail), safety and security initiatives.

The first six months have brought limited progress in any of these areas. CEF Transport funding was partially defended from being transferred into EFSI, the €315 billion "magic (investment) fund" of President Juncker. A comprehensive road package was promised for early 2016.

The mid-term review of the Transport White Paper may entail more indications as to which measures the Commission will choose to pursue its aims through. The REFIT decision concerning Directive 92/106 will also - hopefully - become known by the 1-year anniversary of the Juncker Commission.



## The Luxembourg EU Council Presidency

1 July 2015

The Luxembourg Presidency, the last member of the current trio of presidencies (which included Italy and Latvia) inherited one major legislative package, the Fourth Railway Package, from its predecessors that is relevant to Combined Transport. The so-called Technical Pillar is in triad, where it is being negotiated between the Council, the European Parliament and the Commission with an aim to produce a compromise text without having to enter into a second reading in either legislative bodies.

Reaching a first reading position in Council on the political components has been left up to the Luxembourg Presidency, as in spite of the good progress achieved - the Latvian Presidency has not been able to close this dossier. The most certain triad on this part of the Fourth Railway Package will likely be left to the succeeding presidencies of 2016 of the Netherlands and Slovakia. If all goes well, the Fourth Railway Package will be concluded by the end of 2016.



A wide-ranging debate on European transport policy is promised which is to feed into the mid-term review of the Transport White Paper. Progressing the proposal regarding technical requirements for inland waterway transport is an inherited component of the transport agenda.

The Luxembourg Presidency will also oversee the launch of the European Funds for Strategic Investments (EFSI), which will stand out from among the various EU spending schemes by its reinforced focus on a return-on-investment requirement.

An ambitious programme is foreseen under the promotion of sustainable development, which will peak in the UN Climate conference in Paris (in December). Local pollution (air quality), GHG emissions and a biodiversity strategy are all components (affecting transport) of a comprehensive strategy to be adopted. For more information see: <http://www.eu2015lu.eu/en/index.html>

## Weighing of intermodal loading units

May 2015

Every mode of transport that takes part in performing CT transport-chains requires accurate data regarding the gross weight of the intermodal loading units (ILU: containers, swap bodies and semi-trailers) for safety purposes. Legislative action to this effect was recently conducted under the guise of the current round of amendments to the SOLAS (Safety of Life at Sea) convention, which ended up requiring that shippers provide ILU gross weight information sufficiently in advance to be taken into consideration during load planning of vessels (VI-2 Mandatory Weighing). The International Maritime Organisation (IMO) Safety Committee is considering the implementation, which has a deadline of November 2016.



*Weigh in Motion example: data screen of a gantry crane*

The European Seaport Organisation (ESPO) maintains that actual weighing of ILUs at ports should only be used to verify the data disclosed in advance by the shippers. The European Shippers' Council (ESC) suggests that the gross weight should be allowed to be a calculated value whereby the tare weight of the ILU is added to the cargo contained therein. 'Weigh in Motion' solutions, built into cranes, can only be used for verification of weight.

The recently adopted amendment of the EU Directive 96/53 addressed the weight information of Intermodal Loading Units (ILU) as well as truck axles. Road-Rail Combined Transport needs this information similarly to maritime operators, as axle load limits must be observed on trucks as well as in railway transport. The amended Directive makes it voluntary for Member States to make shippers liable to providing accurate gross ILU weight data in the shipping documents.

UIRR, firstly, supports the ESC-proposed method whereby the gross weight should be calculated by adding the ILU's tare and the weight data of the cargo it holds. Secondly, UIRR asks Member States to recognise in national law the shippers' liability to provide accurate cargo weight data in the shipping documents. The ILU tare, taken from a codification database, could be added to this to calculate the gross weight of the ILU. Shippers should provide the data in time to be taken into consideration when preparing the train loading plan at terminals, or the ship loading plan at ports.

*Actual weighing at ports and terminals should only be required to verify the accuracy of the declared data*



## Preparing for the Mid-Term Review of the EU Transport White Paper

1 July 2015



The mid-term review of the EU Transport White Paper ([http://ec.europa.eu/transport/themes/strategies/2011\\_white\\_paper\\_en.htm](http://ec.europa.eu/transport/themes/strategies/2011_white_paper_en.htm)) is due to take place this year. Several research projects were initiated by the European Commission to provide input to this work. The overall motive of decarbonising European transport and the particular aim of modal shift in longer distance freight transport are of outmost interest to UIRR.

The TRANSFORuM Project took stock of academic work done in the topic and observed that experts agree that the longer distance road haulage related modal shift aim of the Transport White Paper is "achievable, even if challenging" (p.15): [http://www.transforuM-project.eu/fileadmin/user\\_upload/o8\\_resources/o8-o1\\_library/TRANSFORuM\\_Roadmap\\_Freight.pdf](http://www.transforuM-project.eu/fileadmin/user_upload/o8_resources/o8-o1_library/TRANSFORuM_Roadmap_Freight.pdf).

The SPECTRUM, Spider Plus and Tiger projects have looked into various commodity groups and their readiness to shift their longer distance freight transport needs to rail and found that several economic sectors, which previously did not use railways, are ready to do so: <http://www.spectrumrail.info/component/jdownloads/finish/40-c1-innovative-rail-freight-markets/242-franco-castagnetti-reducing-rail-freight-operating-costs?Itemid=473>.

A specific analysis for Low Density High Value (LDHV) commodities found that a potential to shift of 12% of present road tonne-kilometres would be possible concerning LDHV alone, which alone could cause a 178% growth to rail freight performance: <http://www.spectrumrail.info/component/jdownloads/finish/40-c1-innovative-rail-freight-markets/243-arnaud-burgess-ldhv-goods-market?Itemid=473>. The IMF Working Paper "How large are global energy subsidies?" concluded that the EU annually extends €330 billion of subsidies to the fossil fuels; in other words, this is the value of externalities caused by fossil fuels that is absorbed by public budgets in place of users. This value was calculated at a CO<sub>2</sub> tonne price of \$42 (€37), which was still thought inadequate by the IMF. The recently retracted EU fossil fuel excise duty reform was based on €30/tonne (<https://www.imf.org/external/pubs/ft/wp/2015/wp15105.pdf>).

## German Rail Strikes Impact Combined Transport

1 July 2015



9 railway strikes in the past 10 months, including the longest stoppage of work by train drivers in DB history that lasted 6 days in early May, crippled the rail network of Germany.

The labour strike triggered by a collective wage dispute, stopped the flow of trains on the German network - central to the entire Continent - adversely affecting a high number of cross-border and domestic CT services.

A tightening of collective bargaining conditions in Germany was the reaction of the government: the Tarifeinheitsgesetz (Unitary Pay-Scale Law) passed Parliament on 22 May, to become effective as of July this year.

DB and the strike organising GDL union ultimately agreed to go into mediation (with the parallel suspension of all strike actions), which led to an agreement reached on the day the new law went into force. This collective agreement should settle all issues until 30 September 2016: <http://gdl.de/Aktuell-2015/Pressemitteilung-1435739158>



## Introduction of Distance-Based Tolling in Belgium

30 June 2015

The regions of Flanders and Wallonia have voted to introduce a distance-based road toll for heavy goods vehicles weighing more than 3,5t as of April 2016. The tolled network will be reduced as compared to that affected by the present vignette scheme.

The measure, which has been under preparation for many years, is predicted by the road hauliers' associations to cause an increase of 7% in the prevailing road freight rates.



## CT: The American Example

15 May 2015

The Association of American Railroads (AAR) issued a report on Rail Intermodal, the US equivalent of Road-Rail Combined Transport, which presents numerous lessons for Europe: <https://www.aar.org/BackgroundPapers/Rail%20Intermodal.pdf> <https://www.aar.org/BackgroundPapers/Rail%20Intermodal.pdf>

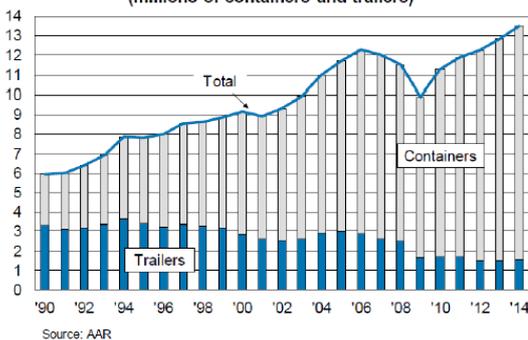
The number of loading units transported on the size-wise similar US rail network reached a historic record of 13,5 million, while the same figure at under 9 million was a third lower in the EU. Since the EU GDP is about the same as that of the US, while intercontinental trade takes an even more prominent role in the EU economy, one may logically want to explore the reasons behind this difference.

CER and the European Rail Freight Association (ERFA) joined UIRR to issue a common statement on the lessons to be learned (<http://www.uirr.com/en/component/downloads/downloads/1123.html>):

- Significant rail freight related investments into infrastructure ensured the capacities needed;
- These investments were financed with private capital that was made possible by the regulatory framework, which depoliticises American rail and allows a business mentality (return-on-investment) to prevail when deciding infrastructure investments; and
- A stable regulatory framework concerning weights and dimensions of freight transport eases capital investment into railway rolling stock, and justifies the long-term commitment of shippers needed to operate via an intermodal transport-chain.

Standing firmly on these fundamentals, AAR predicts further undisrupted growth to the intermodal production system of rail freight in the United States.

**U.S. Rail Intermodal Traffic: 1990-2014**  
(millions of containers and trailers)



**UIRR CT Growth Index - Consignments and Tonne-Kilometres**  
(REFERENCE YEAR: 1990 = 100)



## ILU-Code Campaign in the Member States

May 2015

[www.ilu-code.eu](http://www.ilu-code.eu)



UIRR, the Administrator of the ILU-Code, kicked off a campaign to promote the use of the ILU-Code in the identification of intermodal loading units taking part in unaccompanied CT.

The campaign uses a new information flyer featuring Transport Commissioner Violeta Bulc: <http://www.uirr.com/en/media-centre/leaflet-and-studies/mediacentre/717-ilu-code-the-european-identifier-of-intermodal-loading-units.html>.

Associations of road hauliers in various Member States have been asked to disseminate the information that:

- The Modernised Customs Code of the European Union will require that every intermodal loading unit (containers, swap bodies and semi-trailers) entering the EU via unaccompanied CT is identifiable by either the ILU- or the BIC-Code.
- A similar rule will apply to intra-EU unaccompanied Combined Transport in order to enable the development of efficient paperless and other competitiveness enhancing IT-solutions under the European Commission's digital agenda.

## New Terminal - HGK's Köln Nord - and the CargoBeamer Technique

22 June 2015

The new Köln Nord CT transshipment terminal of HGK, Häfen und Güterverkehr Köln AG, has been opened for operation on 22 June. Phase 1 of the new terminal's development created 4 tracks of 300m in length under a single gantry crane on a surface of 34,000m<sup>2</sup> offering total annual capacity of 42.000 TEU/year. Phase 2, foreseen to be completed by the end of 2017, will equip the installation with a second gantry crane and extend the rail tracks to 700m, which will take total annual capacity to 94.000 TEU. Developing the terminal site to its full capacity leaves room for further extension projects that will enlarge capacity to about 250.000 TEU a year.

The new terminal, located on the site of a former oil refinery, was constructed with the cost of €22 million, of which the German Federal Government provided €17 million. Terminal Köln Nord is on the exact opposite side of Cologne Eifeltor Terminal (operated by DUSS). The recently expanded Eifeltor Terminal already operates at near its maximum capacity; hence Köln Nord will be needed to further advance the CT accessibility of the area around Cologne.



The Köln Nord Terminal was established to accommodate the technological requirements of CargoBeamer, a technique which combines a steel tray and a specially configured wagon to enable the vertical transshipment of non-craneable semi-trailers (see pictures above) - opening a new possibility for these ordinary semi-trailers to be forwarded by unaccompanied CT as well. More information about the CargoBeamer technique can be found here: <http://www.cargobeamer.eu/#>



UIRR supports the standardisation of new technologies such as the CargoBeamer technique or the RailRunner bogies, which includes its entry into the TSI Wagon (managed by the European Railway Agency for adoption by the EU Member States), as well as into the various applicable leaflets of the UIC, the International Union of Railways, which govern the operation of Combined Transport trains in Europe. UIRR is actively collaborating with both of these bodies of standardisation and rule-setting for European railway operations.

More information about the new HGK Köln Terminal Nord can be found here: [http://www.hgk.de/images/downloads/presse/PM\\_20150622.pdf](http://www.hgk.de/images/downloads/presse/PM_20150622.pdf)

## New member: IMS Cargo

1 July 2015

IMS Cargo (Austria) began focusing on the organisation of container logistics shortly after its founding in the early 1990s. With the launch of its first own trains in 1996, this became the strategic activity of the company.

Today IMS Cargo focuses on creating connections between the main economic centres of Europe and Austria. Together with its partners, IMS Cargo offers 150 trains weekly with a total capacity of about 13000 TEU.

The company operates offices in 9 countries: Austria, Belgium, Germany, Hungary, Netherlands, Portugal, Slovakia, Spain and Switzerland. [www.imscargo.com](http://www.imscargo.com)



## New member: RCT - BILK Terminal

1 July 2015

Rail Cargo Terminal BILK, opened in 2003, is the leading CT Terminal in Hungary serving mainly the Central Region of the country. The Terminal has neared its design capacity in 2008; therefore it was extended to handle up to 220.000 TEU annually. Besides the fundamental road-rail transshipment services, RCT-BILK offers a wide range of services from storage through maintenance to customs agency.

Advanced technologies aid the daily operations of the terminal including optical character recognition directly linked to the EDI system to ensure correct data input, security camera system scanning the fully fenced surface, and complete GPS-based territory management.

RCT-BILK belongs to the Rail Cargo Group, which is the logistics and freight transport arm of the Austrian State Railway Company.

<http://railcargobilk.hu/index.php?lang=en&Itemid=135>.



## New member: Railport Arad

1 July 2015

Railport Arad was established with a €10 million investment completed in 2009 near Curtici, Arad County in the western part of Romania. The terminal located on 10.3 hectare land, features two 650m long tracks, and is equipped with two cranes.

Since the terminal is operating near its nominal capacity, an extension project has been decided last year. The first phase of this will be completed in October 2015, while the second is scheduled for the Spring of 2016. Subsequently, the possibility to handle several additional trains will be established.

The destinations presently served from the terminal include Germany, Austria and Hungary. New services to domestic as well as foreign destinations are being devised.

<http://www.railportarad.ro/en/>



## Recent Appointments and Personnel News

UIRR



Mr Ralf-Charley SCHULTZE, Director General of UIRR, has been elected as the Chairman of UIRR's Board of Directors by the association's Ordinary General Assembly in June 2015 with a 3-year mandate.

UIRR



Mr Marco GOSSO, CEO of UIRR Member Cemat (Italy) was nominated the Vice Chairman of the association's Board of Directors with a 3-year mandate.

KOMBIVERKEHR

July 2015



Mr Ulrich Bedacht has been named Kombiverkehr's Scandinavia and Baltics Manager.

KOMBIVERKEHR

July 2015



Mr Marijo Pesic has been named Manager East European Transport, who has spent many years as a Transport Support Officer for Eastern Europe in International Transport, where he supervised shipments to and from Bosnia-Herzegovina, Greece, Croatia, Macedonia, Serbia, Slovenia, Trieste (Italy) and Turkey.

## Members' News

HUPAC

24 June 2015

Hupac, Contargo and SBB Cargo collaborate to open new terminal Basel Nord

Click: [http://www.hupac.com/index.php?MasterId=g1\\_464&id\\_item=464&lng=2&node=345&rif=c88e5ba64d](http://www.hupac.com/index.php?MasterId=g1_464&id_item=464&lng=2&node=345&rif=c88e5ba64d)

## Key Dates & Events

10 September, Brussels	Capacity 4 Rail Dissemination Seminar
24-25 September, Antwerp	UIC-FIATA Market Place Seminar
1 October, Amsterdam	International Rhine-Alpine Corridor (RFC1) Conference
6-7 October, Bucharest	Railway Days 2015
6-8 October, Sweden	Elmia Nordic Rail
19 October, Vienna	Last Mile Study - Demonstration Workshop and INTERUNIT Forum
20-21 October, Vienna	9 <sup>th</sup> International BME-VDV Rail Conference
12 November, Brussels	FERRMED 2015 Intercontinental Conference
12 November, Vienna	CombiNet Conference
17-19 November, Hamburg	Intermodal Europe 2015
4 December, Vienna	EU Commission Rail Freight Day 2015 Conference



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