

# INTERMODAL FREIGHT ROUNDTABLE

## CURRENT TOPICS OF THE INTERMODAL FREIGHT TRANSPORT COMMUNITY

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# UIRR: the Community of European Intermodal Freight Transport



MOU PEERS

## PARTNERS



## UIRR OPERATORS



## UIRR TERMINALS



## INDUSTRY ASSOCIATION PEERS



## GOVERNMENTAL BODIES



# Agenda



1. Opening and welcome
2. Implementation of the new TEN-T Regulation and the Military Mobility initiative
3. The new Railway Infrastructure Capacity Management Regulation and the evaluation of the Single European Railway Area (SERA) Directive
4. Revision of the Combined Transport and the Weights and Dimensions directives
5. Open forum / Q&A
6. Closing remarks



## New TEN-T Regulation: **operations needs of rail freight**



**Infrastructure priorities:** 740-metre-long trains + 4m loading gauge + electrification



**KPIs for freight trains**

- ✓ **75% of border-crossing freight trains should be on time** (within the 30 minutes standard)
- ✓ **90% of freight trains should complete the border crossing process on internal EU borders within 25 minutes** (both technical and administrative)



**Governance:** national plans and programmes aligned with users – Rail Freight Corridors merged into European Transport Corridors



**Priorities in the Netherlands:** Venlo border-crossing area + Rotterdam Port access



## New TEN-T Regulation: **freight terminals**



**Terminal capacity study and action-plan:** what are the ministry's plans? Is work already under way? The national plans should be comparable. Commission study and UIRR paper to provide direction. Catchment area? Land near railway suitable for terminal development?



**Road and railway last mile to/from terminals** is a critical Member State responsibility (under TEN-T). Storage tracks outside terminals? Storage track usage fees?



**Legal standing of terminals** (SERA Directive): respect of the right of private property – existing terminal investments vs need for TEN-T-compliant efficient and large capacity terminals (Implementing Regulation 2177/2017 – *the „German“ principle...*)



**Annex II freight terminals (Netherlands):** only 4 -- Amsterdam, Moerdijk, Rotterdam, Venlo  
What are the plans to list every relevant bi- and trimodal terminal in the Regulation?



## Military Mobility: **operations needs of rail freight**



- Intermodal is the ideal form for involving rail freight in military mobility
- The intermodal wagon fleet of UIRR members (10.000 flatwagons + 4.000 pocket wagons)
- Most intermodal terminals are capable of handling all kinds of military transports + providing safe short-term storage if needed
- The easiest to use for containerised shipments and for the shipping of verified rubber-wheeled vehicles is the timetabled CT shuttle train network
- Capability and capacity to assist with organising ad hoc trains (for tracked vehicles) on short notice

### Intermodal requests

- The relevant intermodal terminals along the 4 military mobility corridors should be designated + resources to enhance their capabilities planned
- Funding to upgrade the road and rail last mile connections of military mobility-relevant terminals should be provided (this is also a TEN-T obligation)
- The dual-use infrastructure regulation should be extended to include transshipment equipment in the subjects to be funded
- The scope of the resilience directive should be extended to intermodal operators and transshipment terminal managers (creating further funding opportunities)
- Prioritisation of freight needs under the national implementation plans of the TEN-T Guidelines Regulation



## Capacity Regulation : **freight-users'** considerations



**TTR (Timetabling Reform)** – both digital European timetabling + TCR bypass capacity allocation



**Capacity allocation (train path allocation) principles** - socio-economic and environmental cost-benefit analysis vs national guidance



**Compensation** for the operating costs of excessive bypass routes – „excessive bypass route“ more than 50km/1hr compared to ideal routing  
+ freezing train paths for a fixed period: 4 - 6 - 12 months (no change/cancellation of train paths on short notice)



**New self-regulating organisation and supervisory functions** - RU supervisory platform



## SERA Directive evaluation/revision : **freight-users' considerations**



**Legal standing of terminals** : the legl basis behind implementing regulation 2177/2017 needs to be changed



**Minimum service guarantee** towards economic actors whose business model depends on the reliable access to the public railway infrastructure



**Track Access Charging** marginal cost principle – year-on-year change predictability – comparability with road tolling scheme (zero emission exemption) – inclusion of externalities



**Commission mandate and work-plan** : the revision mandate for the SERA Directive should include all 3 of the above





## Combined Transport Directive revision: **main issues**



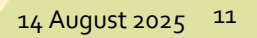
1. **Definition of '*combined transport operation*'**: COM proposal (40% externality saving) – UIRR digital definition (50/60% non-road distance) – Hungarian Presidency compromise (150km + suitability criteria) – leaving the present definition unchanged + provision to revise to digital definition once eFTI works
2. **10% operating cost reduction**: should be price reduction where the long distance road contract rates should be used
3. **Member State benefits**: in line with policy guidelines based on national transport policy objectives and modal shift target (as solution)
4. **European CT Information Portal**: collection of national CT rules (notified to the Commission) on a single portal to support CT community consisting largely of SME actors



## Weights and Dimensions Directive revision: **main issues**



1. **Maintain interoperability:** intermodality is built on the principle of interoperability – non-road modalities cannot adapt to frequent road dimension changes + defending 44t GVW for CT
2. **Transition to zero-emission vehicles:** existing BEV trucks (400km-range) are perfectly suitable for CT road-legs already today – no need for extra batteries
3. **EMS trucks:** intermodal terminal compatibility + what happens with the dolly?  
safety: circulation route limitations – signage on motorways? + parking areas?
4. **European CT Information Portal:** CT border-crossing rules + 44t rules + EMS rules where applicable should be added to the portal





INTERNATIONAL UNION  
FOR ROAD-RAIL  
COMBINED TRANSPORT

THANK YOU  
For your attention