



Sad news amid promises of progress

The President has sad news to convey at the start of this issue of the Combined Transport In Brief newsletter: UIRR mourns its General Director and Executive Chairman, Rudy Colle, who led the association over 21 years until his retirement in 2012. Mr Colle battled incurable illness for many months before passing away on 14 July. For a longer memorial see the Personnel News section on page 8.

UIRR member Combined Transport Operators realised a small contraction in the second quarter of 2017 when compared to the same quarter a year ago, as reflected in the Quarterly CT Performance Gauge. The UIRR CT Sentiment Index remains at "slightly positive", which indicates modest optimism for the coming twelve months.

The Munich Transport Logistic Fair brought together the logistics and intermodal sector for four days in May. UIRR was present together with IBS on a joint stand. The exchanges at the fair focused on three important topics: the announcements of Waberer's and H.Essers to begin using intermodal transport through the acquisition of a large number of craneable semi-trailers, the highly anticipated initiative of the European Commission to re-write the regulatory framework of road transport and the soon to emerge German master-plan for rail freight. The unabated development of ever newer China-EU intermodal train services was also a hot topic alongside the super-heavy tank containers of BASF, which may be loaded up to 72 tonnes and thus can only be positioned using special (autonomous) road vehicles on the internal road networks of chemical plants.

Other highlights of the period included the OECD Transport Ministers' Declaration, delivered at the ITF Summit in Dresden. Transport Ministers admitted to limited achievements during the decade since the economic crisis and pledged action to ultimately deliver as its outcome modal shift results. The launch of the Intermodal Task Force of the European Union Agency of Railways has been a long awaited development, which should aid the forming of railway standards more in line with the needs of intermodal operators.

Finally, the European Commission's West Balkan initiative needs to be mentioned, which aims to bring together the six countries of the region not yet members of the EU: Albania, Bosnia, Kosovo, Macedonia, Montenegro and Serbia. The aim is to foster economic and transportation partnership to – ultimately – prepare these countries for accession to the European Union. The West Balkan Corridor, or Rail Freight Corridor 10, will connect these countries from Bulgaria running to Austria. A similar initiative in the northeast also gained impetus, when the Rail Baltica Project received recently sizeable CEF Transport funding. Rail Baltica will be an extension of the North Sea Baltic Corridor (RFC 8) to Tallinn, and possibly one-day even to Finland, using standard 1435mm gauge.

Ralf-Charley Schultze – President

UIRR Partner: ERMEWA



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2022**
Track to SUCCESS

“Let's (re)invent the railway together!”



**Digital Transport Days
Conference**

Tallinn, 8-10 November 2017

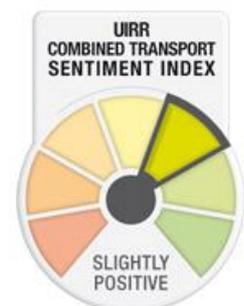
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UIRR Quarterly CT Performance Gauge



Business outlook for the 12 months between 1 July 2017 - 30 June 2018



UIRR General Assembly and Consultation on Directive 92/106

18 May 2017

<http://www.uirr.com/en/component/downloads/downloads/1222.html>

UIRR held its annual Ordinary General Assembly on 18 May. Members have assessed the functioning of the association and the most pressing issues of European Combined Transport:

- relative regulatory discrepancies that exist among the various modes of land transport, distorting market signals and thereby the decisions made by market players;
- the quality performance of rail, which is attributable to (i) a lack of quality paths for freight trains – the excessive prioritisation of passenger traffic over freight in both capacity allocation and traffic management, as well as (ii) a lack of freight priorities when deciding infrastructure investments, and (iii) insufficient competition of traction services; and
- additional efforts needed to reduce the complexity that comes with intermodal transport, including both the tasks facing transport regulators as well as the issues to be solved by the sector itself.

It has been observed that the Commission's initiative *Europe on the Move* (see article below) in conjunction with the Transport Ministers' pledge of action as expressed in the OECD Ministerial Declaration (see article on p.3) offers the best promise for many years of correcting the prevailing regulatory imbalances.

The implementation of the Fourth Railway Package and the realisation of the actions expressed in the Rotterdam Sector Statement and Ministerial Declaration of 2016 should result in the needed improvement of the rail quality-related problems.

Finally, the issues of intermodal transport should be addressed in the upcoming revision of the Directive 92/106.

Europe on the MOVE initiative

31 May 2017

https://ec.europa.eu/transport/modes/road/road-initiatives_en

The EU Commission has unveiled its "Europe on the Move" initiative, which consists of:

- A political Communication outlining a long-term plan to deliver clean, socially fair and competitive mobility to all Europeans.
- A first set of 8 legislative initiatives with a special focus on road transport. These proposals aim notably at improving the functioning of the road haulage market, enhancing the employment and social conditions of workers and promoting smart road charging in Europe.
- A number of non-legislative accompanying documents, presenting a wide range of EU policy support measures designed to accelerate the shift to a sustainable, digital and integrated mobility system (investment financing for infrastructure, research and innovation, collaborative platforms, etc.).

The initiative is the most complex proposal ever adopted by the European Commission, proposing the thorough and interrelated amendment of 11 laws.

Following the General Assembly, CEOs and Chairmen of UIRR Member Companies met DG MOVE Deputy Head of Unit, Mr Gzim Ocakoglu, in charge of the amendment of the Directive 92/106.



The essence of UIRR's position is that the amended Directive should become the framework legislation for intermodal freight transport, resting on the concept of *National Intermodal Development Plans* that contain an *assessment of (regulatory) disparities* of the various transport modes to provide a quantified basis for *temporary compensatory measures* needed to bring the regulatory conditions into balance.

The Development Plans should also contain explicit and quantified targets for intermodal transport within the respective Member States to achieve. The regular biannual revision of the Plans should offer the unique chance for the various modal regulators of the ministries of transport to come together to think collectively about the issues of intermodal transport, as well as to capture the progress achieved. The transparency created through the *assessment of disparities* and the *temporary compensatory measures* should function as a motivation to eliminate the undue regulatory differences.



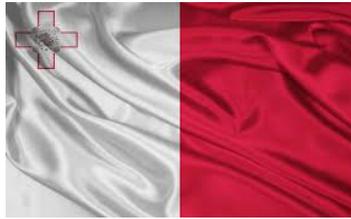
The most important components of the initiative from the perspective of Combined Transport are (i) the restructuring of cabotage in combination with the revised working rules and enforcement proposals, and (ii) the method of changing the road tolling including the components of internalisation.

The exemption of the road legs of a Combined Transport operation from under the rules of cabotage (essentially its recognition of being a single coherent cross-border transport operation) are vital to ensure the greatest possible competition for positioning road haulage. Unfortunately, some road hauliers made cabotage a systematic component of their business model and began using this legal tool in a different manner contrary to its inception. Therefore, a comprehensive revision of the concept of cabotage has to be expected.

Fair road tolling and the internalisation of road transport's externalities are viewed as the most ideal means of correcting the price signals based on which market players make their choices. Combined transport operators, as price takers, are keen to see the development of this price component to take place in the most holistic manner possible.

European Council Presidency Change

1 July 2017



The focus of the transport agenda of the Maltese was maritime and road: new type-approval rules for road vehicles and road safety were the two prominent topics.

The Directive on qualification and periodic training of drivers of road vehicles featured among the road safety topics. A ministerial conference was held on road accidents and fatalities, which unfortunately increased again as of late.

Considering the lack of transport dossiers and the limited ambitions of the EU's smallest Member State, the results achieved in the field of road transport must be praised.



Estonia's EU Council Presidency brings to the stage a new Presidency Trio, where Bulgaria and Austria will follow Estonia in 2018.

The choice of dossiers and topics to work on will be far richer than for their predecessors. Of the *Europe on the Move* initiative the Estonian Presidency will open discussions on access to the international haulage market and to the profession, as well as the proposals related to the social rights of workers and safety. Discussions on the Eurovignette (road tolling) reform will also commence. Finally, digitalisation of transport also ranks highly on the agenda of strongly IT-focused Estonia.

Starting from the second half of 2017 the European Union legislative bodies will enter into an intense period of transport legislation following a relative lack of dossiers during the preceding two-and-a-half years. Besides the *Europe on the Move* initiative, the 'Dieselgate' scandal and the cartel allegations affecting both European commercial vehicle makers and automobile manufacturers ensure that the road sector will remain in the forefront of attention.

The topics digitalisation, passenger rights and intermodal freight transport (Directive 92/106) will deliver the substance of the Multimodal Year, that was announced by Transport Commissioner Violeta Bulc for 2018. Bringing about policy changes needed to make transport more sustainable will also remain in the focus of European transport policymakers' considerations.

The various proposals and initiatives tabled by DG MOVE will most likely outlast the mandate of the current European Parliament and of the Juncker Commission.

Transport Ministers' Declaration

1 June 2017

Transport Ministers of OECD held their annual meeting in Leipzig under the banner of the International Transport Forum. The Declaration adopted at the end of two days of discussion (<https://www.itf-oecd.org/sites/default/files/docs/2017-ministerial-declaration-governance-transport.pdf>) recognised the clear link between the COP21 Paris Climate Agreement and the UN Sustainable Development Goals – both agreed in 2016 – and transport.

OECD Transport Ministers acknowledged that the sluggish performance of the transport sector in reducing its carbon footprint is, to a considerable extent, attributable to the lacklustre developments in the regulatory framework of the transport sector.

It has been declared that action will be taken to develop global standards, rules and good regulatory practices with a view to increased sustainability.



Several EU transport ministers were around the table in Leipzig, agreeing to the 2017 OECD Declaration. They will have material bearing on European transport policy-making in the years to come.

Modal shift in action

June 2017



Large road hauliers improve their access to intermodal transport by the acquisition of hundreds of multimodal (craneable) semi-trailers.



The popularity of craneable semi-trailers is growing dynamically as the choice of intermodal loading unit for shippers using Combined Transport. In 2016 nearly 1 in 5 CT shipments was a craneable semi-trailer.

Several advocate a mandatory craneability requirement for European semi-trailers to guarantee easy access to intermodal forwarding.

LINEAS Intermodal of Belgium, previously known as Interferryboats, has launched a unique "beer train" connecting Jupille and Ninove – over a barely 150km distance – to connect AB Inbev and Delhaize, effectively removing 5.000 trucks a year from the roads around the busy Brussels metropolitan area.



China-EU: intermodal services develop

June 2017



The first intermodal train arrived from China to the Mahart Terminal of Budapest, Hungary.



The first intermodal train arrived from China to Zeebrugge delivering Volvo's luxury cars built to the European market.



Road Tolling: evidence of benefits

May 2017

Interest is high in improved ways of tolling for the use of roads, while internalising external costs and – potentially – in replacing ownership-type vehicle taxes as well. This was the topic of the prestigious 2017 Wolfson Economics Prize (<https://policyexchange.org.uk/wolfson-winner/>).

Providing transport users with reliable market-conform indications is desired to make the best choice for the mode of transport for the particular shipment or journey, in a fully informed manner. Accordingly every related cost should appear directly linked to the operation of the transport itself.



The sustainable transport NGO, T&E, published extensive papers ahead of the upcoming revision of the Eurovignette Directive to highlight the importance of clever tolling: <https://www.transportenvironment.org/publications/benefits-road-tolls>.

Two studies on the same topic are under completion by the European Commission, with the first expected in the Autumn of 2017, while the second more substantial one in mid-2018 to support the adoption of the Eurovignette Directive amendment as part of the *Europe on the Move* initiative.

Germany adopts Rail Freight Masterplan

23 June 2017

After the first rail freight strategy adopted by a European Union Member State, the United Kingdom, in September 2016 (<https://www.gov.uk/government/publications/rail-freight-transport>), Germany produced a Rail Freight Masterplan as well.



Transport Minister Alexander Dobrindt (on the left) presented the Masterplan on 23 June: <https://www.bmvi.de/SharedDocs/DE/Pressemitteilungen/2017/085-dobrindt-masterplan-schienueterverkehr.html>.



Developed in collaboration with representatives of consignors, shippers and operator stakeholders of rail freight, the German government hopes to have identified the right mix of measures needed to boost the competitiveness and attractiveness of rail freight in Germany. Through a combination of accelerated freight-minded infrastructure investments and the halving of track access charges for freight trains, the Masterplan aims to reverse the stagnation of the modal share of rail freight experienced since the end of the economic crisis. European Combined Transport stakeholders hope that the commitment expressed in the Masterplan will be echoed in the German positions taken with regard to land transport initiatives on the European stage as well.

West Balkan rail infrastructure developments

July 2017

Three recent developments affected the rail infrastructure for freight in the West Balkan region of Europe:

- I. Slovenia has completed its planning for the construction of a new, double track electrified line connecting the Port of Koper with the Divaca rail junction and ultimately Ljubljana. The 28km long new line, built to fulfill all TEN-T technical requirements, will require the construction of 8 tunnels with a total length of 20km, hence the cost is estimated at €1.4 billion. Considering the substantial burden on the budget, a civil association that claims the existence of a cheaper alternate routing, has initiated a referendum on the planned project. The referendum will take place on 24 September. Depending on the outcome, work can begin on the government proposed line, or it is back to the drawing board.

Modernisation works on the present single track line should sufficiently expand capacity until the foreseen double track construction is completed in 2022.



- II. Croatia has officially joined the Mediterranean rail freight corridor (RFC6) on 23 May. The joining of Croatian rail infrastructure manager, HZ, increases the number of countries collaborating along the 7,000 km long corridor to seven



- III. Transport Commissioner Bulc has helped to bring about a transport agreement between the six EU member-candidate countries of Albania, Bosnia, Kosovo, Macedonia, Montenegro and Serbia, that will improve the railway operations along the future West Balkan rail freight corridor (RFC10).



The 2017 EU - West Balkan Summit in July has put in place several agreements that will speed up the accession of these countries to the European Union.

Rail Baltica funding ensured

April and June 2017



A new Cost-Benefit analysis on the Rail Baltica project has been presented on 24 April at the Rail Baltica Global Forum in Riga. The analysis concludes that the project has the potential to bring important socio-economic benefits, such as reduced travel times, a lower carbon footprint and increased exports to the whole region. The Transport Ministers of Estonia, Latvia, Lithuania and Vice-Minister of Poland, confirmed their commitment to the realisation of the project.



The total investment of €5.8bn is foreseen within the Work Plan of the North Sea-Baltic Corridor (RFC8). Rail Baltica is a project aiming to connect the Baltic States to the European railway network by a modern and fast UIC standard gauge rail connection. It is the most important project of the North Sea-Baltic Core Network Corridor of the Trans-European Network (TEN-T). With the current progress made in planning, management and financing, the project is expected to be operational within ten years from now.

The CEF Transport funding decisions announced on 23 June contained the third allotment of European Union funding to continue the construction works. Rail Baltica will also double as part of the recently approved Amber rail freight corridor (RFC11) that is to connect the Baltic Sea coast with the Adriatic.

ELETA: new EU Project for ETA on rail

6 July 2017

The recently announced results of the latest EU CEF Transport Programme call for proposals included the ELETA project as accepted.

The objective of ELETA is to enable and demonstrate the generation and electronic exchange of information on the Estimated Time of Arrival (ETA) of intermodal freight trains between all stakeholders of the intermodal transport chain.

The ELETA solution will be demonstrated on 12 existing intermodal shuttle trains operated by the Swiss Hupac, the German Kombiverkehr, the Belgian Lines Intermodal, the Italian CEMAT and the Austrian Rail Cargo Operator – all members of UIRR.



The consistent availability of reliable information on the ETA of intermodal freight trains is important in particular because it allows more accurate resource planning by the transshipment terminals and the road hauliers performing the entire transport chain. The result should be cost savings and simultaneously an improved quality of service, which collectively should enhance the attractiveness and competitiveness of rail freight.

The ELETA Project also enjoys the support of the Dutch Ministry of Transport under its initiative to promote the use of rail freight – with a special focus on the European Rail Freight Corridors. ELETA is coordinated by KNV and UIRR, and the project will be executed in close cooperation with railway undertakings and rail infrastructure managers in Austria, Belgium, France, Germany, Italy, Netherlands, Spain and Switzerland.

EUAR launches Intermodal Task Force

13 June 2017

In its strategic vision paper, the European Union Agency for Railways presented its vision how to evolve to a European Land Transport Authority in a digitalised intermodal environment.

<http://www.era.europa.eu/Document-Register/Documents/Strategic%20Vision%20for%20the%20European%20Union%20Agency%20for%20Railways.pdf>

Related to this, EUAR, DG MOVE, UIRR and UIC participated in the kick-off meeting of the first multimodal activity of the Agency, the Task Force on Intermodal Transport. The main objective of this Task Force is to identify the current shortcomings of intermodal transport with a particular attention to the rail-road combination and to define the right instruments (regulatory, standardisation, guidelines) to fill in these gaps in short-, medium- and long-term. UIRR compiled a first list of key issues related to Combined Transport (codification system of railway lines, wagons and intermodal loading units, use of registers for operational purposes, TAF/TSI implementation and the data exchange with the customers and the standardisation needs/conflicts).



Key speakers reported on the main problems encountered today with the codification system:

- Codification of railway lines used by CT trains is not mandatory, moreover, the method of codification is not harmonised throughout the EU Member States and its results are not integrated in the RINF (quality check);
- Wagon codification with the corrective figures is not part of the wagon authorisation process; and
- Codification of intermodal loading units should be described in a legal text and the conditions for codifying entities also need to be defined.

EUAR and DG MOVE have committed to analyse and propose solutions for the integration of these topics into European Union legislation.

High Level Group to aid EU R&D

20 June 2017

DG Research established a High Level Group to advise the research and development activities of the European Union. Since the EU extensively finances transport-related research and development, the Group should have an impact on the aims of rail-related projects.



The 15-member High Level Group elected Dr Hermann Hauser (see picture to the left) as its Chairman. Dr Hauser, similarly to the other members of the group, is a known innovator and entrepreneur, selected from among 469 applications received to become part of the distinguished panel.

<https://ec.europa.eu/research/eic/in dex.cfm?pg=hlg>



UIRR has been a partner to EU funded R&D projects as well as it has functioned as a contributor to the various governance bodies of rail- and transport-related research – such as ERRAC, Shift2Rail, ALICE, etc. – ever since the founding of the association. Subsequently, UIRR follows closely all developments affecting the valuable mission the European Commission has been entrusted with by its Member States.

It should be noted that the rail freight sector, instrumental to intermodal transport, has not been fast enough to embrace technological change. Therefore, cleverly defined research topics are needed to help boost the efficiency of rail freight, not only to make freight trains quieter, but also to enhance their productivity and reduce the manual labour needed as a prerequisite to their operations.

Call for single digital EU transport document

27 June 2017

Members of the "I AM Connectivity Platform" (Industry Alliance for Multimodal) made up of transport chain stakeholders gathered in Amsterdam to, among others, adapt a joint position paper on digitalisation, which sets out a number of key principles that are essential to enable industries in the logistics chain to gain efficiency and reliability, while remaining competitive: <http://www.uirr.com/en/component/downloads/downloads/1230.html>.

It is important for upcoming initiatives from the Commission, particularly those consisting in financial support to new solutions, not to distort the necessary competition in the area of innovation that exists and should continue to prevail between individual commercial undertakings (be it big corporations or SMEs) belonging to different sectors of the logistics chain. Collaboration in the supply chain seeks to deliver more efficient logistics based on data sharing, thus improving existing logistics processes. This requires an appropriate framework regarding data sharing and logistics practices to achieve the maximum benefits for the economy.

HubHarmony Project reaches milestone

7 June 2017

<http://www.hubharmony.eu/>

HubHarmony, a European project financially supported under the ERA-NET research programme, aims to develop a better understanding of sustainable transport systems, through development of a harmonization benchmark for inland terminals. It will help to improve hub processes and gain synergies from the hub network. The partners of this project are BOKU, Hafen Wien, ILIM, Lineas Intermodal and UIRR as subcontractor.

On 7 June, the HubHarmony partners organised a WorldCafe in Antwerp to discuss with local experts (20 in total) the progress of the project.

ILU-Code news: xml controlling and register

June 2017

The solution supporting the automatized controlling of the validity of an ILU-Code owner-key has been released to the users via the ILU-Code website (<https://www.ilu-code.eu/en/ilu-code-control-web-services>). Thanks to an agreement with BIC, UIRR is able to propose a unique solution for the operators to control ILU-Code owner-keys and BIC-Code prefixes.

Stakeholders and operators of intermodal transport have requested that beyond verifying the owners of loading units, the specific intermodal loading units must be also identifiable through their unique ILU-Codes. For this purpose, UIRR began the development of an ILU Register, where each unit of every owner is envisioned to be collected, including the codification data of the unit.

I AM

Industry Alliance for Multimodal

Members of the I AM Alliance also agreed upon the main priority topics for the Alliance in 2018:

- ✓ Single digital EU transport document: thanks to digitalisation there is no need to limit the physical size of a transport document (typically to A/4), therefore a single document with a common section of information and modal sections containing the information required by specific modes of transport can be defined as a digital format, where the shipper decides which sections to fill in, depending on the particular transport chain to be used for the forwarding of the cargo.
- ✓ Connectivity and intermodality: with an aim to reduce the complexity inherent to the collaboration of modes and the promotion of intermodal collaboration in freight transport.
- ✓ Attracting and retaining talents, training and re-training staff: highlighting that logistics offers high productivity jobs, which also need to be regularly adapted to technology driven changes.



Participants exchanged views on a variety of topics: (i) the identification of requirements per user group (what are the users expecting from the terminals), (ii) the selection of criteria to determine the profile of a terminal, (iii) the selection, clustering and prioritisation of value added services and (iv) the impact of new services on the local community (economic prosperity, innovative energy, people, environment).

The main problems raised concerned the strong need for reliable, standardized and real-time information that could enable better management of logistics processes and resource utilization.

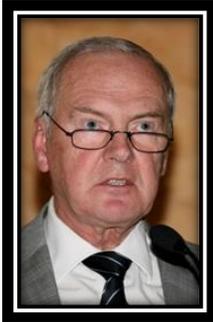


CEN working group TC119 dealing with intermodal transport will begin the systematic review and revision of the standard EN13044 in September. This standard describes the ILU-Code and deals with aspects of codification. The working group includes UIRR as well as Member States representatives.



Personnel News

UIRR
RUDY COLLE
22 February 1940
-14 July 2017



Rudy Colle, former Director General and Executive Chairman of UIRR, has passed away after a prolonged battle with incurable illness. He worked at UIRR over a period of 21 years beginning in 1991. This mission followed a 25-year career in aviation with the Belgian flag-carrier Sabena. Rudy Colle remained active even after retiring from full time work in 2012 and became the Brussels Representative of the Bureau International des Containers (BIC).

The dedication of Rudy Colle to Combined Transport has been appreciated throughout the institutions of the European Union, by international governmental organisations and among all association peers in Brussels. He was especially passionate about promoting a fair regulatory framework for all modes of land transport that would yield the much-desired modal shift from road to less polluting, more energy efficient and more sustainable modes of transport, which operate with fewer externalities, such as railways. Rudy Colle will forever be remembered as a gentleman for his professionalism, his enthusiasm and his humour.



Members' News

CFL
July 2017

Ceremonial opening of new Bettembourg-Dudelange Terminal

Click: <http://www.cfl.lu/espaces/fret/en/group/news-et-media/news-archiv/communiqu%C3%A9-de-presse-inauguration-officielle-du-nouveau-terminal-intermodal>

Key Dates & Events

28-29 August, Stockholm	2 nd UIRR Nordic Seminar
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
7 December, Vienna	EU Commission 2017 Rail Freight Day Conference
30 January 2018, Brussels	Intermodal Transport America and Europe: Exhibition and Conference



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COMBINED TRANSPORT**

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