



Combined Transport in Brief

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Q1.2010 8 February 2010

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The Last Quarter in Brief

While the economic crisis caused a downturn of previously unseen proportions in Combined Transport, and rail freight in general, during the first half of 2009, volumes of Combined Transport have picked up in the latter half of the year.



Rudy Colle, Chairman

This is reflected in the cautiously optimistic 12-month outlook as expressed by top decisionmakers of UIRR operating companies in the UIRR CT Sentiment Index.

Brussels was overtaken by a wait-and-see mood, as it awaited the results of the second Irish referendum on the Lisbon Treaty, and news of the signing by the Czech President. The structure of the new commission to be formed could only be decided thereafter, and the much awaited personal nominations made.

The political program unveiled by Mr. José Manuel Barroso, who was nominated as the president of the commission for a second time, elevated the need to fight climate change to one of its four top priorities, and even named transport as the sector where substantial action needs to be taken.

The person of Ms. Connie Hedegaard, the Danish Minister of Environment, who gained recognition during the UN Climate Conference in Copenhagen, provides hope that the newly created Climate Change Commissioner will be able to achieve progress on this agenda, while collaborating with second term commissioner, Mr. Siim Kallas, who gave up the administration and audit portfolio to head up transport.

In the meanwhile UIRR has not given up its quest for finding other means to accelerate the recovery of Combined Transport from the crisis-related downturn. Whether through influencing EU policy-related project work, such as FREIGHTVISION, BE LOGIC, or DIOMIS, or talking to industry peers, like at the conference of rail infrastructure managers, UIRR continued its efforts to improve the business conditions for Combined Transport in Europe.

Save the date:

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

UIRR CT Sentiment Index



Business outlook for the
12 months beginning
1 January 2010
as perceived by UIRR CEOs

*slightly
positive*



Hupac Intermodal

novatrans



ÖKOMBI
The ROLA Experts

HUPAC

ROLA

HUNGAROKOMBI

NAVILANG



kombi verkehr

GPO kombi

POLZUG

Combi-beria

BOHEMIA KOMBI

ADRIA KOMBI

ICA

CEMAT



The Commission's Crisis Relief Actions

December 2009

UIRR, followed by other European railway and combined transport organizations, has been engaged in intense communication with the European Commission on the ways it could extend crisis relief measures to the sector. UIRR informed EU decisionmakers about the grim figures reflecting a 30% decline in unaccompanied, while a 20% reduction in accompanied combined transport during the first six months of 2009 compared to a year earlier. The business models and investment plans of combined transport operators represented by UIRR were thereby deeply and adversely affected.

Also, as a consequence of the unforeseen drop in traffic, one of the two presently running Marco Polo projects handled by UIRR, Ro-Mo-Net had to be suspended, while the other project, SEEIS, is presently considering an application for suspension.

Mr. Enrico Grillo Pasquarelli, Director of DG TREN, expressed his understanding of the problem, he could not offer any form of direct financial assistance considering the lack of funds at the disposal of the Commission. The pledge of Commissioner Tajani that the pay-out of TEN-T support funds will be expedited, bringing up to 2010 the pay-outs of several tens of millions of euros budgeted for later years, however offers little consolation to combined transport operators in the short run.



Enrico Grillo Pasquarelli, Director, DG TREN

The Commission offered to formulate a letter in which EC Vice-President and Transport Commissioner Tajani reminds member states that in accordance with EU law track access charges should be determined on a marginal cost basis, and that the system of mark-ups should not be used to make up for loss of revenue at infrastructure managers due to reduced train traffic as a consequence of the crisis. This letter was sent from Commissioner Tajani's office to the transport ministers of all member states on 16 December 2009.

Further to this topic, the Transportation Committee of the European Parliament has considered to propose a resolution to Parliament during its meeting on 25 January 2010, which calls on Member States to direct all infrastructure-related European funding made available to them over to developing "green corridors" (primarily rail).

Rising CT quality through improved rail infrastructure performance

December 2009

UIRR highlighted the importance of increasing the productivity of rail-infrastructure services – as also an important means of recovery from the crisis – before an audience of European rail infrastructure managers during the RNE Business Conference on 12 December 2009 in Vienna.

As UIRR did on earlier occasions, both representatives of railway undertakings and logistics customers pointed out the difficulties posed by the economic crisis and asked infrastructure managers

for their assistance through infrastructure access fee reductions, or at least through extending more flexibility to operators, who were forced to reduce their traffic volumes.

Martin Burkhardt, Director General, speaking for UIRR highlighted another side of the coin: the best way out of the crisis is through increasing productivity. Other modes of transport are also trying to achieve improvements in economies of scale through bigger ships, *(continued on next page)*



bigger airplanes, while road optimizes weight and volume, but which (in case of gigaliners) faces limits due to safety problems, and an environmentally counterproductive shift back from rail to road.



from left to right: Johannes Ludewig (CER), Michael Robson (EIM) and Martin Burkhardt (UIRR)

It must be the common task of all actors in the rail freight sector to seek longer and heavier trains, higher axle loads, better operational organization, and optimised utilization of existing rail capacity.

Developments in TAF TSI implementation

January 2009

DG TREN has initiated the creation of a new Task-Force, whose objective is to examine the current developments and future needs for telematic applications in the railway sector.

The European Commission has forced the rail-freight sector (through regulation 62/2006 TAF-TSI) to implement a standardized data interchange to primarily connect railway undertakings and infrastructure managers in order to promote a more efficient cooperation, and to benefit customers, who should gain access to more reliable information about the whereabouts of their consignments, and the estimated time of arrival. The strategic deployment of TAF TSI is presently under way, headed by a TAF-TSI steering committee and a deployment team installed at UIC in Paris.

DG TREN presently plans to either mandate the European Railway Agency, or issue a contract for a study to collect experience related to implementation. An important question is the design of the future Rolling Stock Reference Database (RSRD), which presupposes the availability of a number of information on wagons to be made available for all concerned actors in the rail-freight sector.

US railway companies already provide a good example with the kind of productivity on longer distances which allows road little chance to compete. Even if conditions are different in Europe the general strategy must be the same.

Former DB President, Mr. Heinz Dürr, pointed out in his key-note speech that infrastructure managers play a key role in allowing the needed productivity-improvements of rail operators.

UIRR will continue to encourage rail infrastructure managers to improve their operational efficiency and service levels, while and at the same time ask transport ministries to set-up adequate incentives for encouraging these desired advances.

For example a railway undertaking which will carry on a train and which is responsible for the safety must know if the keeper and the entity in charge of maintenance (ECM) of the wagons are signors of the GCU (General Contract of Use) or not, and must have data on the status of maintenance of the wagon.

A minimum set of data for centralized collection has been defined up to now, but additional requirements are coming up with ongoing legislation, for example with the possible introduction of noise differentiated access charges for wagons, information of the break system (= noise level) would be needed. Or following the accident in Viareggio, additional information on maintenance, built-in spare parts may also be required. Furthermore it shall be investigated if decentralized databases would be sufficient, or if setting up of a centralized European Rail Vehicle Information Database (ERVID) would become unavoidable. A number of additional questions must also be considered in relation to technical, financial, competition, confidentiality and governance aspects.

The new task force, established with UIRR's participation, plans to meet six times in 2010.



The New European Commission

December 2009

Receiving news of the last ratifications of the Lisbon Treaty, European heads of state have finally been able to select the President of the EU Council, Mr. Herman Van Rompuy, at their summit meeting on 10-11 December, which was rapidly followed by the member states naming their candidates for commissioner.

Two positions relevant for the transport sector in the Second Barroso Commission: the Commissioner for Transport (also Vice President), and the newly created Commissioner for Climate Change.

Following the custom of shifting those commissioners to another portfolio who get re-nominated by their home countries, Mr. Barroso decided to put Mr. Tajani in charge of industry, whereas to name second-term Estonian commissioner, Mr Siim Kallas, to the transport portfolio (one which customarily carries a Commission Vice President status with it). Mr Kallas was responsible for administration and audit in the outgoing Commission.



Transport Commissioner and Vice President
designate: Siim Kallas (Estonia)

In line with the policy speech made by Mr Barroso during his candidacy for the Commission President, the member states agreed to separate the coordination of climate change policy from the environment portfolio, and create a new position: that of commissioner for climate change.

Nomination for this position went to the Danish Minister of the Environment, Ms. Connie Hedegaard, who gained fame by being the engine of

organising the UN Climate Summit held in Copenhagen in December 2009.



Climate Change Commissioner
designate: Connie Hedegaard (Denmark)

During their confirmation hearings in the European Parliament, both Mr. Kallas and Ms. Hedegaard spoke of the need to place more than ever the transport sector on a sustainable development path. Replying to suggestions that Europe should take a greater role in financing the development of TEN-T corridors, Commissioner designate Kallas pointed out that the resources made available for financing transport related projects in the EU's budget may limit the result the next Commission will be able to achieve on transport.

Ms. Hedegaard, on the other hand, spoke strongly of the need to curb the greenhouse gas emissions of the transport sector, the growth of which all but erased the efforts made by other sectors to limit their own emissions. She pledged to work as a horizontal coordinator between all relevant commissioners to achieve greater progress on combating climate change.

The work of these two commissioners will be complicated by the fact that the Directorate General for Transport and Energy (DG TREN) will be split into two; one becoming the Directorate General for Transport (DG TRAN). The Directorate General for Climate Change (DG CLIMATE) on the other hand, will have to be newly set up.



Combined Transport Promoted in Copenhagen

December 2009

In December 2009 UIC organised the Copenhagen Climate Express, a series of promotional trains descending on the Danish capital for the opening of

the UN climate conference, delivering political decisionmakers, and promoting at the same time rail transport, as the most sustainable mode.



For the occasion UIRR published a brochure titled "CO₂ Reduction through Combined Transport" (Click: <http://www.uirr.com/?action=page&page=47&title=N%2FP%2FA+CATEGORIES&categorie=5&year=2010&item=297&setLanguage=3&setLanguage=2&setLanguage=1>).

UIRR, being one of the organisations, which sponsored the train, was represented by Rudy Colle, Chairman, who travelled on board the train offering his expert insights on the role Combined Transport should play in the sustainable freight transport network of Europe.

Opportunities for CT Created Through Electronic Road Tolling

January 2010

With the launch of its electronic road toll collection system on 1 January 2010, Slovakia became only the 6th European country state to adopt such a user-based electronic road infrastructure access charging scheme. Switzerland, Austria, Germany, the Czech Republic and Portugal all have such systems in place today, while there is manual toll collection on highways in Italy, France, Croatia, Serbia, Spain, Norway and Ireland.

of road transportation, the business environment for Combined Transport is bound to improve in East-Central Europe as well. The situation in Hungary is especially relevant since its flat geography and central positioning make it an ideal transit country in both east-west and southeast-northwest relations.

Implementation of the Slovak system will divert some east-west truck traffic to Hungary (south) and Poland (north). However, with these two countries also planning to implement similar systems, eventually leading to an increase in the overall costs

UIRR maintains the position that the pricing imbalance between road and rail transport can only be corrected if such usage based (electronic) tolling systems are introduced throughout Europe. Moreover, the existence of such electronic toll collection is a pre-requisite to the internalisation of external costs, which is aimed at by the current amendment of the Eurovignette directive.

Introduction of the UIRR Combined Transport Sentiment Index

January 2010

UIRR introduced the Combined Transport Sentiment Index, which is a reflection of business outlook in Combined Transport as perceived by the top decisionmakers of UIRR member companies. This index should provide good indication to political decisionmakers, customers, industry players, consultants, and other opinion leaders about the outlook for this environmentally friendly mode of

freight transport.

A positive outlook should also provide good news for those concerned about the exponential growth of (primarily road-)transport related greenhouse gas emissions, since Combined Transport offers the easiest way to incorporate low-emission modes, such as rail and inland shipping, into logistics chains.



Members' News

Hupac (01.26.2010)	<i>Hupac opens new terminal in Antwerp port area:</i> The investment in this new transshipment terminal – capable of handling 12 trains daily – was completed despite the economic crisis. Click: http://www.hupac.com/en/index.php?p=presse_2010/26_1_2010/26_1_2010&ml=&mt=6
Novatrans (31.12.2009)	<i>Novatrans moves to news offices as of 1 February 2010:</i> New address : CAP WEST 15-17, Allée de l'Europe Bât. A. 2 ^{ème} étage, F-92110 CLICHY NOTE: telephone numbers have changed, but e-mail addresses remain the same Click: http://www.novatrans.fr/francais/html/contacts.htm
Kombiverkehr (18.12.2009)	<i>Kombiverkehr increases capacity on its European network:</i> With demand gradually picking up, Kombiverkehr AG is to increase the capacity of its European network, eliminate bottlenecks and slash total running times on many routes to and from southeast Europe. Click: http://www.kombiverkehr.de/neptun/neptun.php/oktopus/page/2/207?sid=6ivq1d99q03l2drqm09lnflna6&version=&show_article=3673
Ökombi/Hungarokombi (18.12.2009)	<i>Ökombi/Hungarokombi extends validity of double rebate system:</i> The DRS 2 action will be prolonged until 31.12.2009. The new system DRS-2 allows the most rebates ever on their Szeged-Wels ROLA trains. Click: http://www.oekombi.at/index.php?lan=2
Interferryboat (10.12.2009)	<i>DB and SNCB to collaborate on operating rail freight corridors in Belgium, the Netherlands and Germany:</i> new train operating joint venture COBRA was created by the two companies to run cross-border trains. Click: http://www.interferryboats.be/pdf/Pressrelease_Cobra_101209_E.pdf
Cemat (01.12.2009)	<i>Cemat introduces paperless invoicing option:</i> from January 2010 customers of Cemat may choose to receive their invoices in pdf-form via e-mail. Click: http://www.cemat.it/site/ENGLISH/Sending-data-invoices/
Polzug (16.10.2009)	<i>Polzug's Managing Director receives logistics prize:</i> Walter Schulze-Freyberg, Managing Director of Polzug Intermodal GmbH, has been awarded its Logistics Prize by BF Bahnen (the Federation of Managers of German Rail Companies). Click: http://www.polzug.de/index.php?id=121&L=1

Project-Work Update

Ro-Mo-Net	This Marco Polo project, whose aim is to increase traffic on the Balkan-Austria relation, was restarted in June 2009, after crisis-related decline in customer interest caused the project partners to initiate a six month suspension in 2008/9.
BE LOGIC	An online Delphi survey was launched to assess customers' and operators' acceptance of existing transport logistics quality standards (Click: www.surveymonkey.com/s/belogic1), while direct interviews are being conducted to test the the prototype benchmarking tool.
SEEIS	The project partners are experiencing a steady rise on the Germany-Turkey relation through two increased frequency services: the Bosphorus-Europe Express (BEEEX) and the Adria Express (linking Ljubljana to Munich).
FREIGHTVISION	The project, aiming to define the path to sustainable development for long-distance inland freight services in Europe by 2050, will be concluded with a closing conference in late February. (Click: http://www.freightvision.eu/index.php?id=5)



Recent Appointments

Mr. Ákos Érsek
PR & Research
Officer
UIRR
(01.01.2010)



Mr. Érsek is responsible for public relations activities of UIRR (website, news- and press-releases, newsletter, annual report, and other publications), and will also contribute to research and project work.

Mr Érsek is an economist with an MBA, and also has a degree in law. He worked in both the rail, road and aviation sectors prior to joining UIRR. His last assignment – also in Brussels – was with CER.

Mr Paul Wouters
General Manager
IFB
(01.09.2009)



Mr. Wouters has an extensive experience in the logistic sector and has occupied several management positions within companies like Danzas/DHL, ABX, Group 4 Securicor, Agility Logistics.

His predecessor, Mr. Wilfried Moons, General Manager of Intermodal at IFB has left the company to join BCargo on 1 October 2009.

Click: <http://www.interferryboats.be/pdf/PB%20Management%20IFB%20092009.pdf>

Key Dates & Events

23 February, Brussels	UIRR luncheon at the European Parliament	UIRR
Early March	Marco Polo call for proposals (likely deadline: May)	
11 March, Antwerp	INTERUNIT Operations Committee meeting	Address: 31 rue Montoyer B-1000 Brussels Tel: +32 2 548 7890 Fax: +32 2 512 6393 E-mail: headoffice.brussels@uirr.com Internet: www.uirr.com Editor: Ákos Érsek, UIRR
25 March, Vienna	DIOMIS Conference	
13-14 April, Milan	INTERUNIT Technical Committee meeting	
28-29 April, Budapest	UIRR General Assembly and Board of Directors meeting	
15 September, Brussels	UIRR Board of Directors meeting	
21 October, Brussels	UIRR 40-year Anniversary conference	
15 December, Brussels	UIRR Board of Directors meeting	