

On the recovery track



UIRR's Combined Transport Operator and Transshipment Terminal Manager members have remained cautiously optimistic for the business outlook on the 12 months ahead as indicated in the UIRR CT Sentiment Index, which foretells a moderately paced recovery from the contraction experienced in 2012.

Steps to adjust the legislative framework conditions of land-transport continued in the last months: deliberations continued to adopt the Fourth Railway Package, the proposal to amend the directive governing the weights and dimensions of commercial road vehicles was unveiled in

May, while a call-for-tender has been advertised by DG MOVE to prepare the studies needed to draft the report on the status of Combined Transport perhaps leading to an amendment of Directive 92/106 on Combined Transport. UIRR's position paper to the weights and dimensions proposal was unveiled on 8 July (see page 2 for details).

UIRR progressed with several activities that facilitate the development of best practice in European road-rail Combined Transport: in the TAF TSI revision, noise, working groups of the European Railway Agency, contributing to UIC's leaflet revision activities, coordinating the activities of the DESTINY Marco Polo common-learning project, and the EcoHubs FP7 project.

The registration of the ILU-Code owner-key started two years ago. In this period 300 owners of loading units from 18 Member States became holders of an ILU-Code with the first ones already having completed the marking of their entire fleet of loading units. There is one more year left for the remaining loading unit owning entities to register their ILU-Code owner-keys to meet the implementation deadline of 1 July 2014. UIRR aids the registrants by offering an online sticker and codification plate service.

Croatia's accession to the European Union as its 28th Member State on 1 July has brought UIRR member Crokombi, which focuses its CT services on the connection of Rijeka Port to Central Europe, into the customs' union thereby dismantling obstacles, while opening new business opportunities in this important relation.

July also brought the 25-year anniversary of the opening of UIRR's liaison office in Brussels. The presence in Brussels materially contributed to the successful communication of Combined Transport and its peculiarities as well as potential to EU decision-makers, while it enabled effective intervention with legislative initiatives and participation in EU-funded research activities. UIRR will remain a reliable partner of the European institutions in the next decades to come.

Martin Burkhardt - Director General

CONTENTS

25-years UIRR in Brussels.....	2
Position on weights and dimensions .	3
Croatia: the 28 th Member State.....	3
ÖBB restructures CT interests.....	4
Spanish railway law amendment.....	4
Belgium votes to separate	4
State aid to make freight wagons quieter.....	4
Extension of Rail Freight Corridor 2...	5
Danish rail infrastructure programme	5
835m long trains possible: DE-DK	5
Cesar, CT tracking & tracing system..	6
Technical Committee meeting.....	6
Rail Market Monitoring Scheme.....	6
TAF TSI revision works.....	6
UIC leaflet revision activities	6
DESTINY Project update.....	7
EcoHubs Project update.....	7
ILU-Code news	7
ILU-Code success story	7
Recent Appointments.....	8
Members' News.....	8
Key Dates & Events.....	8

*Business outlook for
the 12 months between
1 July 2013 – 30 June 2014*



347 days

remain to mark every European intermodal loading unit with the ILU-Code



Obtain your owner-key today: www.ilu-code.eu

Tenders to the last call for proposals are

due on 23 August 2013



<http://ec.europa.eu/transport/marcopolo/getting-funds/>

25-years UIRR in Brussels

June 2013

The members of UIRR made an important decision 25 years ago in 1988, when they chose Brussels – home of the European Commission – as the new seat of the organisation. Subsequently, on a Wednesday morning, 1 July 1988, the UIRR liaison office has begun its operations – initially located in an office container close to a transshipment facility operated by its Belgian founder, TRW, at the time near Gare de l'Ouest.

The options at the time were between Switzerland, a first-choice for international organisations, and Brussels, the seat of the European Union. Looking back from a distance of a quarter century one may confidently conclude that the decision to base UIRR in Brussels was a wise one.

The European Union expanded from 12 Member States, each with its national transport regulations at the time, to 28 today, while it successfully dismantled administrative and physical barriers dividing the continent. Transport emerged as common policy area, as it was correctly understood to function as the blood-vessels facilitating the vital flow of goods and people.

UIRR was well positioned to fulfil its mission towards the decision-makers of the European Union, best attested to by the near tripling of CT tonne-kilometres since 1988 by which it accounts for a third of rail freight performance by today.



UIRR's achievements over the years entail the following:

- Several legislations passed to help the emergence of a truly single European railway area, as well as defining the regulatory framework of land transport and customs procedures,
- Directive 92/106 on Combined Transport containing the particular rules that are vital for this unique solution of sustainable transport,
- Participation in the PACT and Marco Polo programmes, which provided important catalysing funds to encourage modal-shift,
- European standardisation serving the development of European railway interoperability, while maintaining CT compatibility,
- Numerous EU projects aiming to develop CT and enhance its best practice,
- Collaboration with various transport sectoral organisations to advance the cause of multimodality,
- Support services designed to collectively serve the users and facilitators of European Combined Transport.

Issues of Combined Transport in 1988 and today

1988

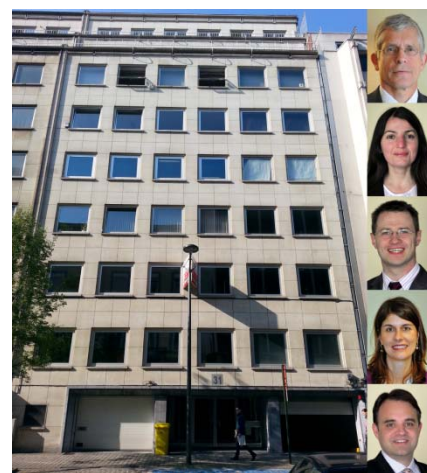
- Cross-border CT traffic is increasing rapidly – the obstacles must be removed
- Following the oil crises the potential of CT must be conveyed to decision-makers
- The infrastructure requirements necessary for the unhindered development of CT have to be achieved: profile gauge, terminals, etc.

2013

- Realisation of the Single European Railway Area that supplies competitive, quality rail freight services
- The capabilities of CT must be released to serve the EU economy and society to their fullest capacity
- The regulatory framework should be adjusted to enable the advantages of CT to be reflected in transport prices



The first UIRR office at TRW's site in 1988



Well established UIRR team at the heart of Brussels European District

ÖBB restructures CT interests

May 2013

Following the integration of Intercontainer Austria (ICA) into the freight daughter of ÖBB – Austria’s incumbent integrated railway holding – in August 2011, Europe’s largest Rolling Motorway operator, ÖKOMBI, was absorbed into Rail Cargo Austria (RCA), ÖBB’s freight subsidiary, in May 2013. Subsequently, RCA is now directly responsible for all Combined Transport services.



Simultaneously, Austria’s CT transshipment terminal management entity, the Terminal Services Austria (TSA) business unit of RCA responsible for 8 terminals, was reallocated to be overseen by ÖBB Netze, the rail infrastructure manager within the ÖBB Holding, from 1 July.

Spanish railway law amendment announced

May 2013

The Spanish government announced the amendment of the railway act to stipulate rail transport, and freight in particular. The amended law will grant a higher independence to the rail infrastructure manager, ADIF, in setting the conditions for accessing the infrastructure.



The revised regulatory framework will pay a special attention to rail terminals and the activities carried out at terminals including the setting of tariffs and the provision of services in order to support intermodality.

Belgium votes to separate

28 June 2013

The Infrastructure Committee of the Belgian Parliament voted in support of the bill that completes the separation of railway operations and rail infrastructure management in the country. Accordingly SNCB Holding will cease to exist; all railway operations – passenger and freight – will be handled by SNCB, while INFRABEL will function as Belgium’s independent rail infrastructure manager.



HR Rail will be created as a special entity to ensure the continued employment of the present staff (under the presently prevailing conditions). UIRR member Interferryboats (IFB) will continue as the wholly owned subsidiary of B-Logistics.

State aid to make freight wagons quieter

13 June 2013

Rail as a mode of transport is indispensable mainly for its superior safety and environmental performance. Noise, a general attribute of transport, is rail’s last remaining environmental problem; especially of freight trains in densely populated areas.

Noise reduction at the source has been identified as the most effective measure, which implies the changing of the brake system of freight wagons to use K or LL-brake blocks that ensure a smoother wheel surface, which together with smooth (=well maintained) tracks result in a noise reduction of about 10 dBA, effectively halving noise emissions.

New freight wagons are since some years delivered with K-brake systems or even disk brakes like passenger trains. As K-blocks require a different brake system altogether they are quite expensive for retrofitting. After several years of research and trials in practice, two types of LL-brake blocks have now been homologated that allow to replace the iron cast brake shoes without costly change of the whole brake system. But they have nevertheless one disadvantage: the wheels are more rapidly worn when braking, so maintenance costs will increase; and any additional cost will cause a severe problem for rail operators as they are in heavy price competition with road hauliers.



Some countries are proposing state aid for the retrofitting, which most EU countries did not yet decide on. Switzerland, The Netherlands and Germany have already introduced Noise Differentiated Track Access Charges (NDTAC) giving rebates to silent wagons but especially these countries also threaten to simply forbid the traffic of louder wagons from a certain date on, probably 2020. The EU Commission is favouring NDTAC and does its best to try to harmonise the situation in Europe.

K and LL blocks



Rough wheel surface causing noise (left) vs. smooth wheel surface (right)

Extension of Rail Freight Corridor 2 to London

April 2013

The UK Government conducted a consultation with stakeholders whether to initiate with the European Commission the extension of Rail Freight Corridor 2 (Rotterdam-Antwerp-Luxembourg-Metz-Dijon-Lyon/Basel) to be branched off to include a section leading through the Channel Tunnel (Eurotunnel) to London.



The idea received an overwhelming support from the responding stakeholders, whereby it is set to materialise. The UK will join the governance board, but it is likely to receive derogation from full compliance with the deadline of November 2013.

Ambitious rail infrastructure programme: Denmark

May 2013

Togfonden (or 'The Train Fund') is the name of a new Danish government initiative which foresees to secure DKK 27.5 billion (about €3.7 billion) to finance a major upgrade of the Danish rail infrastructure network in the coming years. Building second tracks and extensive electrification of most of the presently non-electrified single track network should result in a significant upgrade of capacity in parallel with quality, ultimately translating to a substantial improvement of average speed and train paths.



Electrification will also result in the possibility to replace most of the country's diesel rail rolling stock fleet – effectively greening Danish rail transport by reducing its carbon footprint.

The largest portion of the money is expected to come from a small hike on North Sea oil producers.

835m long trains possible between Denmark and Germany

26 March 2013

Just €10 million – and some goodwill – was needed to implement the necessary infrastructure upgrades that resulted in a significant upgrade of productivity for freight trains connecting the large marshalling yard of Maschen, near Hamburg, in Germany with the Danish border at Padborg.

While 835-metre-long trains have been operating in Denmark for some time, the German line from the Hamburg area only allowed 670 metres. The additional 165 metre of train length enables 10 extra wagons per train, an increase of useful capacity by 20%, without needing more traction power.

The €10 million worth of investments made to the 210km line means that less than €50,000 were needed per kilometre to achieve such a considerable improvement. UIRR has been long advocating the identification of such low hanging fruits for rail freight productivity improvements, which could be supported by a TEN-T action for bottleneck removal. The European Rail Freight Corridor framework prescribed in regulation 913/2010 should also materially contribute to the identification of such opportunities.



A consortium of consultants has recently completed a study for UIC identifying the possibilities and prerequisites for running longer and/or heavier trains. The study looks at the necessary improvements to the infrastructure as well as the optimisation of wagon use.

The scope of the study focused on trains that are up to 3500 tonnes in gross weight and/or 750 metres in length. Data was collected from 7 European countries as well as several networks outside Europe.

The study also assesses the impact of these trains and carries out a cost-benefit analysis for the various transport corridors. The results of the analysis reveal that the impact of these trains on the European corridors examined could contribute to an increase in tonnage capacity of 15 – 31% for long trains and almost 39% for heavy trains. The operating costs per tonne could also be cut by 8% for heavy trains and by 30 – 45% for long trains. For more information contact: HLT@uic.org.



RFF is also running train-length extension projects in France

Cesar: Europe's CT tracking and tracing system

13 June 2013

Cesar, the CT tracking and tracing system of Europe, which serves more than 400 customers of 6 CT Operators, closed a successful year in 2012. The new customer interface of the system, which

supports 2.4 million transports per year, was launched in the final days of the year making Cesar even more customer friendly to use.



Technical Committee meeting

16 April 2013

The last meeting of the expert group considered the following topics:

- Status of the UIC Leaflet revision activity
- Status of the DESTINY Project, including a re-confirmation of the final deadline for the implementation of EN13044 (ILU-Code) of 1 July 2014.
- Safety issues caused when a CT train carrying curtainsider swap-bodies is passed by a higher speed passenger train in a tunnel, and the subsequent risk posed by torn tarpaulins.
- Decision to develop a simplified loading scheme for wagons enabling load-planners to better optimise available wagons
- Presentation of a new prototype saddle plate for pocket wagons, and the new versions of T3000e and Twin2 wagons

Rail Market Monitoring Scheme meeting

26 April 2013

The European Commission obtains vital data to support EU decision-making and gauges the progress made in the transformation of the European railway sector through the Rail Market Monitoring Scheme (RMMS). The recast of the First Railway Package, taking shape in Directive 2012/34 (concerning the Single European Railway Area), contains an authorisation whereby the Commission may impose an extension of the range of data that is delivered by the Member States so as to improve the efficiency of the RMMS tool. Moreover, the Commission is

obliged to issue a report every other year on the status of the European railway sector. UIRR presented the views of CT Operators, especially related to quality performance (punctuality) and the status of competition (choice) in traction services. Stakeholders will be invited during the next RMMS meeting – to be held in September – to express their opinion on the range of new data to be delivered by the Member States. Seeing clearly in terms of numbers is essential in order to devise good regulation.



TAF TSI revision works

May 2013

The TAF TSI revision working group of the European Railway Agency held several meetings to meet their deadlines meaning a vote taken by Member States (RIS Committee) by the end of 2013. Ultimately a definition of customer was included, which now extends to CT Operators.

UIRR's main aim was to achieve that customers will be entitled to receive standardised TAF TSI compliant messages with a minimum range of required content, and that they can use the common interface tool.



UIC leaflet revision activity

May 2013

The UIC coordinated working group that is to draft the proposed revision to four UIC leaflets related to Combined Transport (on semi-trailers, containers/swap-bodies, wagons, codification procedure) have also held several meetings during the past months in order to complete their work to the agreed deadline. New technical elements for RoMo wagons, new types of loading units, codification rules for longer wagons, and new standards made the revision necessary.

Full implementation of the EN13044 standard, as well as the simplification and transparency of semi-trailer codification were major points for UIRR, who also actively participated in the work.

The drafting work has been completed and the new leaflets are set to be voted on by the UIC freight Platform in October. The revised rules will become effective as of 1 January 2014.



DESTINY Project update

June 2013

Intense activities took place under DESTINY, the common learning project aiming to disseminate best practice and the use of standards in load securing, dangerous goods handling and the marking and identification of intermodal loading units, during the second quarter of 2013. Dissemination and training programmes are carried out, explaining the various new functions and services related to the application of standards EN13044. The related UIC leaflet revision working group has mostly completed its work, while the relevant amendment of the GCU contract will be completed by October.



The literature review of load securing best practice has been completed. The working group to revise the European Best Practice Guidelines on Cargo Securing is presently active (http://ec.europa.eu/transport/road_safety/vehicles/doc/cargo_securing_guidelines_en.pdf). The project identified seemingly excessive load securing requirements in prevailing UIC documentation, especially when compared with road guidelines. The market analysis for dangerous goods forwarding is under way, while the general leaflet to be used in dissemination has also been completed.

EcoHubs Project update

June 2013

The project has clarified the strategic EcoHubs goals, and the model to be developed based upon it. The possible value-added areas are: environmental measures, service clustering, coordination of terminal interfaces, as well as corridor and transport-chain management.

At a project meeting in Antwerp, EcoHubs project partner Interferryboats (IFB) presented its own business case on the topic, which was also demonstrated during a site visit at the IFB Main Hub Terminal.



ILU-Code News

June 2013

300 entities from 18 EU Member States have registered their ILU-Code owner-keys with UIRR in the two years that passed since the service started on 1 July 2011. Several of these registrants have completed the marking of their fleet of intermodal loading units, among them large ones consisting of multiple hundred units.

It has been possible to order ILU-Code stickers for solid surfaces as well as for tarpaulins from the ILU-Code website (www.ilu-code.eu) since mid-2012. Codification plate labels of the revised format defined in EN13044 were recently included in the offering. The ILU-Code mobile application is also available for users of smart phones enabling instant identification of loading unit owners.



ILU-Code success story: Paneuropa

June 2013

Paneuropa was one of the first loading unit owners to register their ILU-Code owner-key in 2011. The German logistics company uses a fleet of 800 intermodal loading units – a combination of semi-trailers and swap-bodies – all foreseen to be forwarded via Combined Transport.

The marking of Paneuropa's fleet of intermodal loading units was completed recently. Installation of the necessary labels took place for existing equipment at the company's own garage, while new units come already market with the ILU-Code from the manufacturer.

More information on the ILU-Code: www.ilu-code.eu

More information on Paneuropa: www.paneuropa.com



Recent Appointments

KOMBIVERKEHR

July 2013



Mr Peter Dannewitz has been appointed the Director of Sales as of 1 July 2013, replacing the retiring Reinhilde Priebe (Head of International Sales) and Ingolf Kästner (Head of National Sales). Mr Dannewitz worked two decades beforehand as Managing Director of Meurer Intermodal GmbH, part of the Lenfer group which specialises in chemical transports.

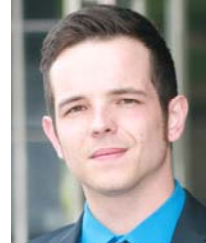
Messrs Priebe and Kästner will remain with Kombiverkehr in a consultant capacity until the end of 2013.

KOMBIVERKEHR

July 2013



Mr Arbi Tonians, has been appointed the Sales Manager for South Europe (Greece, Italy, Switzerland). His appointment follows the retirement of Mr Roben Akopians.



Mr Christoph Schwarz, has been appointed at the same time as Teamleader for Sales in North Europe and the Baltic Ports area.

RALPIN

June 2013



Mr Erwin Rutishauser was elected Chairman of the Board of Directors, succeeding Mr Mathias Tromp, who retired after serving as Chairman since 2001. Mr Rutishauser, an independent expert in the sector with a background in Business Administration, is a freelance management consultant with long-standing experience as, for instance, Director of the Rhaetian Railway, Regional Director with the Swiss Federal Railways (SBB) and Head of the Facilities Management business unit of the SBB's Infrastructure Division.

Members' News

ALPE ADRIA

April 2013

New bilingual (IT/EN) website launched

Click: <http://www.alpeadria.com/index.html>

HUPAC

May 2013

2012 business year closed

Click: http://www.hupac.ch/downdoc.php?id_doc=721&lng=2&i=1&rif=cbf6d340de

KOMBIVERKEHR

June 2013

2012 business year closed

Click: <http://www.kombiverkehr.de/neptun/neptun.php/oktopus/download/3254>

Key Dates & Events

28 August, Brussels	UIRR Dangerous Goods Committee meeting
17 September, Brussels	UIRR Operations Committee meeting
24 September, Lille	ERA Freight Focus Group
27 September, Brussels	Rail Market Monitoring Scheme meeting
September, Valenciennes	European Railway Agency 10-year Anniversary Event
8-10 October, Hamburg	Intermodal Europe 2013
9-11 October, Antwerp	GreenPort Conference
17 October, Mannheim	DESTINY Project workshop on OCR technologies
16-17 October, Switzerland	UIRR Technical Committee Meeting
12-13 November, London	European Rail Congress
13 Novembre, Brussels	2 nd EU Rail Freight Corridor Conference



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

Address: 31 rue Montoyer
B-1000 Brussels, Belgium

Tel: +32 2 548 7890
Fax: +32 2 512 6393
E-mail: headoffice.brussels@uirr.com
Internet: www.uirr.com
Editor: Ákos Érsek, UIRR

UIRR's 2012-13 Report and Statistics can be downloaded from here:

<http://www.uirr.com/en/media-centre/annual-reports/annual-reports/mediacentre/575-annual-report-2012-13.html>