



2016: the second growth-year of CT

UIRR member Combined Transport Operators closed the year of 2016 with a growth in both the number of consignments (+0,6%) and in tonne-kilometre terms (+3%). This was the second year in a row, when not only the tonne-kilometre performance, but also the total number of consignments increased. The UIRR CT Sentiment Index standing at "slightly positive" reflects a cautious optimism for the coming twelve months.

The European Union and its Member States expressed their firm commitment to the UN Global Climate Agreement known as COP21 concluded in Paris in December 2015. Several freight transport-related measures are being prepared with an intention to reduce the emissions of CO₂ among the various sectors of the EU economy: investments into the railway infrastructure and several initiatives to enhance the competitiveness of rail freight are already under way, the balancing of the regulatory playing field of the various modes will take a big step with the 'Europe on the Move' initiative to rewrite the regulatory framework of European road transport, which is to be complemented by the revision of Combined Transport's legal framework (Directive 92/106).

Energy taxation reform – the revision of Directive 2003/69 – is a topic that the Member States have not yet come around to endorsing. Effective climate mitigation can only be achieved if using market signals. Setting the price on carbon dioxide and then ensuring that it is part of the price paid for fossil fuels is one such crucial measure that needs to be implemented through energy taxation.

Despite of all the road-related developments filling the pages of transport publications, the fact is that technology has not been able to solve the major issues of road haulage, such as accidents and the loss of life, poor energy efficiency, excessive emission of pollutants and other climate gases, as well as high pro-rata labour intensity. Moreover, through the ongoing 'Dieselgate' scandal it became clear that the acclaimed performance of road-innovation is far from truth in real life.

Various reports from the sector, as well as the data collected by UIRR, consistently indicate that intermodal transport is gaining traction among shippers: road-rail Combined Transport is the engine of growth for rail freight not only in Europe, but also on the other side of the Atlantic – in North America. Based on UIC reporting, the European Union's rail freight performance (when measured in tonne-kilometres) was only 7th in the world. Plenty remains to be done – especially if considering the artificially high market share of road haulage within Europe's modal balance. And the intermodal transport technique remains the easiest and most efficient way to insert sustainable transport modes into long(er) distance freight transport chains.

Ralf-Charley Schultze - President

UIRR's Partner

Digital Transport Days Conference

Tallinn, 8-10 November 2017

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UIRR Quarterly CT Performance Gauge

+2,34%

Q1.2016 / Q1.2017

Business outlook for the 12 months between 1 April 2017 - 31 March 2018

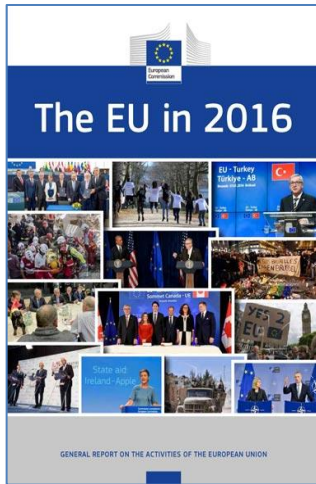
UIRR COMBINED TRANSPORT SENTIMENT INDEX

SLIGHTLY POSITIVE

Annual Report of the European Union

15 March 2017

<http://publications.europa.eu/webpub/com/general-report-2016/en/>



The European Commission has published its report on the Union's achievements. The report detailed progress on the 10 Priorities of President Jean-Claude Juncker.

Since there is no explicit priority for transport, the topics relevant to freight transport should appear under the first four priorities:

- (1) Jobs, Growth and Investment,
- (2) Digital Single Market,
- (3) Climate Policy and
- (4) Deeper and Fairer Internal Market.

UIRR noted that very limited achievements – of those listed in the report – could be viewed as impacting the issues of freight transport positively:

- The €315 billion Juncker investment fund (EFSI) primarily spent on motorways when coming to transport,
- There was no progress on achieving open data in the railway sector or paperless transport documents under digitalisation,
- The revision of energy taxation (Directive 2003/69) has been taken off the table, and
- Correction of the imbalances within the regulatory framework of the various modes of land transport – as observed throughout the Member States – has not started.

The lacklustre modal-shift recorded in 2016 and the standstill in rail freight performance is not only attributable to the historically low price of oil (and consequently diesel fuel), but also to the inaction of European transport politicians reflected in this Report.

Roadmap to low-carbon energy

13 March 2017

The International Energy Agency (IEA) and the International Renewable Energy Agency (IRENA) published a joint report titled: Perspectives of the Energy Transition: Investment Needs for a Low-Carbon Energy System in which the roadmap to achieving the carbon neutral energy envisioned in the Paris (COP21) Agreement is clearly laid out: <http://www.irena.org/menu/index.aspx?mnu=Subcat&PriMenuID=36&CatID=141&SubcatID=3828>.

Decarbonisation of the energy sector requires urgent action on a global scale. Around two thirds of global greenhouse gas emissions can be attributed to fossil fuel energy supply and use. Carbon emissions must be reduced considerably faster to mitigate the effects of climate change.



To meet the climate goals set in the Paris Agreement and keep the global temperature rise to below 2 degrees, the carbon-dioxide (CO₂) emission intensity of the global economy would need to be reduced by 85% in 35 years. This means reducing energy CO₂ emissions by 2.6% per year on average, or 0.6 gigatonnes (Gt) per year in absolute terms. For this to happen, the current growth rate for renewables must double.



The share of renewable energy needs to increase from around 15% of the primary energy supply in 2015 to 65% in 2050. Energy intensity improvements must double to around 2.5% per year by 2030, and continue at this level until 2050.

The energy transition is affordable, but it will require additional investments in low-carbon technologies. Further significant cost reductions across the range of renewables and enabling technologies will be major drivers for increased investment, but cumulative additional investment would still need to amount to USD 29 trillion over the period to 2050 (which is in addition to the investment of USD 116 trillion already envisaged).

Use of fossil fuels, including diesel and natural gas, should be reduced to a third of today's level, while the share of renewables needs to increase from the present 15% to 65%. This energy transition can fuel economic growth and create new employment opportunities – increasing global GDP growth by around 0,8% while adding an estimated six million new jobs.

Stronger price signals should be enabled to encourage low-carbon energy use and energy efficiency gains – through the parallel phasing out of fossil fuel subsidies and the introduction of carbon pricing to create a level playing field for renewable energy sources.

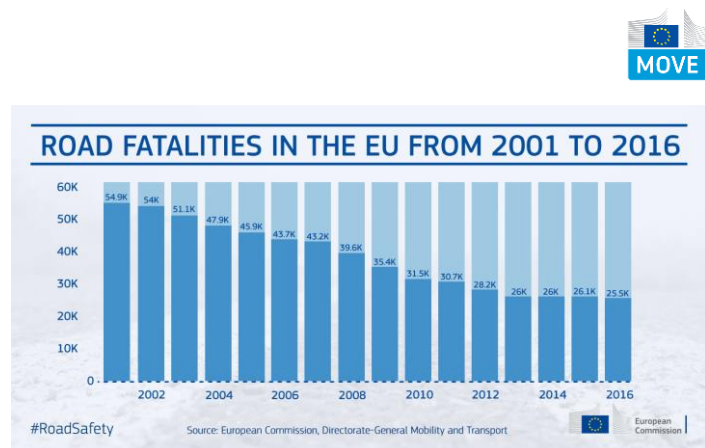
When it comes to freight transport, a major user of fossil fuels, electric propulsion should be preferred. This translates to a clear preference for electric railways when it comes to long(er) overland distances, as it offers not only the direct use of electricity generated using renewable techniques, but also enables energy efficiency improvements due to low friction and long trains, which – already today – far outperform the potential of any truck platooning.

2016 Road Safety Figures Published

28 March 2017

The European Commission (DG MOVE) published the road transport safety statistics of 2016. Accordingly, 25,500 people lost their lives on Europe's roads in 2016. For the first time, the reporting included figures on the serious injured, whose number stood at 135,000 over the course of the year.

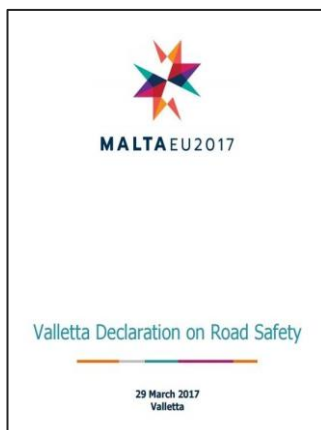
Whereas the number of road deaths declined steadily during the decade leading up to 2012, the last four years show stagnation. This trend has led the Commission to the admission that the target to halve the number of people who lose their lives in road transport between 2010 and 2020 will likely not be met. Member States must do more if wishing to progress. Modal-shift is an effective tool to reduce traffic when it comes to long(er) distance freight haulage.



https://ec.europa.eu/transport/modes/road/news/road_safety_encouraging_results_in_2016_en

Ministerial Declaration Concerning Road Safety

29 March 2017



Transport ministers of the European Union declared their commitment to improve road safety. Persistently high road fatalities and serious road traffic injuries are a major societal problem causing human suffering and unacceptable economic costs (covered by public budgets) – estimated to be in the order of €50 billion per year for fatal accidents and well in excess of €100 billion annually when including the seriously injured.

Among the tools identified to improve the situation on a Member State level are enforcement to improve road users' behaviour, devising new solutions – technical and procedural – to address road safety, safety minded improvements to the infrastructure, extending speed limits, enhance the collection of data and reporting on road accidents and their effects, support the introduction of new active and passive vehicle safety technologies. The European Commission should at the same time accelerate the review of type-approval rules for road vehicles, develop the method of assessing the road safety performance of Member States, explore Union level cooperation on enforcement and retributions, and facilitate the exchange of knowledge and best practice.

UIRR missed from the Declaration any reference to road traffic mitigation (modal-shift) and solutions that intermodal cooperation can deliver in longer-distance transport-chains.

Cargo Security: €14.8 million loss in March 2017

April 2017



The Transported Asset Protection Association (TAPA) regularly monitors cargo security events across 10 EMEA countries.

Accordingly, the TAPA Incident Information Service (IIS) recorded 158 incidents in the month of March 2017, which number was 20 fewer than a year earlier. Nevertheless, the total value of cargo lost to criminal acts reached €14.8 million. The UK and The Netherlands stood at the top of the table with 72 and 61 reported incidents respectively.

Unsecured parkings were the most frequently mentioned reason behind the reported thefts from vehicles/trailers (114 instances). For more information: <https://www.tapaemea.org/news-detail-view/first-fall-in-reported-freight-thefts-in-over-a-year-but-losses-still-exceed-EUR14.8-million.html>

The relatively low number of countries reporting into the TAPA IIS database suggests that the total value of cargo losses far exceed the reported €14.8 million monthly figure.

It should be noted that security incidents that occur in long(er) distance road haulage, when the trucks stop at unsecured parking facilities, can be avoided if using intermodal transport. In intermodal transport the first/last mile road transfer to/from the transshipment terminal can be minimalised, omitting the need to stop with the truck. Transshipment terminals are facilities protected by active and passive measures, whereas the cargo is also not accessible to criminals when travelling via non-road modes of transport.

2016: Record GHG Emissions in Germany

March 2017



The Federal Environment Agency (UBA) reported that Germany's greenhouse gas emissions increased by 4 million tonnes in 2016 compared to the previous year. This increase was caused by road transport, as the CO₂ emissions of the sector rose by 5.4 million tonnes – had road emissions only stagnated, the country's total output would have shrunk.

Taking into consideration the improving efficiency of road vehicles, the growth is attributable to the increasing kilometre performance. UBA explains that reduced road tolls (for trucks) and lower fuel prices stand behind the unwelcome development.

UBA calculated that the road transport sector is subsidised – due to its externalities – by €28,6 billion annually in Germany.

<https://www.umweltbundesamt.de/presse/pressemitteilungen/klimabilanz-2016-verkehr-kuehle-witterung-lassen>

As an additional unwelcome consequence, modal-shift has come to a standstill in Germany as rail freight tonne-kilometres declined by 0.5% in 2016. Railway is the only transport mode that can turn electricity generated by renewable means into mobility on an industrial scale. And intermodal transport offers the most efficient solution for inserting railways into long(er) distance freight transport-chains.

No Progress on EU Road Agency

4 April 2017



The European Parliament's special committee investigating the Dieseltgate scandal has been the latest to propose the creation of a European Union Agency to deal with matters of road transport. The motivation is best summarised in the Transport & Environment position, which states: "The true scandal of Dieseltgate in Europe is national regulators turning a blind eye to the glaring evidence of test cheating with the sole purpose of protecting their national carmakers or their own business." The issue is viewed especially severe as the exhaust gases from the 29 million non-conformant vehicles that circulate on Europe's roads today are estimated to be liable for 78.000 premature deaths every year, three time the annual figure of road accident fatalities.

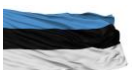
On 28 February the TRAN Committee of the European Parliament endorsed a version of the Dieseltgate Report that called for the creation of the dedicated EU Agency for (Road) Vehicle Surveillance. Five weeks later, unfortunately, the Plenary Session of the European Parliament heeded to the demand of car manufacturing Member States and amended the report by removing the provision that would have created the Agency.

In view of the evidence that national proving agencies have failed to detect cheating of car makers during emissions validation testing, and the obvious conflict of interest of Member States (some of which are even shareholders of the auto makers in question) to run these kind of vehicle proving centers, the delegation of vehicle testing to a different level of government is entirely logical. The European Union as the guardian of the Single Market, and having extensive experience in operating agencies for maritime, aviation and railway safety and interoperability, is the obvious choice for the task to road vehicle type approval. Moreover, the practice of the USA also underscores this choice. Hence, all the more inexplicable why the EU Road Agency is not allowed to be created.

UIRR supports the notion of a single EU Agency for Land Transport – to include road alongside rail – as this is viewed as a means to begin dismantling the excessively divergent regulatory framework throughout Europe, which is ultimately geared to favour road over the other modes of transport in regulatory oversight.

Estonian Government Approves Time-based Road Tolling

17 March 2017



Presently Finland and Estonia are the only two EU Member States, which offer completely free access for trucks to their motorway network. This will change as of 1 January 2018, when Estonia will oblige operators of commercial road vehicles over 3.5 tonnes gross vehicle weight to purchase a vignette to be able to access the country's motorway network.

A truck with a gross weight of 3.5-12 tons, will have a daily fee of 9 euros and a yearly fee of up to 500 euros. For a truck with a gross weight of over 12 tons, the daily fee will be 10-12 euros and the yearly fee 600-1300 euros. In addition to the yearly and daily fees, there will be a possibility of purchasing the right for road use for a week, a month and for the quarter.

The national surveillance of the payments will be done by the Police and Border Guard Board and the Tax and Customs Board.



Intermodal Closes Positive quarter in North America

May 2017

Following a year of modest declines in 2016, intermodal freight transport closed a positive quarter in the USA. The total number of consignments forwarded grew by 2% and exceeded 4.2 million units.

The 3.6% growth of rail intermodal translates to positive performance – as reported by Intermodal Marketing Companies (IMCs) – and when comparing with the weaker 2016 output.

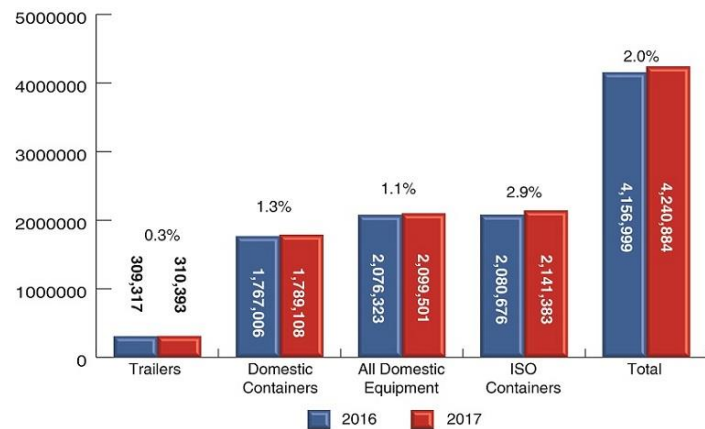
The seven high-density trade corridors, which make up nearly two-thirds of the total traffic, delivered growth of 2.1%.

For more information click:

<http://intermodal.org/about/pressreleases/pr2017mts1q17.php>



First Quarter 2017 Intermodal Volume Comparisons

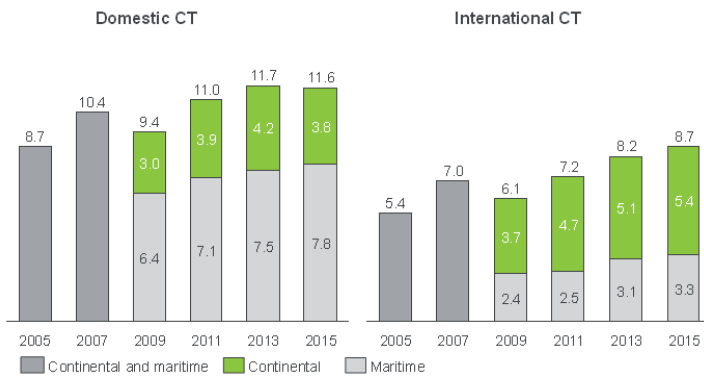


UIC GTC Issues CT Report 2016

January 2017

The Combined Transport Group (GTC) of the International Railway Union (UIC) - <http://uic.org/combined-transport-group> - published its 2016 Report on the state of European Combined Transport.

The **2016 UIC GTC Combined Transport Report**, which reflects the performance of 2015, can be downloaded here: http://uic.org/IMG/pdf/2016_report_on_combined_transport_in_europe_cles.pdf



As reflected in the graph to the left, domestic CT – performed within the rail-network of a single European country – recorded a small contraction (by 100.00 TEU) in 2015, whereas in the same year international Combined Transport – entailing border-crossing, or intra-EU traffic, as well as intercontinental trains – leaped ahead by half-a-million TEU.

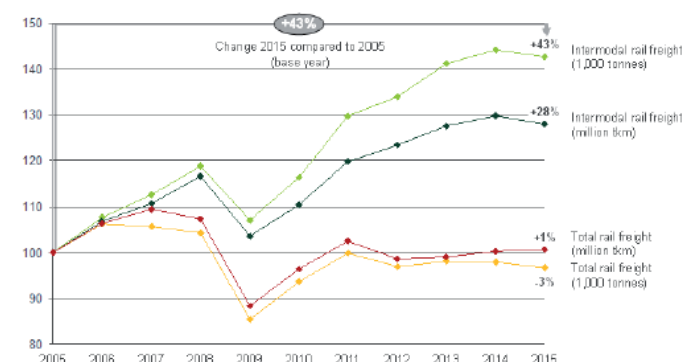
Total annual turnover amounted to 20.3 million TEU (which is equal to 10.15 million truckloads, or UIRR consignments) over the course of 2015.

The graph to the right shows the share of intermodal trains within total rail freight. The development path of the two types of traffic followed a different path since 2007. The performance of conventional rail freight has been stagnating for over five years (since 2011), whereas intermodal developed dynamically. It may be stated that combined transport is the engine of rail freight.

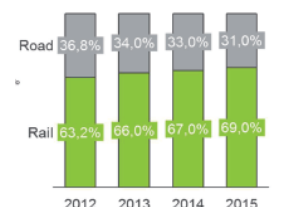
The small contraction observed in 2015 reflects the historic collapse of the price of oil and the resulting drop in the price of diesel, which translated to a considerable cost reduction to road hauliers, who are the direct competitors of Combined Transport.

While Germany continues to be the largest intermodal market in Europe, the main engines of growth over the last three years were the United Kingdom, Poland and Croatia.

Reserves for CT include most seaports, since rail's market share in hinterland transport is still relatively modest, and longer distance European road haulage in general, because its market share is nearly double when comparing to other OECD countries.



The Tansalpine relation, from North to South, is the most important CT axis of Europe. The already high and still growing market share of rail freight is the result of the successful Swiss transport policy.



CNMC Fines RENFE and Deutsche Bahn

6 March 2017

Spain's National Commission for Markets and Competition (CNMC) has fined several railway undertakings belonging to the RENFE and Deutsche Bahn groups to a total amount of €75.6 million for distorting the liberalization of the rail freight market in Spain (<http://www.elperiodico.com/es/noticias/economia/cnmc-multa-renfe-deutsche-bahn-con-756-millones-por-infracciones-transporte-mercancias-5878632>).

Renfe Operadora and Renfe Mercancias were found to have committed abusive commercial discrimination when performing railway traction services for companies belonging to the Association of Private Railway Companies (AEFP).



The various agreements in place between Renfe Group companies and subsidiaries of the Deutsche Bahn Group – respectively the first and second largest rail freight operators in Spain – were found to have a restrictive effect on competition. The Renfe Group was found to have carried out preferential treatment when performing traction services for DB Group customers in Spain.

Spain ranks highly in the world for its investments into the country's railway network. Most of the development, though, was focused on high speed passenger transport. Consequently, the market share of rail freight in Spain was about 7%, less than half of the EU average market share when measured in percentage of total inland freight transport.

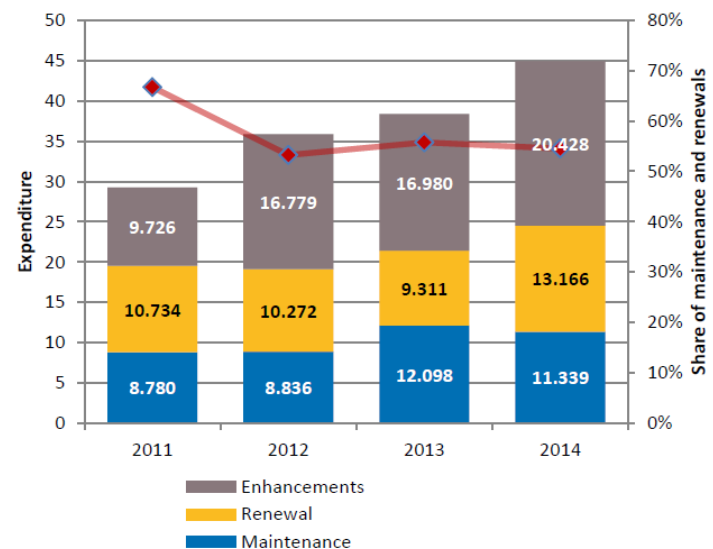
Investments into the Rail Network

17 January 2017

The 5th Report of the Rail Market Monitoring Scheme of the European Commission (DG MOVE) has been issued in January this year. The Report, reflecting data up to 2014, has uncovered a welcome increase to the amount Member States invest into their rail infrastructure: a 50% growth in funding over the course of 3 years, €45 billion in 2015 – compared to €29 billion in 2011. 16%, or about €7 billion, was spent on high speed lines, while the remaining €38 billion went to the conventional network.

The French rail infrastructure manager, SNCF Réseau signed an agreement with the State in May 2017 that will grant altogether €46 billion over a 10-year period for investments into the French railway network (<http://www.railwaypro.com/wp/sncf-state-signed-eur-46-billion-contracts-rail-modernisation/>).

Only these kinds of commitments can guaranty the resources needed to upgrade the EU railway network to the performance levels needed to deliver the modal-shift vision of the EU Transport White Paper.



Link: <http://eur-lex.europa.eu/legal-content/EN/ALL/?uri=COM:2016:780:FIN>

Commission Efforts to Enhance Rail Quality

27 March 2017

Under its Single European Railway Area (SERA) initiative, the European Commission created two dialogue platforms, PRIME for rail infrastructure managers and the RU Dialogue for railway undertakings, to address the issues of the desired development of the Continent's railway sector. In the case of rail freight, these platforms complement the structures defined in the European Rail Freight Corridor Regulation (913/2010).

A high-quality performance by rail freight requires the close collaboration of several stakeholders: infrastructure managers as issuers of train paths and traffic managers, shunting and traction service providers, who forward the trains, wagonkeepers to guaranty that reliable wagonsets form the trains. UIRR has been engaged in the work of the RU Dialogue since its inception.



The two platforms, PRIME and RU Dialogue, held a first-ever joint session in March to discuss the common problems inhibiting, among others, the improvement of the quality performance of rail freight. Border crossing procedures, tracking and tracing, language skills of traffic controllers and locomotive drivers, transparency and key performance indicators were the major topics for rail freight.

The issues of rail freight quality are thus being addressed on the European level in three structures in parallel: through the SERA Platforms, the regular structures of the Rail Freight Corridors (terminal (TAG) and railway (RAG) advisory groups) and the RFC Sector Statement implementation group, which oversees the implementation of the improvements agreed by ministries and the railway sector in May 2016.

Germany Bans Noisy Freight Wagons

May 2017

Germany's Quiet Rail Strategy has passed the final hurdle, when the Parliament adopted it into law (<https://www.railfreight.com/policy/2017/05/24/germanys-quiet-rail-strategy-passes-final-hurdle/>). Accordingly, rail freight wagon operators were granted four years to complete the retrofitting of their existing wagons with new 'whisper' brakes. Fines up to €50.000 may be levied on the operators of 'noisy wagons' in Germany from 2020.

Summary of the new law can be found here: http://www.bundesrat.de/SharedDocs/TO/957/erl/26.pdf?__blob=publicationFile&v=1.

EEA Transport Noise Assessment

April 2017

The European Environment Agency published its briefing 1/2017 titled Managing exposure to noise in Europe (https://www.eea.europa.eu/publications/managing-exposure-to-noise-in-europe/at_download/file). The Briefing is an update to EEA's first ever pan-European assessment on the state of noise pollution in the environment (https://www.eea.europa.eu/publications/noise-in-europe-2014/at_download/file).

It was found that noise pollution remains a major environmental health problem in Europe. Road traffic is the dominant source of environmental noise, with an estimated 100 million people, or 1 in 5 European citizens, affected by harmful levels.

The railway sector has acknowledged its liability towards the people disturbed by rail noise (see Figure 3.12), most of whom are – by population percentage – located in Austria, Switzerland and Sweden (see Figure 3.13 below).



The Rolling Stock Noise TSI of the EU Agency for Railways (<http://www.era.europa.eu/Document-Register/Pages/Recommendation-TSI-RST-NOISE.aspx>) specifies since 2010 that new wagons must be built with low-noise breaking systems for several years now. Germany assists wagon keepers with financial support to aid the retrofitting work since 2012 (http://europa.eu/rapid/press-release_IP-12-1415_en.htm).

The Pro-Rail Alliance (Allianz Pro Schiene) welcomed the measure as it will create legal certainty for the sector players.



Estimated number of people exposed to L_{den} above 55 dB (in millions)

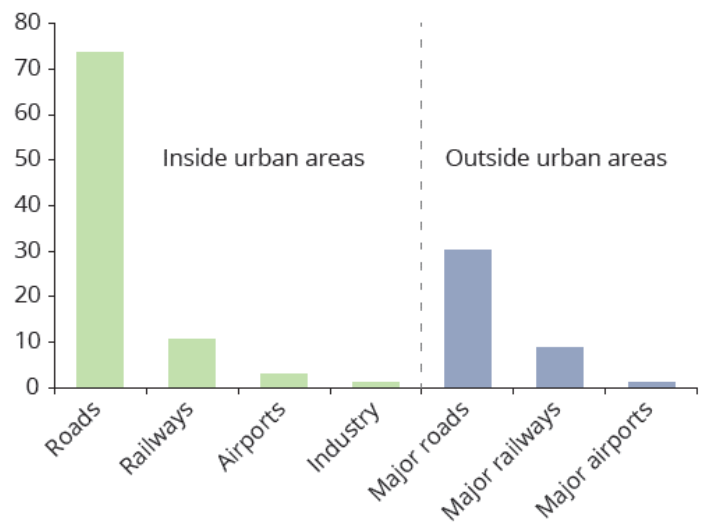


Figure 3.13 Percentage of population exposed to railway noise, L_{den} in 270 urban areas, EEA member countries (2012)

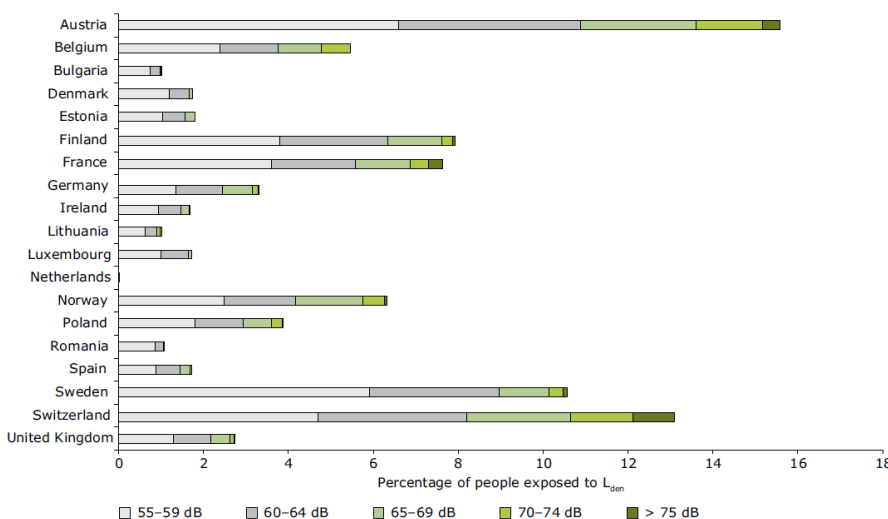
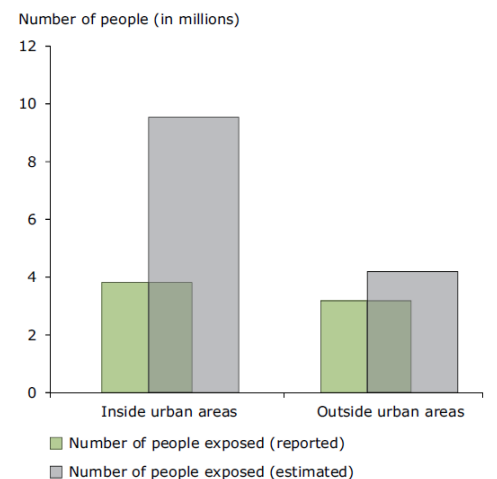


Figure 3.12 Number of people exposed to railway noise inside and outside urban areas, > 55 dB L_{den} , EEA member countries (2012)



Recent Appointments and Personnel News

FIATA

1 June 2017



Hans Günther Kersten, formerly UIC freight director, has been selected as Deputy Director General of FIATA, the International Federation of Freight Forwarders Associations (FIATA), and started his mission on 1 June 2017. Kersten will succeed Fiata's director general and CEO Marco Leonardo Sorgetti when he retires in September. A true international personality, Kersten studied business administration, economics and law at the University of Cologne (Germany). Besides German he speaks fluent English and French and has a good understanding of Spanish and Dutch.

For the last 18 years Hans Günther worked for Deutsche Bahn in various senior management positions.

Members' News

CEMAT

April 2017

Cemat launches new bilingual website

Click: <http://www.cemat.it/cmt-en>

HUPAC

June 2017

Hupac reports record performance on occasion of the company's 50th Anniversary

Click: <http://www.hupac.com/EN/Record-volumes-on-the-50th-anniversary-successful-modal-shift-do380doo>

KOMBIVERKEHR

March 2017

Kombiverkehr issues warning to shippers using craneable semi-trailers

Click: https://www.kombiverkehr.de/en/service/customers/news/Spare_wheel_holder_on_semitrailers

LINEAS INTERMODAL

April 2017

Interferyboats (IFB) has been rebranded LINEAS Intermodal

Click: <https://lineasintermodal.net/en/news/blogistics-becomes-lineas>

NOVATRANS

June 2017

GCA acquires French intermodal operator Greenmodal

Click: <http://www.transportinfo.fr/le-groupe-charles-andre-conclue-le-rachat-de-greenmodal/>

RCT - BILK

March 2017

Rail Cargo Terminal BILK announced its 2017 service charges

Click: http://railcargobilk.hu/images/dijszabas/THC_2017_2.pdf

ROCOMBI


March 2017

New website launched

Click: <https://www.rocombi.ro/>

Key Dates & Events

6-8 June, Barcelona	SIL Exhibition
13 June, Lille	EUAR Workshop - Intermodal
19 June, Brussels	RFE event: Will autonomous vehicle derail trains?
21 June, Brussels	Chemical Multimodal Logistics Conference
11 July, Brussels	Deutsche Bahn Competition Event 2017
14-15 September, Duisburg	UIC-FIATA Marketplace Seminar
17-19 September, Long Beach	IANA Intermodal Expo
3-4 October, Bucharest	Railway Pro Conference
12-13 October, Lisbon	IBS 2017 Conference
17-18 October, Hannover	VDV Intermodal Conference
19-20 October, Brussels	ECG Annual Conference
8-10 November, Tallinn	EU Commission's Digital Transport Days
30 November, Brussels	FEPOR Annual Conference



**INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT**

UIRR s.c.r.l.

Address: 31 rue Montoyer
B-1000 Brussels, Belgium

Tel: +32 2 548 78 90
Fax: +32 2 512 63 93
E-mail: news@uirr.com
Internet: www.uirr.com
Editor: Ákos Érsek, UIRR