

INTERNATIONAL UNION OF COMBINED
ROAD-RAIL TRANSPORT COMPANIES



UIRR Report

2000



IMPRESSUM

Publisher: UIRR s.c., Bruxelles
c/o Diane Chevreux

Pictures: UIRR s.c., Cemat, Hungarokombi, Hupac,
Kombiverkehr, Novatrans, Ökombi, Polkombi

Design: Tostaky s.a., Bruxelles

Printed in Belgium on chlorine-free paper.

FOREWORD



WERNER KÜLPER

Chairman of UIRR

At its Annual General Assembly held in Brussels in the autumn of 2000, the UIRR celebrated its 30th year of existence. This meeting was not without logistical difficulties, because the Brussels city centre and several motorways were blocked by heavy goods vehicles, the drivers of which were demonstrating against the rise in diesel prices. This situation once again brought home the message that the transport sector is in a state of crisis. We have been aware since the oil crisis in the seventies that petroleum is becoming a scarce commodity and that alternative forms of energy and transport need to be promoted. If we do not set about this in a cautious and forward-looking manner, then at some point we will be forced by critical developments to take action.

In the UIRR Report 1999, I wrote that the quality of rail services had reached an all-time low. The year 2000 taught us that it can get even worse. Of the 20,000 international combined transport block trains monitored by the UIRR, only half were on time. The main reasons for the delays were again: lack of locomotives and drivers. Given that the situation has deteriorated despite the announcements made by the railways that it intends to make additional resources available, we can only regret that they are either unwilling or unable to invest enough. Politicians and the frequently changing railway management boards feel

increasingly compelled to demonstrate quick successes, for the most part in passenger transport. However, all too often the price to pay is neglect of long-term investment, in particular in freight transport.

We urgently need competition on the railways. Private investors will only set this in motion when non-discriminatory access to the infrastructure is guaranteed, along with infrastructure pricing that is competitive with that of the roads. If the possibility of choice is available, then the railways will no longer be able to exploit their monopoly by demanding the same prices from the operators for services that are totally different from each other: regardless of whether a train is on time or 24 hours late. Nor have they been liable until now for the financial losses suffered by the operators and logistics companies as a result of this. The higher level of quality of the combined transport block trains at national level gives us cause for hope. This shows that things always run more smoothly if the full rail production comes from a single railway company. It is high time that this also happened at international level.

The decisions of the European Council of Ministers on the Railway Package unfortunately mean that a single European

railways market with free cabotage will not come into being until ten years later than on the roads. However, each difference in the level of liberalisation between the forms of transport slows the development of combined transport. The European states must not only act faster in policy terms, they must also invest. The existence of more and more construction sites, which is due to lack of investment in the general railway network over the years, is having a detrimental effect on traffic.

UIRR will continue to make concrete proposals demanding action by the competent transport authorities. In parallel to this, its member companies will make use of every possible opportunity to achieve their own corporate purpose: getting traffic off the roads and onto the railways. Thanks to a series of innovations, this was again successful in 2000.

Werner Külper

THE CHALLENGE FOR UIRR s.c.

For the UIRR, the most important event of 2000 was its 30th anniversary celebration held on September 13 in Brussels. Numerous guests of honour were invited to an academic session followed by a formal dinner in the elegant setting of the Royal Museum for the Fine Arts.

Some of the ideas put forward on this occasion by the senior representatives of transport policy and of railway and road transport companies are worthy of being repeated here, for they highlight the basic principles of the 30 years of activity of the UIRR.

Mr Colla, cabinet chief of Mrs Isabelle Durant, minister for mobility and transport, who was prevented from attending by the striking Belgian road haulage companies, expressed the view that a policy advocating sustainable mobility is based on three key points: "looking ahead", "improving" and "securing". At various levels, including environment, economic efficiency and safety, the current transport situation is not sustainable in the long term. Well, combined transport represents a solution for sustainable mobility. It must therefore be given the means to grow in importance, by investing in the railway infrastructure and promoting fairer allocation of external costs.

Mrs de Palacio, European Commissioner for Transport and Energy, was of the view that the number one challenge for the UIRR companies is to raise the quality of CT to at least that of road transport, despite the difficulties in the railway sector. An intelligent reorientation of their strategies should bring about the necessary adaptation to the current changes in this area.

Equalisation by means of the modal split, i.e. improved utilisation of all transport resources -



RUDY COLLE

Director General of the UIRR, Brussels

the core of the common transport policy - should help them in this respect. Increased interoperability and safety of the networks, as well as social, environmental and fiscal regulations which are better adapted to the requirements of the Single European Market, are prerequisites to the realisation of the final objective, the creation of a more economic and ecological transport system.

Mr Aurbach, secretary general of CEMT, and Mr Capel Ferrer, director of the transport department of UN/ECE, carried out an analysis of the future of CT from the point of view of the broader geographical framework of their respective organisations. This technique should be preferred with a view to a coherent and efficient trans-European transport policy as it complements road transport in an intelligent manner. It will prove to be competitive as

soon as the liberalisation of the railways and fair competitive conditions become reality for all transport modes and the quality of the services of all participants in the transport chain is re-established.

Mr Hangartner, managing director of the major logistics company of the same name and one of the most enthusiastic supporters of CT, emphasised the difficulties of the system which lie especially with the rail component, in particular the lack of reliability of prices, the time distortions and the wastage in certain projects. However, he admitted that even if he had known of these weaknesses in advance, this would not have made any difference to his entrepreneurial strategy of contributing towards a more sustainable transport system.

Mr Hassenkam, who expressed his views as vice-president of the CER, stressed the necessity of an organisational adaptation of the railway companies to ensure that they are able to react in an adequate manner to the volume of goods transported, which will greatly increase by the year 2010. Combined Transport, which is an important cornerstone of their strategy, will only be developed together with their customers.

Finally, Mr Külper, Chairman of the board of UIRR, highlighted the values that have accompanied the development of the association: the co-operation with customers and between the companies, the partnership with the railway companies, and the support of transport policy. He assured his audience of the continuation of the course embarked upon 30 years earlier, constantly to expand and improve the CT range of services in favour of a more effective transport system. The UIRR office is also devoting all its efforts to the pursuit of this plan of action.



THE 7 CHALLENGES FROM THE POINT OF VIEW OF NOVATRANS

To write about the challenges of combined transport (CT) is a challenge in itself. I will accept this challenge, and set some thoughts based on many years of experience in this field. But instead of a structured report, I will merely expound thoughts on the problems which freight transport technology will have to face if it is to guarantee its development in the 21st century.

First... and second challenge

An initial truth, which we cannot ignore, because everyone talks about it, is that CT links the advantages of the road (flexibility) with those of the railways (large volumes). A French humorist, Pierre DAC, once said: "Everything is in everything and the other way round." This means that CT also combines the shortcomings of road and rail. That is the first challenge to be overcome in order to develop this technology; this is not always easy in the course of everyday operations. The second challenge follows on logically from the first: the CT operators should not add their own weaknesses to the equation.

Third challenge

CT is politically correct. I have never heard or read of any political party in any member state being against it. It is therefore also imperative to carry out the necessary investment in the infrastructure (railway lines and terminals). The current competitive equilibrium between railway and road makes public loans necessary. But which political party is in favour of more taxes? This is probably the reason why more is said about these investments than is done about them.

Fourth challenge

When it comes to financing packages and decisions, modern policy is based on consultation between different political



JACQUES DUMERC

Director General of Novatrans, Paris

levels: local, national, European. *It is delicate, or even very difficult, to operate CT without terminals.* This technology also makes it possible to take the pressure off the road infrastructure and to protect the environment, but not where these terminals actually have to be built. In this connection, a consensus is not easy to find; as one transport minister once put it: "Everyone wants a railway station in his own district, but the tracks must run through his neighbour's."

Fifth challenge

This process of joint decision-making and financing necessarily influences the progress of the project, all the more so when it involves equipment that is seen as being structural. The development of transport is linked to the health of the economy



because it is dependent on the activities of companies and households. Is it not a challenge for CT to need a rhythm of public decisions which is in step with the rapidly changing transport volume?

Sixth challenge

A problem of the compatibility of economic cycles affects everyone involved with CT, be it road haulage companies, operators or railway companies, where these are also obliged to achieve a neutral financial result each year. In fact, their tangible and intangible investments have a long production and redemption cycle, while their activities are linked to the state of the economy.

Seventh challenge

One of the common objectives of the CT operators is to maintain a level of quality of railway services that is about equal to that of road transport. But how can one develop freight transport if priority on the overloaded networks is systematically given to passenger trains and traffic is regularly interrupted?

This list is not complete and one could add other challenges, for example that despite everything the UIRR has been in existence for 30 years. In the beginning, its five founding companies achieved 17,100 consignments in international and 232,700 in national transport. In 2000, its 21 members achieved 2,962,220 international and 1,555,988 national consignments. Thanks to their joint goodwill, the participants in CT - public authorities, railway companies, operators and above all customers - have managed to develop this technology and they have confidence in its future.

The Great Challenge is to make this transport technology the preferred system of freight transport of the 21st century.

THE CHALLENGES OF THE LIBERALISATION IN EUROPE

The evolution - or rather the revolution - of the railway world theoretically began in 1991 with EC Directive 91/440. Nevertheless, not until recent years has it been possible to make progress both in legal terms and in practice with the help of new initiatives. Ten years is a long time when talking about innovation and globalisation, but for the railways this is a normal transitional period.

There are a variety of reasons for this inertia, including:

- the resistance of the established railway companies, which fear the loss of their monopoly;
- the difficulty of the new companies, which are the owners of the new infrastructure market in which the track must be sold, to adapt;
- the slower start-up of the new railway companies, which are forced to combat operating problems as well as new and high costs (the costs of the factors of production vary from one country to another);
- the differences in net tonnes to be transported in each country.

Another legitimate question is whether or not the prospect of a genuine traction market offering a wide range of services within a few years is purely utopian.

The current customers of the established railway companies do not expect services from new railway companies, only for the sake of change. If the railway companies,



EUGENIO MUZIO

Director General of Cemat, Milan

which provide them with traction on the railways, had adapted their products to suit demand - in terms of flexibility, quality and price of the services - then they would probably have had little reason to change. In reality, however, the freight transport companies, which have grown up out of the former public railway companies, have not changed in terms of size, complexity and high overheads, and this has resulted in a lack of flexibility, poor quality of service and ever higher prices.

The opening of the market would allow the European railway system - at least in the area of freight transport, the most profitable for the railways - to introduce fundamental innovations and to propose new technological and operational solutions which meet customer expectations and are not exclusively focused on the optimisation of the available resources of the railways.

One can therefore easily imagine that the established railway companies, which will maintain their advantage at the beginning, will be confronted with new companies in an increasingly competitive market. The railway companies capable of confronting this challenge will be those that are in a position to make optimal use of the resources available by cutting the costs per product unit and to provide services comparable to those of road transport.

After all, if the track is sold exclusively to national companies being the only ones to have railway company licences, this creates a problem in the market. These companies then acquire transport capacity, even if the market in question belongs to a third party, a customer of the railway company. As a matter of fact, by buying the train, the operator takes on the entrepreneurial risk alone. In a truly free market, it should be possible for the owner of the transport, who buys the pre-programmed trains for a period of time that has been agreed upon, also to buy the track. The recently amended and approved EC Directive 95/19 also makes it possible for participants other than railway companies to buy track provided the various member states are in agreement. It is desirable that this recognition - in respect of harmonisation of standards in international transport - be present as soon as possible in all EU countries.

The UIRR member companies consider the liberalisation and privatisation of railway traction with great interest. In this respect, the German subsidiary of Hupac SA and Kombiverkehr GmbH & Co KG have already been awarded their railway company licences; for its part, Cemat has submitted an application to the Italian Ministry of Transport.



THE CHALLENGE: CO-OPERATION AND THE INTERNET

Developments in information technology and telecommunications have changed the business environment for all companies. Personal computers stand on every desk. In a short space of time, the Internet has become the global communication medium of choice. The liberalisation of the telecommunications market has meant an explosion in transfer speeds and has led to drastic cost reductions.

In contrast to the railways, which provide the shippers with the entire transport chain for container transport in competition with road transport, most of the UIRR companies have opted for co-operation between logistics companies, CT operators and the railways, and in the past have thus for the most part achieved double-digit rates of growth on an international basis. The challenges faced by the logistical services industry have increased greatly over recent years. In some market sectors, they have accelerated the rise of the integrators, which have been able to set new standards of speed and reliability by means of organisation of transport from a single source.

It will therefore be a long time before the usefulness of co-operation disappears, but it is faced with new challenges. The advantage of the high level of specialisation and the intensive market focus of the UIRR companies can only be made full use of if they:

- face up to the freight forwarders and logistics companies as a united virtual company,
- organise transport quality and information flow just as well as in continuous road transport, with the companies' own drivers taking on important supervisory functions.

Responsibility and strict quality control regulated in great detail by means of contracts are the key to achieving success in the market with co-operation models. Most of the UIRR companies have recognised the challenge and use the Internet for communication between themselves and with their customers. First of all, information on the CT range was provided. Subsequent steps were booking and status information. Even where there was a customer link with the company's own software in place at an early stage, now all customers can be contacted



MARTIN BURKHARDT

Deputy Director General of the UIRR, Brussels

without any special hardware or software. Time-consuming updating of companies' own software thus becomes unnecessary.

The system, called CESAR, which has been operational since November 2000 and will from the summer of 2001 be of interest to all customers of Cemat, Hupac and Kombiverkehr, as almost all the terminals in Italy, Switzerland and Germany will by then be connected online, provides a uniform CT interface: www.cesar-online.com. Thus the operators have at their disposal a co-operation tool which allows them to merge into a virtual company. The development of new functionalities, the expansion of the status information and the preparation for the connection of additional operators will be carried out in the CESAR II research project under the leadership of the Brussels UIRR office.

The changed business environment does not only offer the CT operation new opportunities. The Brussels liaison office recognised the opportunities offered by the Internet at an early stage and since 1996 has made use of them for its public relations work. Being an association, the UIRR makes every effort to implement an open information policy. All important documents are publicly available on the Internet. Around a thousand enquiries per month confirm the importance of this new medium. In the spring of 2001, the Internet server at www.uirr.com was completely revised. A new design makes it easier for the user to navigate the site and the required information can be found quickly. The integration of network and server makes the information more exhaustive. A new feature is a password-protected area for the member companies in which they can exchange internal documents, minutes of meetings and information. Even within a decentralised structure, modern communications technology now makes viable a degree of co-operation that was formerly only possible within a single company.

The challenge for all UIRR companies is to make use of the new opportunities to conquer additional markets, to provide services of a higher quality and, finally, to achieve a faster rate of growth for combined transport.



OPPORTUNITY AND CHALLENGE FOR POLKOMBI - EASTWARD HO!

Polkombi has been active in the Polish market since 1993. The company has made a substantial contribution to creating awareness in favour of CT in both business and politics. It welcomes the efforts of Poland to join the EU, this relating however to the adaptation of the Polish transit system to the transport system used in the EU countries and to the EU legal system, for example adaptation of the road transport network in Poland to the required axle load of 115kN, in respect of which Poland has applied for transitional periods.

The over-burdening of the transit network has negative effects. For example growing destruction of the roads, increasingly serious accidents and an increase in noise pollution. External costs have not so far been taken into account to a sufficient extent; this gives rise to distortions of competition and to pricing discrepancies between the range of services offered by CT and that of road transport. CT is also acknowledged as being environmentally-friendly in Poland. Given that with CT the greater part of goods transport is by rail, emissions of exhaust gases and harmful substances are reduced. These aspects of the service must be taken into account to a greater extent in future.

The geographical situation of Poland, being the point of intersection of the east-west and north-south transit lines, offers a wealth of previously unexploited opportu-



GRZEGORZ KACZANOWSKI

Director General of Polkombi, Warsaw

nities. In the new millennium, Polkombi is placing the emphasis on activities and strategies which promote co-operation between Western and Eastern Europe and with countries in the Far East. For this reason, the company took measures to obtain membership of the "International Co-ordination Council for Trans-Siberian Transport" and its efforts were successful: in October last year the company was accepted as a member of the Council.

The Co-ordination Council, founded on November 23, 1993, and based in Moscow, currently numbers 63 members, made up of East European railway administrative bodies, shipping companies and individual transport companies. The main activities of the Co-ordination Council are co-ordination of the activities of hauliers, operators and freight forwarders including transit,

import and export of goods on the trans-Siberian line; work on improving the quality of transport and exchange over the main trans-Siberian line; co-ordination of the proposals on establishment of priorities for the development of transport and infrastructure in the course of extension of this line; participation of the Co-ordination Council in activities of other transport organisations. This railway line constitutes a key link between the transport systems of Europe and Asia.

Membership of this Council enables both Polkombi and UIRR companies to develop and promote CT services to Eastern Europe and Asia. Even in 2000, the consequences of membership and the making of contact with partners from the East were apparent in the form of container consignments to Kasakstan and Mongolia. Moreover, Polkombi has made a step both eastward and westward at the same time by initiating a project involving a block train connection for the transport of complete heavy goods vehicles from Brest in White Russia to Rzepin in Poland. This connection was organised jointly by the Polish railway companies PKP, TTK Polkombi SA and the White Russian railways.

The challenge for Polkombi in 2001 is development of co-operation with the eastern market. This involves a great deal of work and commitment in order to identify and adapt to the special features of the countries in the Far East. At the same time, it is an enormous opportunity to exploit the situation of Poland in Central Europe as a natural link between the highly developed EU countries and the countries of Eastern Europe and Asia.



COMPANY REPORTS

Adria Kombi, Ljubljana, ended 2000 with a positive net result. The efforts of the past few years to create new relations have now at last borne fruit. The volume of traffic created by the national shuttle train KOMAR is well above expectations. In particular on Southern European routes, unaccompanied transport increased markedly. Further development of the "Gateway-Ljubljana" concept is making good progress. It was not possible to satisfy fully the greatly increased demand for Rolling Road transport due to lack of capacity. In spite of this, growth of 16% was achieved.

Bohemiakombi, Prague. Traffic from and to Czech terminals increased by 6%. Traffic on the Lovosice-Dresden "Rolling Road", in operation since 1994, for the first time exceeded 100,000 heavy goods vehicles. The capacity utilisation of the 10-12 round trips daily rose to 80% and thus exceeded original expectations. The volume in unaccompanied transport was primarily due to the doubling of the logistics train between the Czech Republic and Poland for five months and to the starting up of new routes.

BTZ, Munich, is the first company in Europe to realise bimodal freight transport. For its range of services, which include transport from trailerport to trailerport and door to door as well as tailor-made, customer-focused solutions, BTZ was recently awarded the 1st Intermodal Award. It has over 460 trailers (of which 220 are refrigerated units). The trailer train operates on working days on the Verona-Cologne, Verona-Hamburg (Soltau) and Verona-Munich routes. BTZ is currently engaged in a project supported by the Federal Ministry for Education and Research designed to develop temperature-controlled logistics with a high level of quality.

Cemat, Milan. The company reported a slight fall in its national transport volume in 2000. However, this was compensated for by a substantial improvement in international transport, meaning that the net result was positive. Two new projects were started: "NODO ITALIA" (Bologna = hub), in co-operation with Trenitalia Cargo



and Interporto di Bologna, is the nodal point for the shuttle trains between the Brenner Pass and Modane in the direction of southern Italy and the islands. In future there should also be a link with the St. Gotthard Pass. "BLS" (Belgium Lötschberg Service) is the new intermodal transport service to be offered from February 2001 by Cemat, Novatrans and TRW.

Combiberia, Madrid. The quality of the service is still not satisfactory, above all due to insufficient resources on the SNCF routes and the high degree of utilisation of the RENFE infrastructure. Nevertheless, in 2000 Combiberia still succeeded, with a growth of 22%, in achieving its best result since its formation. This significant advance is mostly explained by the support of the customers and their confidence in the future of CT. It is essential that the railway networks sort out their internal crises so that combined transport is able to take on the high-ranking economic and social role to which it is entitled.

Crokombi, Zagreb. The company was founded in 1998 and after two weak years finished with a positive net result for the first time. International transport increased, in particular with Hungary. However, the largest share of the business was with Slovenia (between the Slovenian port of Koper and the Croatian terminals and between Rijeka, the largest Croatian port, and Slovenia). For 2001, the Croatian Ministry of Transport is planning the introduction of a Rolling Road between Zagreb and Wels.

CTL, London, had a very difficult year to get through. Nevertheless, the company succeeded in maintaining its position as the leading CT operator between Great Britain and the Continent. The British railway industry suffered a series of serious incidents, and these have raised a question mark over the safety of the infrastructure. This resulted in access to the network being severely restricted for the various operators. This and difficult weather conditions had a very negative effect on CTL's results. Consequently, the company was forced to postpone its development projects for new routes. In spite of this, CTL was able to maintain its position in the provision of ancillary services (road transport prior and subsequent to the rail trunk, warehousing). In 2000 in order to streamline its communications with its UIRR partners, CTL adopted the GOAL IT-system.

Hungarokombi, Budapest. The volume of unaccompanied traffic increased in single wagon transport. However, the number of combined transport consignments by block train (Hamburg-Bremerhaven) fell. The reasons for this fall include the ever higher freight prices introduced by the railways and the appearance of new operators. Nevertheless, the company succeeded in just beating its previous Rolling Road transport record of 1998. There are good opportunities for further development of CT in Central and Eastern Europe. Hungarokombi hopes to be able to build up traffic with certain of these countries as well as between them and Western Europe. The central point for this should be

COMPANY REPORTS

Budapest with a new intermodal terminal (BILK). Hungarokombi is collaborating on this as an investor in the international consortium.

Hupac, Chiasso, achieved an overall result up 14%, with unaccompanied combined transport continuing to be its strongest area of business. Development for 2001 is uncertain, as the effects of the introduction of the performance-related heavy goods vehicle levy and the 40-tonne road quotas on combined transport are difficult to estimate. In maritime transport, work was done on improving the connection between the Northern European ports and the Hupac shuttle network. Additional trains were introduced on certain routes. The Singen-Genoa service, with the possibility of onward transport to Tunisia, is an innovative service promoted in co-operation with Cemat. As a licensed railway company in Germany, Hupac succeeded in

connection. The average punctuality of transit traffic through Denmark was around 85% at the beginning of 2001. The new "Nordic Rail Shuttle" link - a night ferry link between Stockholm and Copenhagen - is also proving to be interesting. By contrast, traffic between Jutland and Sweden continued to be disappointing due to lack of train capacity. Despite severe quality problems, above all in the connection to Italy, the company succeeded in maintaining its share of the Danish market. Kombi Dan is optimistic and is continuing to pursue its objective of achieving punctual trains.

Kombiverkehr, Frankfurt. The negative performance of the previous year, which was due to two price increases by DB Cargo and performance quality out of line with market requirements, had already been turned into a positive result by mid-year thanks to "Kombi-Netz 2000+", in which

Kombiverkehr bears the financial capacity utilisation risk. Over the course of the year customers were gradually convinced of the high performance quality of the 26 block trains, which had an average punctuality of 90%. Expansion of the 2000+ combined transport network by several new links is planned to coincide with the timetable change in May/June 2001. International

unaccompanied transport showed growth of around 10%. The effective linking of the international block and shuttle trains with "Kombi-Netz 2000+" brings considerable production advantages and a high degree of flexibility. Kombiverkehr has expanded its range of services by adding the two strategically important terminal participations, these being KTL, Ludwigshafen, and Baltic Rail Gate, Lübeck, and has set up a consulting company, KombiConsult. A further tranche of 28 articulated container carrying wagons was ordered.

Novatrans, Paris, concluded the year on a very positive note. The results could have been even better if it had not been for the tragic climatic occurrences in northern Italy and the lack of traction of the French railway company, which only allowed use of one new national train. The massive increase in international traffic was reflected in a high level of train capacity utilisation, above all on the France-Italy route. In order to do justice to this growing demand, the company made the decision to increase its capacity through the purchase of 25 double wagons (plus an option on a further 25) and of additional loading and unloading equipment. Novatrans can face 2001 with a positive outlook thanks to the opening of new transport centres, such as in Mouguerre (Bayonne) and the starting up of additional links between certain cities, for example Lille and Avignon.

Ökombi, Vienna, achieved strong growth following its moderate growth in 1999. Rolling Road increased substantially (increase of 41,000 units), despite some serious wagon bottlenecks. As a continuing upward trend can be anticipated here, the decision to buy 200 new low-platform wagons turned out to be correct. These will be due for delivery in the course of 2001 and will make it possible to expand traffic on available routes as well as quickly implement new projects. Despite the increased competition, the company also succeeded in achieving double-digit growth in unaccompanied CT, with a particular contribution being made by national transport and block trains. Nevertheless, on certain bilateral routes setbacks had to be accepted. During the current year, therefore, the company will concentrate on important international routes and on service quality.

Polkombi, Warsaw. The greatest success of Polkombi is that it maintained the number of shipments at the level of the previous year even though there was reduced growth in traffic. Taking into account the increasing competition in the Polish transport market, this demonstrates great commitment by its employees. Polkombi see the future above all as being in co-operation with the CIS, that is to say with the East. The Warsaw-based Polkombi team wants



realising its first free access train. The capacity limits have been reached on the terminal in Busto Arsizio, so expansion is planned. Prompt action is needed in order to restore the quality of CT.

Kombi Dan, Copenhagen. In July 2000, the Öresund Bridge, which provides a direct link between Denmark and Sweden, was opened. This link meets the demand of the market for traffic throughput that is just as fast and fluid as it was previously through the DanLink ferry

COMPANY REPORTS



to make use of the opportunity offered by the geographical situation of Poland to play the role of connecting link between East and West. Therefore Polkombi made great efforts to obtain membership of the International Co-ordination Council for Trans-Siberian Transport based in Moscow, in which endeavour it was successful.

Rocombi, Bucharest, was formed in 1997 and became a full member of UIRR in 2000. The company can operate in almost all the loading and unloading facilities in Romania (30 in all), though the volumes shipped did not reach the anticipated level. The reason for this is the relatively limited number of Romanian customers. Besides this, the infrastructure of the Romanian loading and unloading facilities is not adapted to CT, which makes use of interchangeable swap bodies and semi-trailers. The greater part of the international CT volume was realised in co-operation with Cemmat, Hungarokombi and Bohemia-kombi. The company also developed a Rolling Road between Romania and Bulgaria, for which it made use of adapted articulated container carrying wagons (1.20m in height). After three months of unsatisfactory service, the train was suspended.

Swe-Kombi, Trelleborg. In 2000, the conditions for CT changed dramatically in Sweden and Norway, and to a certain extent also in Finland, as the opening of the Öresund Bridge brought greater flexibility and time savings. The frequency of certain ferries is being increased in order to make it

possible to reach other links via Travemünde or Rostock. As Trelleborg will play a central role, Swe-Kombi has transferred its headquarters there. Staff changes in the management and in operations will make greater market focus possible. In order to improve the CT range, Swe-Kombi held negotiations with the intention of also

allowing CT trains to run during the day.

Trailstar, Rotterdam. With its new leaner structure and thanks to the synergies with Hupac SA, Trailstar achieved further positive development in 2000. The Rotterdam-Poland route had to be closed due to lack of quality and insufficient demand. Extension of the RSC terminal and construction of the new "Betuwelinie" section will enable Trailstar to launch new products. In maritime transport, work is being carried out in co-operation with Hupac on a service on the Rotterdam-Basle route. The prospects for 2001 are uncertain due to the still inadequate quality of rail services and the effects of transport policy framework conditions. Despite the difficult market conditions, Trailstar anticipates growth in the volume of traffic for 2001.

TRW, Brussels. The quality of the railways was inadequate in 2000. Besides this, the storms that raged from October until December in France and northern Italy had a detrimental effect on business. Growth, which was previously around 11%, fell steeply and was only 3% at year-end. The difficult situation of the railways, for which no structural solution can be proposed by the railway companies affected, led TRW and its partners to vary the transport routes for their most important markets. Further market launches of shuttle trains and the opening of new terminals should enable the company to increase its productivity and to re-establish its competitiveness in the Benelux market.

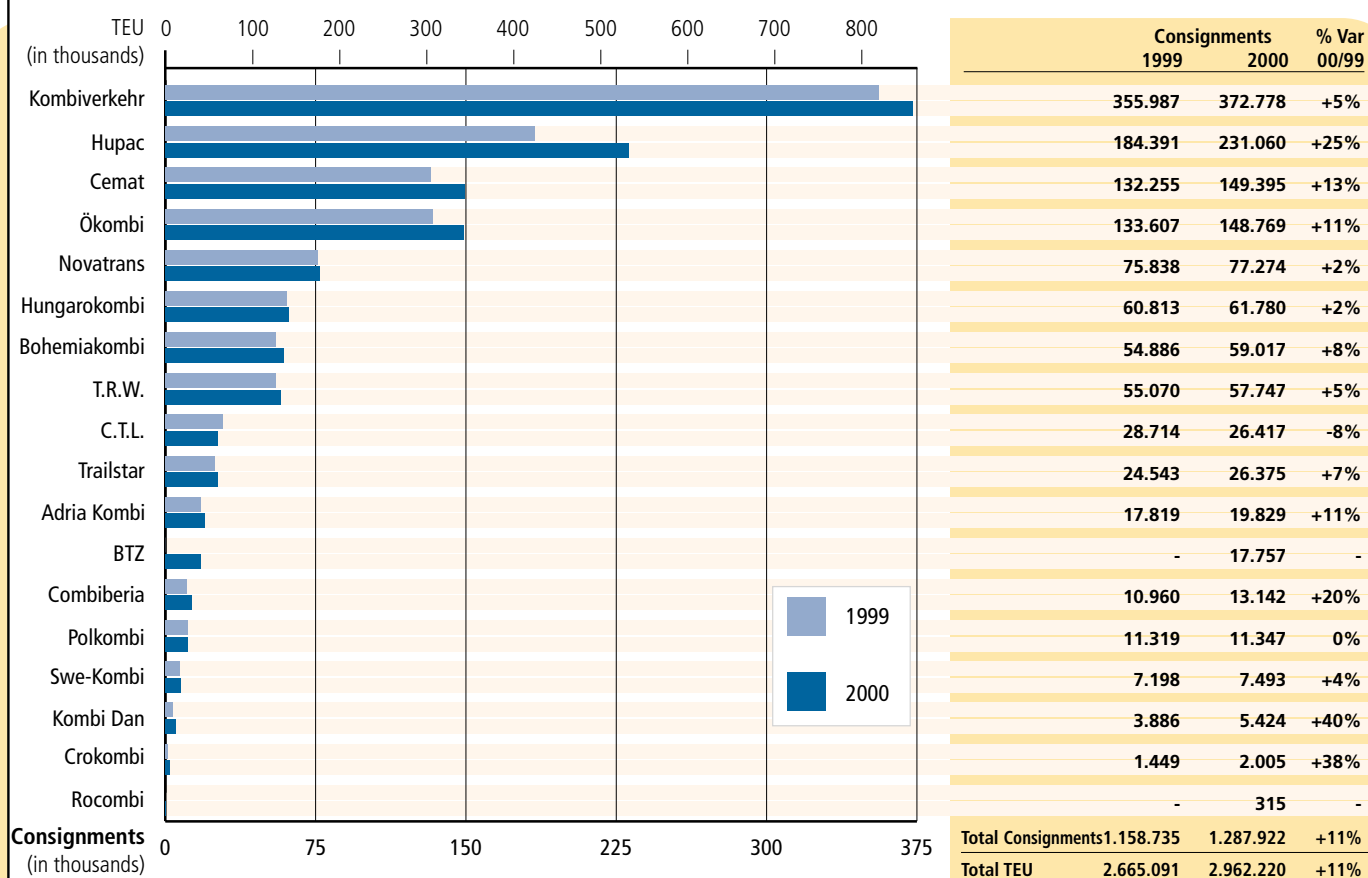
Associated Member

CNC (Compagnie Nouvelle de Conteneurs), Vincennes, experienced a year full of contrasts. In the first six months it experienced growth, then the level of activity declined, above all due to deterioration in rail transport conditions. In spite of this, the company achieved a result comparable with the previous year. At the same time it invested in the development of valuable partnerships, e.g. agreements with various ports and participating interests in certain terminal operators and road haulage companies. Finally, it continued modernisation of its information system and the renewal and extension of its ISO certificate throughout its terminals.



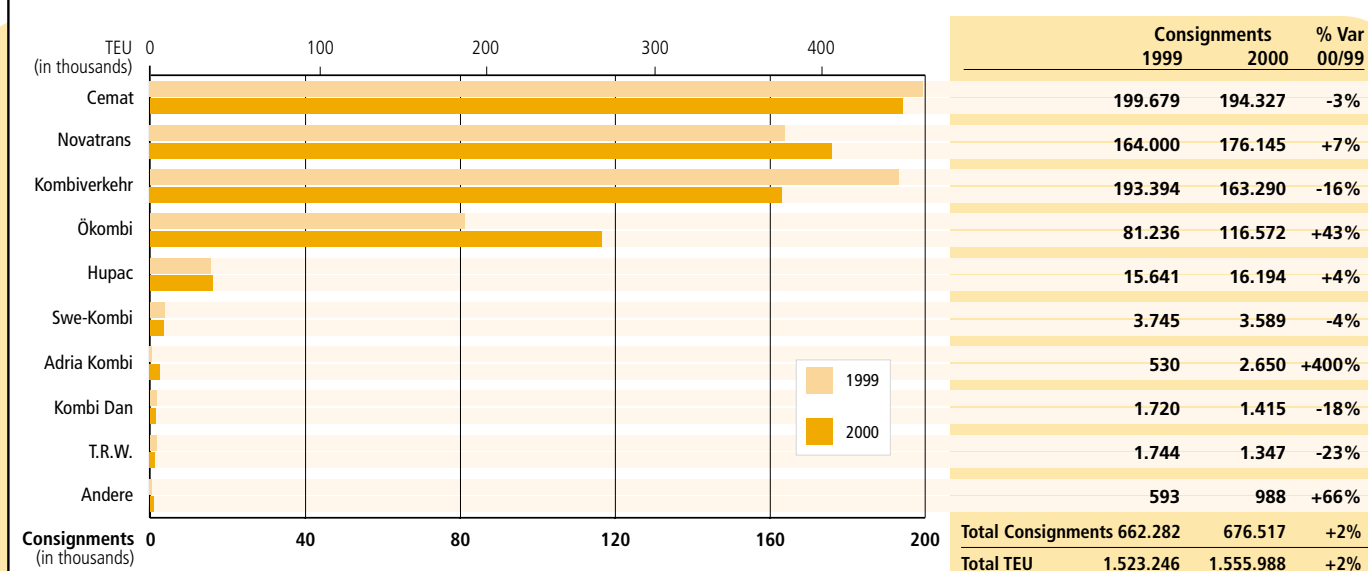
TRENDS

INTERNATIONAL TRAFFIC



An appreciable increase of 11% could be registered, i.e. 135 000 loading units more than in 1999, although the quality of the railway services remained unsatisfactory. Alpine traffic, more than 70% of the total traffic - has once more been the cornerstone of this growth, especially between Italy and Germany (+17%), Belgium (+27%) and France (+10%). The routes with Austria, a link between East and West, have also achieved an interesting gain of 8%, due to the Rolling Motorway routes passing through the Brenner, the Tauern and the Danube. The accompanied traffic developed also well: the link between Dresden (D) and Lovosice (CZ) has, for the first time, enabled more than 100 000 lorries to be shifted onto rail within one year. Traffic with Spain has increased strongly, especially from Germany (+14%) and Belgium (+45%).

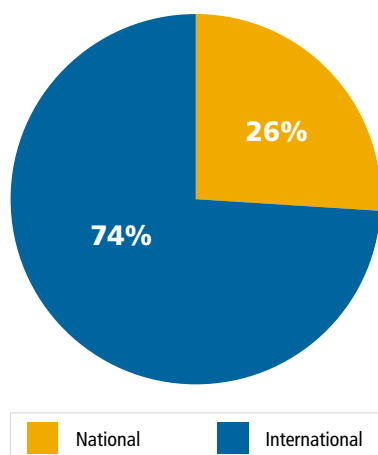
NATIONAL TRAFFIC



The national volume has grown by 2%, despite the strong decrease of the German traffic, due to two successive price increases by DB Cargo. Since the creation of the 'Kombi-Netz 2000+' network, the clients have clearly regained confidence in the CT. The Italian traffic has suffered from the tragic climatic occurrences in the north of the country. Following the road disaster in the Tauern tunnel, big efforts have been made to encourage CT in Austria, and in particular on the Rolling Road link Wels - Villach, which, for the first time, ran a whole year. The French national volume has reached an historical level: over 175 000 units have been transported in this way, in spite of the insufficient SNCF resources and the difficulties in finding high-standard tracks.

TRENDS

TRAFFIC PERFORMANCES



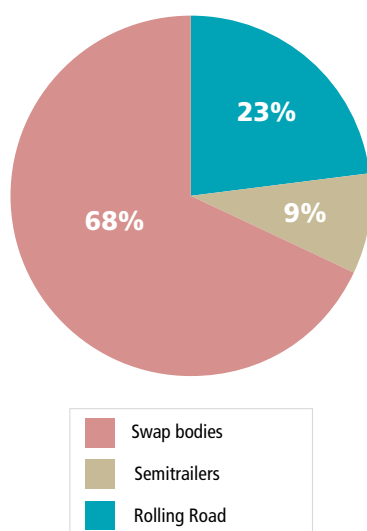
INTERNATIONAL (INT.) AND
NATIONAL (NAT.) TRAFFIC IN MIO. TKM

Year	Int.	Nat.	Total
1991	11.902	7.170	19.072
1992	13.206	7.043	20.249
1993	14.490	6.844	21.334
1994	17.077	7.606	24.683
1995	17.720	7.250	24.970
1996	19.584	7.583	27.167
1997	21.527	8.334	29.861
1998	21.926	8.308	30.234
1999	20.742	7.846	28.588
2000	22.804	8.132	30.936

The favourable economic situation of 2000 has enabled a significant increase in commercial exchanges between the different European countries. The total international traffic performances, expressed in transported tonne-kilometres, rose by 2 billion, i.e. a rise of 10%. Four countries share 95% of the national volume: Austria, Germany, France and Italy.

Average distances are about 700 km for international traffic and 600 km for national traffic. Internationally, the distance has a tendency to diminish over the years, since the Rolling Road share - generally covering short distances - has grown a little. The fall of the Iron Curtain boosted transportation to Central and South-East Europe. The accompanied technique represents a considerable part of this traffic. In 1990, the average distance of international traffic was still more than 800 km.

TECHNIQUES

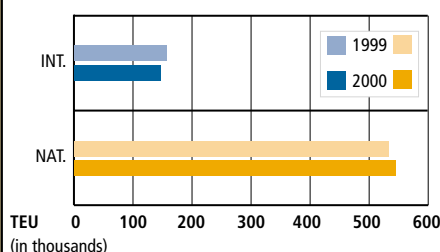


PROPORTION OF PIGGYBACK SYSTEMS
OF TOTAL TRAFFIC IN THOUSAND CONSIGNMENTS

Year	Swap bodies	Semi trailers	Rolling Road	Total
1991	765	235	226	1.226
1992	835	229	225	1.289
1993	884	202	211	1.297
1994	1.057	219	253	1.529
1995	1.079	224	312	1.615
1996	1.160	207	344	1.711
1997	1.333	185	346	1.864
1998	1.335	166	382	1.883
1999	1.260	155	406	1.821
2000	1.333	172	460	1.964

At 68%, unaccompanied transport with swap bodies and containers accounts for the largest share of freight units transported by UIRR's full members. As regards the accompanied technique, also called 'Rolling Road', it has attained 23% of the total units, thanks to strong increases on the German-Italian axis and the routes with Austria. The share of semi-trailers has been maintained at 9%, thanks to the contribution of BTZ, which is the sole European operator to use the bimodal technique for its traffic. In a bimodal system a bogie is slid under the semi-trailer - placed on the rails - and is fixed to the trailer in order to build a railway wagon. A crane is not necessary for the transfer from road to rail.

ASSOCIATED MEMBERS



NATIONAL (NAT.) AND
INTERNATIONAL (INT.) TRAFFIC IN TEU

Year	Int.	Nat.	Total
1999	156.794	532.334	689.128
2000	146.584	543.914	690.498
	-7%	2%	+0,2%

A slight increase was recorded in the total traffic achieved in 2000 by CNC in comparison with 1999. The positive result of national traffic balanced out the fall in international consignments. More than 61% of the turnover is realised by the CES service (Continental European Services), undertaking the door-to-door freight transports with their own fleet of swap bodies. The NES service (Naviland European Services), offering the road element of the transport of maritime containers and meant for maritime operators, represents about 36% of the turnover. The ancillary services account for 3%.

The book of UIRR's 30th anniversary

The 30th anniversary of UIRR has inspired a work tracing the history of the Association and the development of Rail-Road CT over this period. The book's author, Mr Hans Wenger, managing director of the company Kombiverkehr for 25 years, made a major contribution to the creation of the Union in 1970, and to its subsequent development. The work "UIRR at 30" (approx. 270 pages) has been published in German and French. It can be ordered from the members of the federation or from the UIRR Liaison Office in Brussels (contribution towards printing and postage costs: 12 EUR). It is a mine of information for all transport experts.

The Quality Project

The UIRR Office in Brussels and six member companies have undertaken a study on the quality of Combined Transport under the PACT (Pilot Actions for Combined Transport) programme. It is based on statistics harmonised at European level. The quality study related to the years 1999 and 2000, and this information will be used for future analyses. The assessment made is a severe one: the punctuality of observed international CT trains has deteriorated, going as low as 50%. This observation is largely due to the lack of rail resources (locomotives, train drivers, etc.). The analysis also highlights cases of "best practice". UIRR is encouraging the various players involved in the transport chain to come together to undertake a "Quality" offensive. The study and a press release are available on the Internet site, <http://www.uirr.com>

Two new members at UIRR

In 2000 the UIRR family grew with the advent of two new companies: the Romanian company Rocombi and the German company BTZ (Bayerische Trailer-Zuggesellschaft). The federation currently numbers 21 CT operators. BTZ's speciality lies in bimodal transport between Germany and Italy. The component elements of this technique are bimodal trailers which can be transformed into either semi trailers or complete freight wagons, and also bogies which facilitate the shift from road to rail.



Attribution of the railway company licence by two UIRR companies

Hupac's German subsidiary and Kombiverkehr GmbH & Co KG have obtained railway licences. Cemat has also filed an application, and other companies are preparing to do so. Their goal is not to take over railway activities themselves, but instead to have the possibility, if necessary, of having their own traction and further, in a practical sense, the process of rail liberalisation.

The creation of KombiConsult

In December 2000, Kombiverkehr created its own consultancy company, KombiConsult GmbH, to strengthen its positioning in the Combined Transport market and respond to the ever-increasing demand for expertise in this field. Its goal is to offer solutions to various questions concerning Road-Rail Combined Transport.






















BLS: A new intermodal service

Belgium Lötschberg Service is the new intermodal service offered by the consortium of operators Cemat, Novatrans and TRW in cooperation with "Bahn Lötschberg Simplon". Since 5 February 2001, it has linked the Novara CIM terminal to the Belgian port of Zeebrugge via the Lötschberg pass (in Switzerland), with three trains per week in each direction. From 10 June 2001 onwards there will in principle be five return journeys per week. It should allow good access to Britain.

Creation of RAlpin AG

This service company was created by BLS Lötschbergbahn AG, Hupac SA and SBB/CFF on 4 April 2001 in Bern. Its goal is to operate the Rolling Road between Fribourg in Brisgau and Novara. This service will start on 11 June 2001 with, initially, the transport of four pairs of trains per day in both directions, subsequently increasing to 7 from September 2001 onwards. This should contribute to a lightening of the heavy traffic on the North-South links through Switzerland.



SLOVENIA	ADRIA KOMBI Tivolska 50 SLO - 1000 Ljubljana	Tel: (+ 386) 1 / 23.45.280 Fax: (+ 386) 1 / 23.45.290 E-Mail: infor@adriakombi.si	
CZECH REPUBLIC	BOHEMIAKOMBI Opletalova 6 CZ - 113 76 Praha 1	Tel: (+ 420) 2 / 24.24.15.76 Fax: (+ 420) 2 / 24.24.15.80 E-Mail: bohemiakombi@bohemiakombi.cz	
GERMANY	BTZ Poccistraße 7 D - 80336 München	Tel: (+ 49) 89 / 74.71.48.0 Fax: (+ 49) 89 / 74.71.48.22 E-Mail: info@btz-bimodal.de	
ITALY	CEMAT Via Valtellina 5-7 I - 20159 Milano	Tel: (+ 39) 02 / 66.89.51 Fax: (+ 39) 02 / 668.00.755 E-Mail: info@cemat.it	
SPAIN	COMBIBERIA c/Rafael Herrera, 11; 2º, Pta 208 E - 28036 Madrid	Tel: (+34) 91 / 314.98.99 Fax: (+34) 91 / 314.93.47 E-Mail: combiberia@infonegocio.com	
CROATIA	CROKOMBI Vodovodna 20a HR - 10000 Zagreb	Tel: (+ 385) 1 / 364.37.37 Fax: (+ 385) 1 / 364.37.35 E-Mail: crokombi@zg.tel.hr	
SLOVAKIA	C.S. EUROTRANS Kuzmányho 22, P.O. Box B-2 SK - 010 92 Žilina	Tel: (+ 421) 89 / 622.447 Fax: (+ 421) 89 / 625.138 E-Mail: cseurotrans@za.sknet.sk	
GREAT BRITAIN	C.T.L. 179/180 Piccadilly UK - London W1J 9ER	Tel: (+ 44) 207 / 355.46.56 Fax: (+ 44) 207 / 629.57.14 E-Mail: info@ctlctl.com	
HUNGARY	HUNGAROKOMBI Szilagyí Dezső tér 1 H - 1011 Budapest	Tel: (+36) 1 / 224.05.50 Fax: (+36) 1 / 224.05.55 E-Mail: info@hungarokombi.hu	
SWITZERLAND	HUPAC INTERMODAL Viale R. Manzoni 6 CH - 6830 Chiasso	Tel: (+ 41) 91 / 695.29.00 Fax: (+ 41) 91 / 695.28.01 E-Mail: info@hupac.ch	
DENMARK	KOMBI DAN Thorsvej 8 DK - 6330 Padborg	Tel: (+ 45) 74.67.41.81 Fax: (+ 45) 74.67.07.03 E-Mail: kombidan@kombidan.dk	
GERMANY	KOMBIVERKEHR Postfach 94 01 53 D - 60459 Frankfurt/Main	Tel: (+ 49) 69 / 79.50.50 Fax: (+ 49) 69 / 79.50.51.19 E-Mail: info@kombiverkehr.de	
FRANCE	NOVATRANS 21, Rue du Rocher F - 75008 Paris	Tel: (+ 33) 1 / 53.42.54.54 Fax: (+ 33) 1 / 43.87.24.98 E-Mail: info@novatrans.fr	
AUSTRIA	ÖKOMBI Taborstraße 95 A - 1200 Wien	Tel: (+ 43) 1 / 331.56.0 Fax: (+ 43) 1 / 331.56.300 E-Mail: info@oekombi.at	
POLAND	TTK POLKOMBI ul. Lucka 11 PL - 03-842 Warszawa	Tel: (+ 48) 22 / 656.30.51 Fax: (+ 48) 22 / 656.26.41 E-Mail: info@polkombi.com.pl	
PORTUGAL	PORTIF Avenida Sidonio Pais, 4-4º - P.3 P - 1000 Lisboa	Tel: (+ 351) 1 / 52.35.77 Fax: (+ 351) 1 / 315.36.13	
ROMANIA	ROCOMBI B-dul. Dinicu Golescu 38 RO - 78123 Bukarest	Tel: (+ 40) 1 / 312.23.14 Fax: (+ 40) 1 / 312.17.74 E-Mail: rocombi@incertrans.ro	
SWEDEN	SWE-KOMBI Hamngatan 9 S - 231 22 Trelleborg	Tel: (+ 46) 410 / 36.39.00 Fax: (+ 46) 410 / 36.39.29 E-Mail: mail@swe-kombi.se	
NETHERLANDS	TRAILSTAR Albert Plesmanweg, 151 NL - 3088 GC Rotterdam	Tel: (+ 31) 10 / 495.25.22 Fax: (+ 31) 10 / 428.05.98 E-Mail: info@trailstar.nl	
BELGIUM	T.R.W. Avenue du Port, 100 / bte 1 B - 1000 Bruxelles	Tel: (+ 32) 2 / 421.12.11 Fax: (+ 32) 2 / 425.59.59 E-Mail: trw@trw.be	
Associated member:			
FRANCE	CNC 8, Avenue des Minimes F - 94300 Vincennes	Tel: (+ 33) 1 / 43.98.40.00 Fax: (+ 33) 1 / 43.74.18.40 E-Mail: continental@cnc-transport.com	



UIRR
International Union of Combined
Road-Rail Transport Companies

rue Montoyer 31/bte 11
B - 1000 Brussels

Tel: (+ 32) 2 / 548.78.90
Fax: (+ 32) 2 / 512.63.93

E-Mail: headoffice.brussels@uirr.com
Internet: <http://www.uirr.com>