



## Progress amid external difficulties

UIRR member Combined Transport Operators realised some growth in the third quarter of 2017, as reflected in the Quarterly CT Performance Gauge, despite the severe incident that rendered the important Rhine Valley Railway unusable for 7 weeks at the German town of Rastatt. The positive result is attributable to expanding continent-wide demand, mirroring the economic recovery under way, which counterbalanced the severe losses suffered on the North-South axis. The UIRR CT Sentiment Index remains at "slightly positive", which indicates continued – though modest – optimism for the coming twelve months.

Significant deformation of the rails, caused by tunnelling work under the railway mainline at Rastatt, led to the abrupt suspension of traffic in the middle of the Rhine Alpine Rail Freight Corridor on 12 August. The busy route is used by up to 200 freight trains daily, most of which are carrying Combined Transport consignments. An estimated 60.000 units had to be re-routed to other lines or even to other modes of transport due to the historic mishap, causing substantial disruption to intermodal logistics chains. UIRR operators and terminals were adversely affected as traffic and revenues were lost, while extra costs incurred. The Rastatt incident came on top of major traffic disruptions caused by maintenance works and extreme weather phenomena on the German rail network.

Under the clouds of man-made and weather-related traffic disturbances, the European Commission is relentlessly advancing in its effort to improve the regulatory framework of intermodal transport: in late September new rules have been adopted for Combined Transport terminals – with the aim to offer a harmonised and fairly regulated environment for easier market entry and improved operations – while on 8 November the College of Commissioners tabled its long awaited proposal to revise the Combined Transport Directive, launching the legislative process that should see the revised Directive voted into law by early 2019. UIRR closely collaborated in both initiatives and greets their implementation, as they will certainly improve the regulatory conditions.

Besides participation in the crisis-related communication and follow-up resolution efforts, the UIRR team has also been active to advance Combined Transport's best practice. The state-of-the-art was on the agenda of the 2<sup>nd</sup> UIRR Nordic CT Seminar in August, while the ILU and Wagon Platform discussed the latest developments of standardisation in September. The achievements of intermodal in North America was studied at the Expo of the Intermodal Association of North America (IANA). Two new EU funded R&D projects, Optiyard and Aeroflex, kicked-off their work. UIRR also continued its contribution to the update of UIC leaflets important for Combined Transport operations by rail.

The membership of UIRR was enhanced by the accession of Terminal Members Athus and Delta 3 Dourges and Operator Member Baltic Rail to the association.

Ralf-Charley Schultze – President



**Intermodal Forum:  
"Rastatt never again!"**

Düsseldorf, 6 December 2017



**Rail Freight Day 2017  
Conference**

Vienna, 7 December 2017

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## UIRR Quarterly CT Performance Gauge



## Business outlook for the 12 months between 1 October 2017 - 30 September 2018



## New European rules for CT terminals

28 September 2017



On 28 September 2017, the Single European Railway Area Committee (consisting of Member State Ministry of Transport representatives) adopted the Implementing Act on Access to Service Facilities and Rail-related Services. The new legislation helps to interpret existing European rules and legal principles to affect the conditions of gaining access to and using eight different types of service facilities including freight terminals.

Representing the interests of intermodal transport and terminal managers, UIRR closely collaborated with the European Commission Services drafting the Act. The new rules entail the following:

- Service Facility Description: a document of the facility's capabilities and technical characteristics, prices and the principles of its discount schemes, as well as the process and deadlines for application to gain access; and
- Rules and contents of information to publish: available capacity, temporary capacity restrictions and new capacities, the service facility statement and advertisement of unused facilities for lease – which should be made public through the internet and/or the network statement of the main rail infrastructure manager of the area.

The Transport Council of Member State Ministers of Transport will formally adopt the Implementing Act at its meeting on 28 November, after which publication in the EU Official Journal will take place.

The Implementing Act will enter into force in 2019. Duly reasoned applications for exemption from parts of the legislation may be submitted to the national regulatory bodies from 1 January 2019, while the new rules will have to be abided by as of 1 June 2019.

UIRR is convinced that the harmonised rules of service facilities, including CT terminals, will materially contribute to the emergence of a truly Single European Railway Area, a coinciding desire of the European Commission and the users and operators of railway transport services. As the industry association of European intermodal freight transport, UIRR is actively assisting its terminal operating members to come into compliance with the new rules by the deadline and in the most efficient way by:

- Providing reliable and timely information on the obligations and
- Participating in a project consortium aiming at developing the Single EU Information Portal referred to in the Act.

## Proposal to amend the CT Directive 92/106

8 November 2017

<http://eur-lex.europa.eu/legal-content/EN/AUTO/?uri=CELEX:52017PCo648>



The College of Commissioners adopted its proposal to improve Directive 92/106 concerning Combined Transport. This motion concludes an almost 7-year process during which UIRR was pleading for the upgrade of the soon quarter-century-old Directive.

The proposed revision will

- extend the scope to all Combined Transport operations, domestic and border-crossing, performed involving rail, inland waterways and/or maritime shipping;
- clarify the definition of Combined Transport and assist enforcement through clear requirements;
- aid the introduction of productivity enhancing digital technologies by mandating the standardized identification of loading units using the BIC-and ILU-Codes;
- prescribe a regime to facilitate the construction of missing transshipment terminals and the upgrading of existing ones;
- enable state aid measures to compensate the competitiveness gap caused by regulatory imbalances among the different modes of transport;
- establish a reliable scheme for data collection, reporting and for the cooperation of competent Member State authorities.

UIRR has closely collaborated with the Commission services during the regulatory fitness test procedure (REFIT) and the stakeholder consultations that preceded the formulation of the proposal, which largely fulfils the expectations of the sector.

The legislative process will begin simultaneously in the European Council Transport Working Group and the European Parliament's Transport and Tourism Committee in December 2017. UIRR, its members and strategic allies are engaged in a letter campaign to raise the awareness of Member State Ministries of Transport and of the Members of the European Parliament.

Further attention should be grabbed with the exhibition titled "Intermodal Transport in Europe and North America: What can we learn from each other?" – to be opened by Transport Commissioner Bulc, also as a motion to launch her Multimodal Year 2018 initiative, and Belgian Minister of Transport, François Bellot – in the European Parliament building on 30 January 2018. Conferences and additional events will be held throughout the year to promote public awareness of the importance of a seamless and harmonized Combined Transport network for Europe.

UIRR is convinced that the legislative process concerning the amendment can be concluded before the end of the current mandate of the European Parliament in mid-2019, thereby the new rules can take effect as from 2020.

The revision of Directive 92/106 should enable the harvesting of low-hanging fruits offered by the collaboration of the sustainable modes of transport that would otherwise be unattainable: considerable improvement of energy efficiency of longer distance freight transport, a significant reduction of its carbon footprint and other pollutant emissions, as well as curtailing of road congestion and accident occurrences.

## Summer rail infrastructure misery

August-October 2017

The summer of 2017 began with high demand for rail freight in Europe thanks to the economic recovery. The headache was poor punctuality due to extensive maintenance works along the rail network made necessary by decades of neglect.



And then, on 12 August, disaster struck when the central section of the Rhine Alpine Rail Freight Corridor became unusable due to a man-made error near the town of Rastatt in Germany. Tunneling works under the mainline caused the rails above them, which handle up to 200 freight trains running between the ports of Rotterdam, Antwerp and Hamburg and Northern Italy, to severely deform.



The repairs took 7 weeks, during which only inferior bypass capacity was offered in Germany, as well as along the neighboring rail freight corridors through France and Austria. Effective treatment of the crisis started slowly due to the unpreparedness of DB Netze and its partner infrastructure managers for such a failure with cross-border consequences.

The bypass train paths ultimately offered were not only few but their quality was also lacking, therefore only a fraction could be utilised. Limits to the allowed train length and to the profile gauge meant that several Combined Transport trains could not even consider using them. Interoperability deficiencies of signalling, traffic control and electrification was the next hurdle that rendered several locomotives useless. The lack of required line knowledge and language skills inhibited many drivers from commanding their trains. Finally, the extra delays caused by the longer bypass routes and the difficult traffic management resulted in an extra demand for traction capacity, which was simply not there.

The consequence? Severely disrupted logistics chains, substantial extra costs, significant material damages of transport operating entities and a shaken market confidence in the reliability of rail freight. Numerous questions remain unanswered even after 2 October, when the traffic was allowed to resume. Industry associations, such as UIRR, play a significant role in rectifying the situation. The European Commission has initiated a working group to redefine the structure of cross-border crisis management to be prepared in case a similar mishap were to occur in the future. The lessons of the disruption were summarised in this communication: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2017/mediacentre/908-erfa-nee-uirr-press-release-learnings-from-rastatt.html>

Shortly after the resumption of traffic at Rastatt, two severe windstorms affected Northeast Europe, including significant parts of Germany, that also caused major disruptions in rail freight traffic. Cyclones Xavier and Herwart struck in October, tearing down electric wiring, causing flooding and making railway signalling inoperable. Train traffic had to be halted for the weeks of repairs, while the reroutings caused major delays and extra operating costs.



## EU funding for transport infrastructure development

22 September 2017

Construction of infrastructure for transport – roads, railways, bridges and tunnels – is a Member State competence in the EU. There is an agreement regarding the main arteries, called Trans European Network for Transport (TEN-T), which is embedded in Regulation 1315/2013. The Regulation contains the minimum technical parameters as well to which Member States have agreed in order to enhance the various components of their transport network. The European Union offers financial assistance to the necessary investment projects under its Connecting Europe Facility, or CEF Transport programme. The current Multi-Annual Financial Framework, which governs the budget of the European Union, will run out in 2019. Therefore the negotiations have already begun on how to organise the Union's finances for the 2020-2027 period.



The DG MOVE conference on 21-22 September in Tallinn took stock of the TEN-T development tasks ahead and the achievements of the CEF Transport programme.



Considering the limits to available EU funding, EIB President Werner Hoyer opined that purely public grant funding should be replaced by funding like the European Fund for Strategic Investment (EFSI) that is a signature innovation of the Juncker-Commission. EFSI enables the efficient participation of private capital in infrastructure development projects and is capable of triggering 15-fold total funding based on the involved public resources. UIRR advocates this type of financing as it places focus on economic value-added and cost/benefit principles when choosing projects.



## Bundesrat demands more funding for infrastructure



October 2017

Germany's Federal Council passed a bill amending the so-called Rail Freight Network Promotion Act. The aim is to improve the regional infrastructure of railways so it becomes suitable to effectively complement the congested motorways and the existing federal rail network, as well as to accelerate the shift of freight traffic from the road to the rail.

According to the bill passed, project planning should become eligible for higher federal funding and the co-funding ratio of construction works should increase from 50% to 75%. The total amount of federal funding should also be increased. It is unclear how soon Germany's Parliament, the Bundestag, will be able to consider the bill.

## Italian state-aid for modal shift and CT

June 2017



The Italian Region of Friuli Venezia Giulia, home to the North Adriatic Port of Trieste, put in place a programme to support the shift towards Combined Transport. Up to 30% subsidies are offered to accelerate logistics infrastructure improvements, including investments into cranes and other technical equipment linked to Combined Transport as well as the acquisition of intermodal loading units. The aim is to speed up the development of intermodal hinterland and feeder transport to/from the Port of Trieste. This regional initiative cleverly complements the considerably larger State-level support initiatives.

Italy is a pioneer Member State in offering two kinds of incentives to rail freight operators already accepted by DG Competition: a reduction of track access charges applicable to freight trains is offered to the tune of €100 million / year. The programme, initially focused on Southern Italy, has recently been extended to the entire network of RFI. The Ferrobonus scheme, intended to encourage the setting-up of new rail freight connections, offers support of €20-25 million annually for a period of 3-5 years, which convincingly underpins Italy's commitment to further developing rail freight.

## Rail freight found to reduce congestion in UK

May 2017 <http://bettertransport.org.uk/media/22-May-2017-rail-freight-far-better-at-reducing-congestion>



Rail freight's ability to reduce road congestion is far greater than previously thought, according to figures released by Campaign for Better Transport.

Latest figures given to Campaign for Better Transport by the Daventry Intermodal Rail Freight Terminal reveal it has removed 64 million miles of lorry journeys from UK roads in the last year alone, almost three times more than previously thought.

of unused rail capacity onto which HGVs can immediately be transferred. Moving 2,000 lorries a day to rail freight represents a doubling of current rail traffic from the examined ports, and this cannot be achieved without substantial additional investment in track and terminals. Important additional capacity increases could be possible with investments into train lengthening.

The study produced by consultants MTRU (<http://www.bettertransport.org.uk/sites/default/files/research-files/cross-modal-freight-study.pdf>) found that there is no reserve

The research conducted on behalf of Campaign for Better Transport clearly points to the need to invest more into terminals and line upgrades for freight.

## New strategy concerning SNCF Fret

12 October 2017



Former Air France CEO, Jean-Cyril Spinetta, has been appointed by SNCF to devise a new strategy for the state-owned railway, with a special focus on its troubled freight division, SNCF Fret.

The expectation is for a recommendation whereby SNCF is to follow the path of SBB,

SNCF and the Dutch Railways – of involving private capital in the operation of the freight division. DB Cargo is also speculated to be returning to the concept of (partial) privatization, which was first introduced by former DB CEO, Hartmut Mehdorn.

Mr Spinetta is expected to deliver his report by the first quarter of 2018.



## Dutch government petitioned for rail freight

23 June 2017

<http://spoorgoederenspoort.nl/index.php/english>



The competitiveness of rail freight transportation in the Netherlands is seriously under pressure. The introduction of ERTMS and the exponential increase in infrastructural charges cause structurally loss-making operations with subsequently a lack of investments and innovation in the rail freight industry. By a decrease in rail freight transport, the accessibility and the competitiveness of the Dutch seaports, terminals and industry are also coming under heavy pressure.

The petition addresses the Dutch Parliament to make the Dutch rail freight transport attractive so that shippers choose more often rail. And the Netherlands is no more out of line with its high cost for rail freight track access charges, especially in comparison to Germany. The German Masterplan for Rail Freight Transportation of 23 June 2017 is mentioned as the desirable best practice for the Netherlands to follow as well. Join the petition on the link above.

## UIRR Nordic CT Seminar

28-29 August 2017



The second meeting of the UIRR Nordic Seminar, a special regional working group that looks at the development and challenges of Combined Transport under the unique setting in the Northeast periphery of Europe, was held in Stockholm in late August.

Experts of Combined Transport operators, terminal and port managers, railway traction service providers and rail infrastructure managers active in the region came together to exchange ideas on best practice while considering the anticipated EU policy changes.

The group considered the effects of the Implementing Act on Access to Rail Service Facilities and the anticipated revision of the Combined Transport Directive 92/106. Unique Nordic circumstances and perspectives were mentioned and developments stemming from Member State level transport policy initiatives considered from the intermodal perspective. Local best practice was mentioned as the group visited the Årsta Terminal near Stockholm, which functions as an urban distribution hub that organically integrates intermodal transport into city logistics.



## Intermodal developments in North America

17-19 September 2017



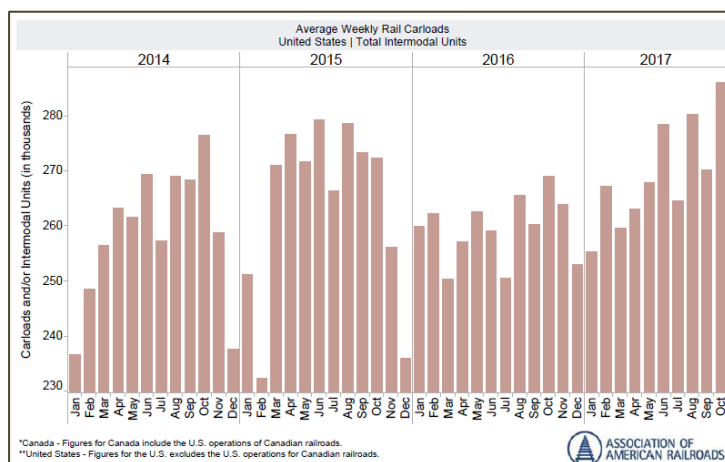
September 17-19 | Long Beach, CA

The Intermodal Association of North America (IANA), UIRR's peer association in the USA, has held its annual conference and exhibition near the Port of Long Beach in September.

The US intermodal sector is working hard to master the challenging economic landscape characterised by changing retail sector due to internet shopping, the "uberization" of third party logistics, unabated industry consolidation through mergers and acquisitions, and the automation of various transport and logistics operations.



As the graph below shows, rail-intermodal traffic during the first 10 months of 2017 considerably outperformed the same period a year ago, which proves that the sector is doing well in light of the challenges of the time. Total annual growth is projected at about 4% in 2017.



Technical innovation focuses on saving weight in order to boost useful payload, as well as on loading units – primarily 53ft long boxes.



The greatest intermodal issue for the rail infrastructure, similarly to Europe, is profile gauge. The North American dilemma, however, is not 4-metre clearance but to enable the unhindered running of double stacked intermodal trains throughout the entire network.



Interest is also high towards digitalisation solutions, to streamline the administrative processes, and automation with a view to save on labour. Just as in Europe, the truck driver shortage is also a chronic problem in North America. While labour is a relatively limited component of intermodal transport, crane automation is seen as vital to accelerate productivity of the entire transport chain.

## UIRR ILU/Wagon Platform meeting

5 September 2017

The meeting of the UIRR Wagon and ILU Platform - dedicated to the manufacturers and leasing companies of Combined Transport wagons as well as intermodal loading units - took place on 5 September in Brussels with the participation of the experts of UIRR's Platform Partners and those of its CT Operator members.



The purpose of this UIRR Platform is to ensure a sound and coherent coordination of every technical and operational

requirement related to the manufacturing, the leasing and the handling of intermodal loading units with a particular attention to the Road-Rail combination.

The discussion points were structured in four discussion blocks:

- (1) market observatory of the needs of logistics: longer road vehicles and intermodal boxes, statistical developments, trends and European studies;
- (2) the legislative dossiers influencing road and rail dimensions and specifications: Directive 719/2015 on weights and dimensions of commercial road vehicles, Directive 92/106 on Combined Transport;
- (3) standardisation activities of UIC, CEN, ISO and ERA influencing the design of the vehicles and the intermodal loading units; and
- (4) innovations and digitalisation initiatives in road and rail transport operations: relevant to wagons and loading units.

## AEROFLEX Project for aerodynamics on the road

October 2017



The road haulage sector contributes to about 25% of total CO<sub>2</sub> emissions in the EU and is the only sector where the trend is still increasing. The vision of the AEROFLEX project is to support vehicle manufacturers and the logistics industry to achieve the coming challenges for road transport.

The overall objective of the AEROFLEX project is to develop and demonstrate new technologies, concepts and architectures for complete vehicles with optimised aerodynamics, powertrains and safety systems as well as flexible and adaptable loading units with advanced interconnectedness contributing to the vision of a "physical internet". The optimal matching of novel vehicle concepts and infrastructures is highly important, requiring the definition of smart infrastructure access policies for the next generation of trucks, load carriers and road infrastructure. The specific technical objectives, main innovations and targeted key results are:

1. Characterise the European freight transport market (map, quantify and predict), the drivers, the constraints, the trends and the mode and vehicle choice criteria.
2. Develop new concepts and technologies for trucks with reduced drag, which are safer, comfortable, configurable and cost-effective and ensure satisfaction of intermodal customer needs under varying transport tasks and conditions.
3. Demonstrate potential truck aerodynamics and energy management improvements with associated impact assessments of the new vehicle concepts, technologies and features developed in the AEROFLEX project.
4. Drafting of coherent recommendations for revising standards and legislative frameworks in order to allow the new aerodynamic and flexible vehicle concepts on the road.

UIRR's role in the project consortium will be to ensure the intermodal transport compatibility of the technical solutions devised by the AEROFLEX partners.

## OptiYard Project to improve marshalling yards

October 2017

The OptiYard (Optimised real-time yard and network management) Project is a Shift2Rail initiative by a consortium that includes UIRR.



The freight network will need to offer enhanced connectivity between the various EU rail freight corridors and hence there will be the need to manage increasing numbers of train movements and shunting operations through freight marshalling yards at strategic

locations. With the OptiYard project, the 13 Consortium partners under the coordination of UIC will provide tools to enhance decision support that can be directly applied to achieving enhanced yard capacity and efficiency.

Large rail freight marshalling yards are complex operations which present major challenges to achieving operational efficiency. Such yards manage a multitude of complex and time-critical tasks including: receiving multiple arrival trains, multiple wagon shunting

and marshalling to create multiple trains heading for different destinations. In addition, the arrival and departure of freight trains to/from the yard are highly time-critical.

Thus, a key challenge to yard management lies in the real-time information exchange between the yard and the relevant network ecosystem, and the interactive responses between the yard and the network managements. With such information capabilities, yard operations could be rescheduled at short notice to take account of disruption on the network, such as the delayed arrival of an incoming freight train, allowing rapid re-optimisation of yard operations. Real-time network information could also be used to identify more accurate departure times for trains leaving yards, again allowing for beneficial rescheduling of yard operations.

The consortium will deliver its results by the end of 2019.



## New member: Baltic Rail

July 2017

<http://www.balticrail.com/index.html>

**Baltic Rail** is a container-train operator inside Rail World Group, active in both European railway gauge 1435 mm and Russian railway gauge 1520 mm.

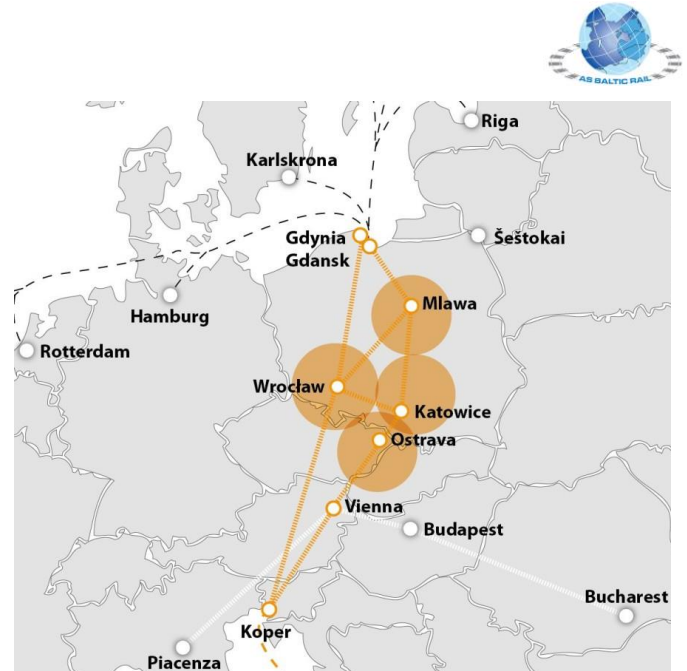
Baltic Rail runs container trains along the Baltic Adriatic Rail Corridor since 2011.

Being both wholly-owned subsidiaries of Rail World, Baltic Rail works very closely with **Rail Polska** – a private railway operator in Poland.

Baltic Rail operates 3 container terminals in Poland:

- container terminal **Wrocław Siechnice** (located 12 km from Wrocław) and
- container terminal **Katowice Włosienica** (located 44 km from Katowice and 55 km from Krakow )
- container terminal **Mława**

Baltic Rail serves its Customers from railway operating offices in Poland and in Estonia and from the agency office in Slovenia.



## New Member: Terminal Container Athus

July 2017

<http://www.tca.be/en>

The work of Terminal Container Athus (TCA) consists of managing all the logistics related to the land transport of maritime containers by a combination of rail and road between the North Sea ports and Sarre, Lorraine and Luxembourg (Saar-Lor-Lux) region.

Services offered by TCA include: (i) road positioning legs of containers, (ii) transshipment of containers between road and rail, (iii) stuffing and unloading containers, (iv) repairing and conditioning of containers, (v) temporary storage depot, (vi) customs agency and (vii) short-term storage of containers.



## New Member: Delta 3 Dourges

July 2017

[http://www.delta-3.com/index\\_en.php](http://www.delta-3.com/index_en.php)

The Combined Transport terminal operated by Delta 3 – near Dourges – close to Lille and the French-Belgian border offers a connection between three modes: inland waterways, rail and road, and a link to the Eurasian Landbridge.

The terminal's activities encompass last mile rail traction to/from the marshalling yard, handling of reefer units and storage of consignments containing dangerous goods, which constitute one in seven units handled. A technical centre for locomotive and wagon maintenance complements the services of the terminal.

The terminal is directly linked with an extensive logistics park offering 350.000 m<sup>2</sup> of state-of-the-art warehouse capacity.

The total handling capacity of the facility is 200.000 consignments, of which presently only about 50% is utilised. Subsequently, additional traffic is actively sought.



**DELTA 3**

## Personnel News

### DB CARGO

October



**Alexander Doll**, former head of Barclay's bank Germany, was chosen to become the new chief executive of DB Cargo, the loss-making rail freight arm of the Deutsche Bahn group. Predecessor Jürgen Wilder left his position at DB Cargo with relative urgency at the end of October.

After completing his banking and business studies, Mr Doll worked for UBS and Lazard in management positions before joining Barclays - but he also made a name for himself as a connoisseur of the logistics industry due to his close involvement in M&A transactions within the sector.

### PKP CARGO

October



**Maciej Libiszewski**, CEO of PKP Cargo appointed in January 2016, has unexpectedly parted with the company. The reasons cited were operational problems serving the Polish coal industry, caused partly by the extensive works on the Polish rail infrastructure needed to make up for significant and long overdue maintenance as well as the company's demand for reduced track access charges for rail freight. Board member Krzysztof Mamiński has become the temporary head of PKP Cargo.

## Members' News

### ADRIA KOMBI

July 2017

Renewed ECM licence of Adria Kombi

Click: <http://www.adriakombi.si/news/article/22>

### COMBIBERIA

October 2017

Combiberia celebrates 25<sup>th</sup> Anniversary, launches new website and refreshes corporate identity

Click: <http://www.combiberia.com/acerca-de-nosotros>

### KOMBIVERKEHR

September 2017

Operational situation in Italy worsens: Kombiverkehr calls for 250 million euros in immediate aid

Click: [https://www.kombiverkehr.de/en/service/customers/news/Operational\\_situation\\_in\\_Italy\\_worsens\\_Kombiverkehr\\_calls\\_for\\_250\\_million\\_euros\\_in\\_immediate\\_aid](https://www.kombiverkehr.de/en/service/customers/news/Operational_situation_in_Italy_worsens_Kombiverkehr_calls_for_250_million_euros_in_immediate_aid)

### HUPAC

July 2017

Hupac develops solutions for the construction site problem

Click: <http://www.hupac.ch/EN/Hupac-develops-solutions-for-the-construction-site-problem-5178f300>

### RCO

October 2017

Advances Combined Transport through investment into MOBILER technology

Click: [https://www.railcargo.com/de/Produkte\\_und\\_Innovationen/MOBILER/index.jsp](https://www.railcargo.com/de/Produkte_und_Innovationen/MOBILER/index.jsp)

## Key Dates & Events

22 November, Paris	UIC Eurasia Stakeholder Group meeting
28-30 November, Amsterdam	Intermodal Expo
30 November, Brussels	FEPOR Annual Conference
6 December, Düsseldorf	Hupac's Intermodal Forum: Rastatt, never again!
7 December, Vienna	EU Commission 2017 Rail Freight Day Conference
17 January 2018, Brussels	Commission Rastatt follow-up WG meeting
23-24 January 2018, Bonn	BME/VDV Forum Schienengüterverkehr
25-26 January 2018, Herceghalom	MLSZKSZ 9 <sup>th</sup> Transport Logistics Conference
30 January 2018, Brussels	Intermodal Transport America and Europe Exhibition
30 January 2018, Brussels	ELP Event on Intermodal Transport
20 February 2018, Brussels	CER/UNIFE European Railway Awards
20 March 2018, Zeebrugge	Rhine-Alpine Corridor Terminal Advisory Group meeting
17 May 2018, Brussels	UIRR Ordinary General Assembly



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