

2025-26 UIRR REPORT

TIME TO COMBINE

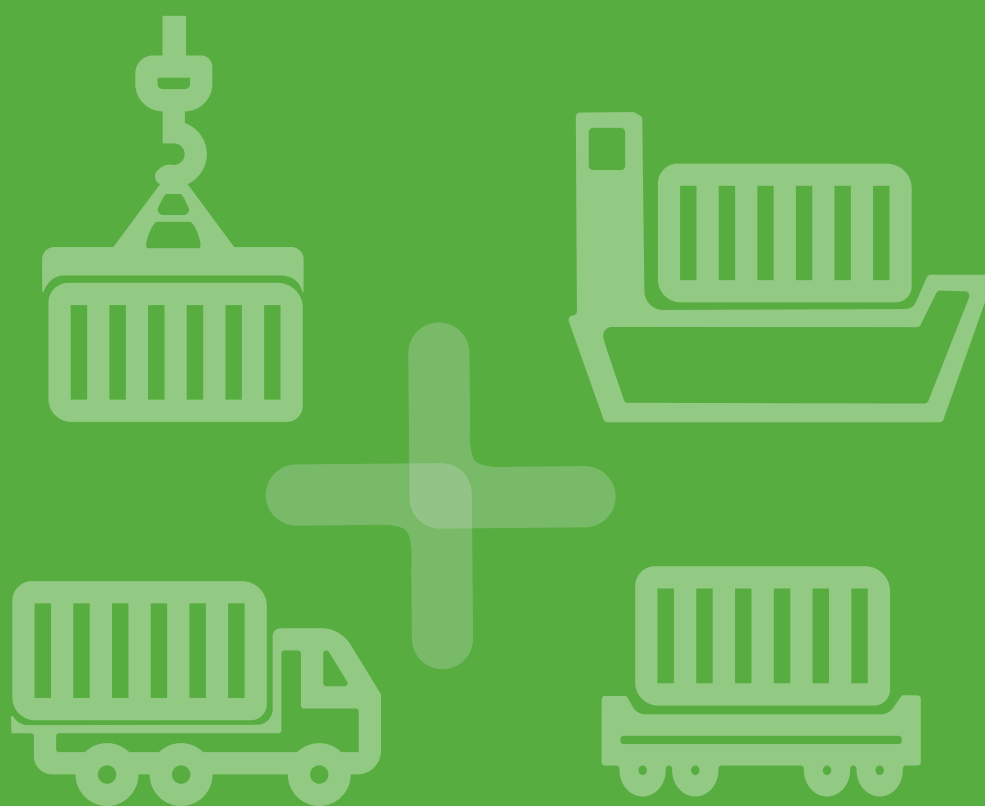


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KEY FIGURES OF 2025



90.000
TRUCKLOADS

The growth of domestic Combined Transport realised in France during 2025, mainly attributable to new terminals opening, which enabled the launching of new Combined Transport services.

In France, the demand for transiting intermodal freight trains will increase on its borders: cargo from Morocco and Spain in the Southwest, from Italy and Switzerland through the Lyon-Turin route, from Ireland and UK in the North and from Benelux and Germany in the Northeast.

1 in 5



The combined performance of transiting and domestic intermodal rail freight in Germany suffered a decline of 20% in 2025 compared to 2024.

The disappointing outcome is clearly attributable to the poorly organised restorative works on the railway infrastructure that force freight trains onto lengthy detours on lines of inferior technical parameters. The result: reverse modal shift that brings thousands of additional heavy trucks every day onto the German motorway network.



+1.268

The fleet of high-productivity intermodal freight wagons under the operation of UIRR members increased by 1.268 units in 2025.

The new wagons consisted primarily of the most modern flatwagons for containers and swap bodies – all equipped with silent brakes. The fleet of pocket and horizontal wagons transporting semi-trailers expanded at a dynamic pace too. The intermodal rail freight sector has adequate quantity of rolling stock at its disposal to fulfil its growth ambitions.



+1,5%

Despite the challenges and difficulties experienced over the course of 2025, UIRR members transported 1,5% more intermodal consignments than the year before. The growth in terms of tkm slightly outpaced this rate at 2,2% due to a better capacity utilisation.

Domestic Combined Transport, mainly in France, powered European Combined Transport performance to a positive result in 2025. Cross-border volumes retracted by 1,1% largely due to the extensive disruptions caused by works along the railway network. European cargo owners and shippers have worked with the Combined Transport Community to use intermodal rail freight services wherever available.

THE YEAR 2025 FOR UIRR



Jürgen Albersmann
UIRR Chairman from 1.1.2026
CEO, Contargo

It's Time to Combine

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Geopolitics and the desire of European citizens for safety, security and prosperity determined 2025 for the European Combined Transport Community and we delivered our contribution.

The geopolitical developments undermined Europe's sensation of safety by bringing its fragility to the surface through high dependence on imported fossil fuels. These are often sourced from unstable regions of the world. Europe must drastically improve its resilience and competitiveness to defend its sovereignty and independence.

The need to utilise advanced technologies such as electrification, automatisisation and artificial intelligence suits Combined Transport well. Automatised transshipment in the terminals and standardised digital connectivity of actors will lead to a greater efficiency in operations, while Combined Transport is a natural user of electricity during railway transport, in transshipment and when performing road legs with electric trucks. This helps to overcome the truck driver shortage.

Citizens' desire for living a fulfilling life are highly achievable with Combined Transport. Intermodal freight transport offers connectivity within the European Single Market. Efficient cross-border intermodal freight transport services have the smallest environmental footprint, while sparingly use the home generated electricity -increasingly coming from renewable sources - thus reducing the dependency on imported fossil fuels.

Between 2010-2025 overall Combined Transport performance doubled in Europe, while long-distance trucking grew by only 10%. 150 new inland terminals and 50 new port terminals opened, while twice as many were upgraded. The sector invested heavily in digitalisation. Today terminals routinely use advanced terminal operating systems supported by photo gates offering digital connectivity to both operating actors and end customers. The European intermodal wagon fleet also grew by 40% from 45.000 to over 70.000 between 2010-2025.

On the railway infrastructure side, about 10.000km of railway lines were electrified between 2010 and 2025 - these are typically the sections used by freight trains. The maximum allowed length and weight of freight trains is gradually increasing towards the ultimate objective of 740m and 2000t. The P400 loading gauge has been confirmed on more than 60% of the core network. The 22,5t axle load capability went up from 65% of lines in 2010 to nearly 95% by the end of 2025. Symbolic elements of the railway infrastructure such as the Swiss Gotthard Base Tunnel, the Austrian Koralm Tunnel and the UIC gauge TP Ferro line between France and Spain were opened as well.

Combined Transport is well positioned to find the shortest path in the maze of challenges ahead. And these challenges remain substantial due to major disruptions caused by line upgrades and the rush to clear the infrastructure maintenance backlog in several Member States including large transit countries like Germany.



Michail Stahlhut

UIRR Chariman until 31.12.2025
CEO, Hupac Group

The modernisation of the railway regulatory framework from Rail Freight Corridors to the network approach of the new TEN-T and Railway Capacity Management regulations is still ahead. The harmonisation of the digital ecosystem along the new TSI Telematics requirements and efficiently implementing the Electronic Freight Transport Information (eFTI) Regulation pose immediate tasks, while promising productivity gains in the future.

New horizons will open in the coming decade for Combined Transport with the completion of symbolic rail infrastructure projects such as the Brenner Base Tunnel in Austria, the Mont Cenis Tunnel between Turin and Lyon, as well as the Lötschberg Base Tunnel in Switzerland, the Semmering in Austria, the Fehmarn Belt line in Denmark, Rail Baltica between Poland and Finland, the Koper-Divaca line in Slovenia, and the Terzo Valico line to the Port of Genoa, as well as the completion of the UIC gauge line to the Port of Algeciras in Spain.

How could Combined Transport be helped to find its shortest path? How can the quickest track to success be plotted? This is where UIRR comes into play. The industry association of Combined Transport will not simply accompany the community during the coming decade but will help with mapping the path forward. UIRR vision, mission and strategy have been adapted accordingly.

A Challenging Year that Brought Progress

The EU GDP grew by 1,5% in 2025, which was matched by UIRR's Combined Transport operators in number of consignments transported and a 2,2% growth when measuring the performance in tkm.

The year delivered major progress for Combined Transport in the agreement on the new Rail Infrastructure Capacity Management Regulation, which will modernise capacity allocation expanding available train paths. In the process, the Capacity Regulation will bring about a network approach to capacity and traffic management, which is indispensable for cross-border intermodal freight trains. The performance KPIs for cross-border rail freight contained in the TEN-T Regulation revised in 2024 are cited in the Capacity Regulation as well, which turns this new EU law into a major promise for Combined Transport.

After intense work during the preceding year, the European Council presidencies of 2025 chose to not continue with discussions on the proposed modernisation of the Combined Transport Directive, which is a crucial cornerstone of the regulatory framework. The Combined Transport Community was waiting for the study initiated by the European Parliament rapporteur, MEP Flavio Tosi, which arrived in late October 2025. The Commission ran out of patience and indicated in its work plan for 2026 the intention to withdraw the proposal in case the co-legislators do not accelerate the legislative process. UIRR, together with the likes of Business Europe, CEFIC, CER, CLECAT, ECTA, EFIP, ERFA, ESC, FEPORT, IRU and UIP, continues to argue for the Combined Transport Directive to be made fit-for-the-future.

Europe's Combined Transport Community comes together in UIRR to collectively figure out the way forward. An increasing number of intermodal actors join hands in UIRR as members, as technology partners and as supporters of the Combined Transport for Europe, or CT4EU, Campaign. Together they shape the future of Combined Transport and connect the EU Single Market, the pan-European production network, as well as providing a vital link to intercontinental trade with Central and Southeast Asia through the major ports.

This is what turns Combined Transport into a source of stability, safety, prosperity and sustainability in Europe.

UIRR VISION

Combined Transport as Door-to-Door Intermodal Freight Transport is the backbone of logistics within the European Single Market.

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Combined Transport is a freight transport system integrating all different modes of transport and providing connectivity through a network of door-to-door transport solutions in Europe for all markets and industries.

UIRR MISSION

UIRR advances Door-to-Door Combined Transport in the European Union with the objective of being recognised as a mode of freight transport in its own right.

UIRR cooperates with all other modes of transport and moves closer to shippers and LSPs and their associations.

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For its members UIRR is a political, lobbying and standardisation vehicle.

TOPICS OF 2025

2025 was a year when the Combined Transport community faced substantial challenges and had to react quickly to several unforeseen crises.

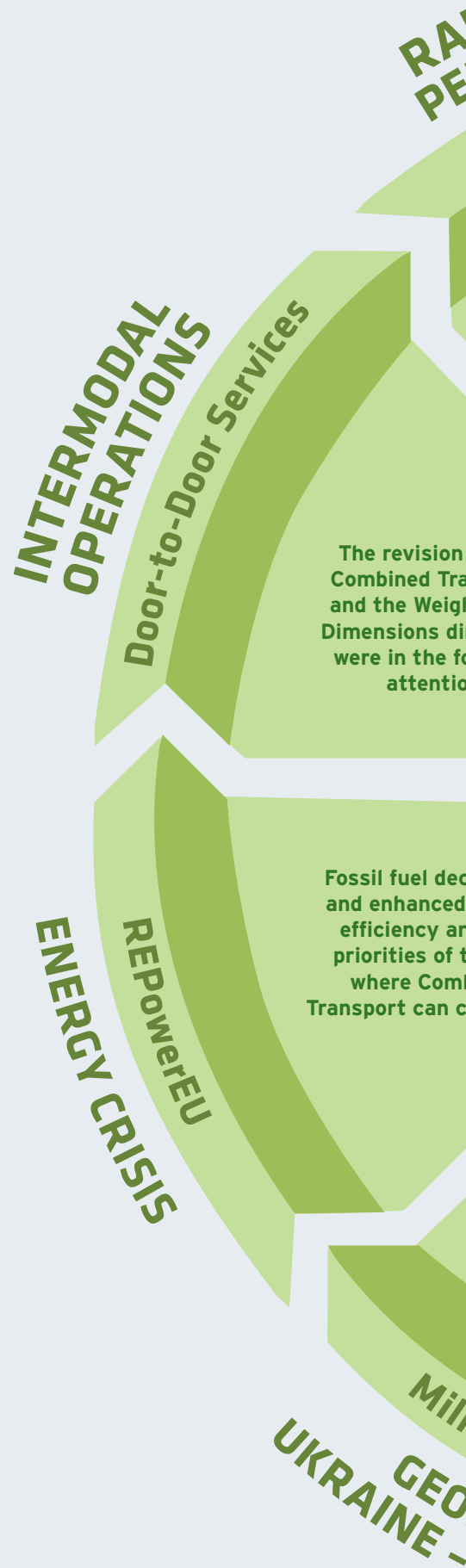
Combined Transport Directive revision has been stalling in both the European Parliament and the Council which led to the Commission's announced intention to withdraw the proposal. This activated the co-legislators.

Rail Infrastructure Capacity Management Regulation promises to become an important modernisation that could deliver more and better-quality train paths to cross-border freight trains as network-level coordination replaces the Rail Freight Corridor concept.

Weights and Dimensions Directive revision presented constant excitement throughout the year as the intermodal freight community was fighting for compatibility and interoperability.

TSI Telematics and the eFTI Regulation are the EU standards that drove digitalisation in freight logistics from which the intermodal sector must benefit.

Military Mobility Regulation is a reaction to the geopolitical challenges facing Europe including the need to rapidly and efficiently move military hardware, which offers a task for intermodal freight transport



RAIL FREIGHT PERFORMANCE

Infrastructure

The punctuality of freight trains was heavily affected by excessive maintenance works throughout Europe

INTERMODAL TRANSHIPMENT

Terminals

Terminal upgrades and new terminal openings helped, but overall terminal performance was adversely impacted by poor punctuality

INTERMODAL ASSETS

Wagons & loading units

Intermodal asset development was dynamic, it was weighed down only by unilateral national actions in Denmark and Switzerland



UIRR



IT standardisation in the railway sector (TSI Telematics) is a driving force, and own-initiative digitalisation has also progressed (i.e. EDIGES)

DIGITALISATION

IT systems

Implementation of the Draghi Report has been lagging despite the need to boost EU competitiveness

COMPETITIVENESS & RESILIENCE

Green Industrial Deal

Dual use assets and capacity contracts are key terms that the intermodal freight community must quickly learn

POLITICS: MIDDLE EAST

Coupling energy... the high... the EU, combined contribute

of the transport... and... directives... focus of

INTERMODAL OPERATIONS

10

Operational performance in 2025

Road-Rail Combined Transport services provided by UIRR members delivered a result last year that mirrored the EU GDP growth of 2025 with a growth of 1,5% in the number of consignments transported coupled with an increase of 2,2% in terms of tonne-kilometres.

The growth in the number of consignments transported was largely attributable to confident growth in domestic Combined Transport services in France made possible by the opening of new terminals and the launching of new services.

The overall performance masks a 1,1% decline realised on cross-border relations, which was largely caused by Germany, where 20% of the 2024 traffic performance was lost, or every fifth consignment carried in both domestic and transiting Combined Transport. The relatively strong cross-border performance in Central Europe could not counterbalance the situation in Germany, which is forecast to further deteriorate in 2026.

Corridor renovations [Generalsanierung] involving months-long full line closures and insufficient transport capacity on diversion routes with inferior technical parameters threaten the very survival of Combined Transport in Germany. The additional costs incurred by operators committed to upholding services exceeded 30%. One example is the diversion via Tarvisio (Italy) instead of Brenner this year and next. The detour is around 500 kilometres and takes at least 12 additional hours to pass. As a result, operators' and customers' equipment is tied up for an extra day and the cargo spends a full day longer in transit.

A complete closure of individual routes over a prolonged period is a disastrous decision from a macroeconomic perspective. Cargo can often not be transported at all, and if yes, then only with massive delays. Unless an effective change in the Generalsanierung practice of DBInfraGO, rail freight will lose further market share to road transport, leading to an overload of the already overburdened road infrastructure.

The operators of intermodal freight trains demanded compensation for the unusually significant additional operating expenses resulting from the unusual and poorly planned infrastructure works. Insufficient train paths provided over technically inferior bypass routes allow a very limited circulation of cross border intermodal freight trains.

Intermodal Terminals

The number of consignments handled at the terminals owned and/or operated by UIRR members decreased by 4,8% in 2025, thereby giving back the entire growth recorded during the previous year. Most terminals were struggling over the course of 2025 due to the dramatic deterioration of rail freight punctuality - caused by the excessive number and volume of works along the European rail infrastructure network coupled with inferior bypass options for freight trains.

The number of new terminals opened, as well as major terminal refurbishment and capacity extension projects are proceeding dynamically. New services enabled by new terminals were behind the spectacular growth performance realised in French domestic Combined Transport.

Regulatory framework

Revision of the Combined Transport Directive: the European Parliament research services unveiled the study drafted in response to the request of the Combined Transport Directive Rapporteur, Flavio Tosi in October 2025. In the same month, the European Commission announced its threat to withdraw the proposal to amend the Combined Transport Directive (92/106) in the context of its 2026 annual work plan.

The modernisation of the current Combined Transport Directive, originally drafted in the late 1980s, is indispensable as both the structure of the industry has changed fundamentally since its deregulation in 1991 and the weight of Combined Transport within the European freight transport increased multiple fold. The current Directive is not compatible with the requirements of technological developments, digitalisation and the other modern components of the European regulatory framework.

The European Parliament heard this argumentation and a decisive majority of its political groups supported the continued legislative work on the amendment proposal. The Member State Ministries of Transport, however, have yet to come around to sending a similar unified signal from the side of the Council of the European Union.



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The Land Transport State Aid Guidelines and the new Transport Block Exemption Regulation were adopted by the Commission with considerable delay in March 2026. A broad set of new state aid measures are at the disposal of Member States whose public budgets are severely strapped for cash by the geopolitical, energy-supply and economic challenges that they are facing. Public service contracts for rail freight, operational aid to launching new commercial rail freight services, subsidies to the acquisition of freight rolling stock and to the construction of new terminals or the modernisation of existing ones are all within the remit of the new state aid framework.

The European Union's Connecting Europe Facility (CEF) under its upcoming Multiannual Financial Framework 2028-34 is currently under legislative deliberations. The European Parliament following the demand of the transport sector broadly proposed to the Member States an increase to the 7-year outlay. The agreement on the new multi-year EU budget framework should be achieved in 2027.



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RAIL FREIGHT QUALITY & RAIL INFRASTRUCTURE PERFORMANCE

Railway undertakings are traction service providers to the intermodal freight trains conceived by Combined Transport Operators. Infrastructure managers provide the train paths and the traffic management services, while they are also in charge of maintenance works on the network.

Regulatory framework

Stakeholders of rail freight, such as Combined Transport Operators, have been pursuing the following topics in 2025:

- **The new Railway Infrastructure Capacity Management Regulation** (expected to be published in June 2026);
- **Implementation of the recently amended TEN-T Regulation (published in 2024)**, and
- **The tasks and opportunities presented by the EU Military Mobility Package.**

The new Capacity Regulation has been perceived as a major success since the reformed path allocation regime should bring decisionmaking closer to the market, which in turn should yield **more and better quality train paths for freight trains**. The KPIs for cross-border freight trains defined in the TEN-T Regulation have been cited in the Capacity Regulation as well, which raises hopes that the infrastructure managers will not only create the necessary TEN-T infrastructure conditions, but will do their best during timetabling, path allocation, design of works and traffic management to deliver a substantially improved rail freight quality.

In conjunction to these two new regulations, the Rail Freight Corridors (RFC) will disappear. The RFCs will be merging into the newly created European Transport Corridors (ETC) that were formerly known as TEN-T Corridors. The Pre-arranged Path (PaP) responsibilities of the RFCs will be taken over by the European Network of Infrastructure Managers (ENIM).

The **influence of railway undertakings and authorised applicants**, who are typically combined transport operators, as well as intermodal terminal managers will live on through the European Railway Platform (ERP) since the future of the RAG and TAG functions of RFCs will likely be discontinued.

The redefined ETCs with their new ETC Coordinators (each supported by a consortium of consultants) have only started their activities in 2025. It is yet unclear how much of the Coordinators' fairly extensive job descriptions they will be able to master - especially when it comes to (cross-border) rail freight.

Rail Net Europe (RNE) is rapidly advancing with establishing the European Network Coordinator (ENIM) functions. The digital path allocation support tool roll-out is progressing alongside the Train Information System (TiS). A series of European Frameworks will have to be adopted by ENIM, which the sector will scrutinise through the ERP before being enacted as the foundation of the "new régime". The TSI Telematics, managed by the EU Agency for Railways, complements this major reform.

The **Military Mobility Package** arrived in September, which is a reaction to the increased logistics needs of European militaries in reaction to the new needs related to the war in Ukraine. Combined Transport could play a significant role in moving military cargo between dual-use intermodal terminals using high-productivity intermodal wagons that are amply available and ideally suited to military shipments. The European intermodal shuttle train network with 1000 daily departures is particularly ideally positioned to offer safe and secure railway transport on short notice to military logisticians.

Crisis management

The regulatory and policy developments of 2025 were exacerbated by several crises:

- **Disruptive works on the railway network:** the ongoing TCR chaos – General-/Korridorsanierung;
- **The European Court of Auditors' Report** that points to the Member States being extensively behind schedule with their TEN-T modernisation investments (despite the post-COVID funding from the EU);
- **The imminent energy crisis** – manifesting in a diesel shortage – sparked by the war in Iran since February 2026.

Works on the network: full line closures for prolonged periods have become known as Generalsanierung, a concept developed by DB InfraGO in reaction to the severe line maintenance backlog accumulated during the past decades. While this organisation reduces the cost of works, it forces users onto inferior bypass routes, which often offer a reduced capacity. The bypasses severely undermine punctuality, which adversely affects overall system capacity and terminal operations. The Combined Transport Community has demanded a cost compensation for the excessive and unusual bypass routes.

Delayed TEN-T roll-out: a report by the European Court of Auditors (ECA) has uncovered a slower than prescribed progress of line upgrades in a report published in October 2025. The ECA announced that the deadlines contained in the TEN-T Regulation for implementing the TEN-T technical parameters - 22,5t axle load, 740m train length, P400 loading gauge and electrification - will suffer a substantial delay. This is likely to become an obstacle of intermodal rail freight development during the years to come.

Energy crisis: a lack of diesel fuel will deeply disrupt European supply chains that still depend to a large extent on trucks. Heavy goods vehicles compete for fuel with private motorists, emergency services (ambulance, firefighters), the military, as well as the agriculture, the inland waterway, the coastal navigation, the cruise boat and the construction sectors. Intermodal rail freight is ideally suited, can and should be doing much more to help Europe overcome the substantial gaps in diesel fuel supply.



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COMBINED TRANSPORT ASSETS

Compatibility and interoperability between infrastructure, road vehicles, intermodal wagons and waterborne vessels, as well as intermodal loading units (ILUs), form the foundation of efficient and competitive Combined Transport across Europe. Ensuring seamless interaction between these components enables operational optimisation while strengthening resilience and long-term sustainability in response to the evolving market demand.

Unilateral national measures on wagons harm railway interoperability

UIRR member companies are owners and/or keepers of more than **14.000 intermodal freight wagons**, every third of which are specially built to carry semi-trailers.

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On 10 August 2024, a freight train composed of conventional freight wagons derailed inside the Gotthard Base Tunnel. The Swiss Transportation Safety Investigation Board (STSB) confirmed that the derailment was caused by a broken wheel. In its final report, the STSB concluded that wagon keepers and their ECMs had fully complied with their maintenance obligations.

Despite these findings, the unilateral ruling of the Swiss Federal Office of Transport (FOT) in September 2025 primarily targets freight wagon maintenance, placing a disproportionate burden on wagon keepers and ECMs. Besides, the FOT's decision to enforce additional unilateral maintenance requirements is inappropriate and deeply mistaken, as it contradicts past and ongoing work carried out within the JNS Task Force procedures on broken wheels.

Furthermore, despite endorsing the decision on joint European wagon safety rules in December 2025, the FOT decided to maintain this national rule while awaiting the Court's decision on a stakeholder complaint. Intermodal rail freight operators fear that the additional costs resulting from these measures will hinder the competitiveness of intermodal rail freight and lead to a reverse modal shift from rail to road.

Following the 2017 accident and an incident in 2019 on the Great Belt Bridge, and the subsequent actions taken by the Danish NSA, the TSI Wagon was amended in 2025 to ensure a uniform safety level for the transport of semi-trailers in pocket wagons across the European rail network. The new EU-wide rules came into force on 4 November 2025.

However, certain Denmark-specific regulations relating to the operation of pocket wagons - as set out in Executive Order No. 1361 of 28 September 2022 - will remain applicable until the EU requirements are fully implemented, i.e. until 4 May 2027. During this period, the transport of semi-trailers on pocket wagons in Denmark may be subject to one of the following regimes: (i) Permit under the Danish pocket wagon executive order; (ii) Fulfilment of EU rules before the end of the transitional period; or (iii) Operation under a temporary permit.

Intermodal freight requires a coherent framework on the weights and dimensions of commercial road vehicles

Trilogue negotiations on the Weights and Dimensions Directive (WDD) amendment started between the European co-legislators following the European Council's adoption of the general approach in December 2025.

A key challenge in these negotiations will be to prevent changes that would further reinforce the already dominant position of unimodal road haulage by artificially reducing operating costs under the pretext of decarbonisation. Moreover, the interoperability and compatibility between the various modes of transport should be fully upheld. In this context, the intermodal sector calls for a fair level playing field supported by coherent, effective and proportionate measures. UIRR has outlined the following key considerations that the European co-legislators should integrate into the trilogue compromise:

- 1) The Greening Freight Transport Package must remain a single, coherent framework containing the modernisation of the Combined Transport Directive and the concept of intermodal interoperability and compatibility within the WDD.

- 2) The incentives proposed in the WDD should be restricted to zero-emission vehicles and the road legs of intermodal freight transport. UIRR supports an additional weight allowance of up to 4 tonnes for

zero-emission road vehicles, with axle-based differentiation to ensure payload parity with diesel vehicles, while prohibiting any future weight savings from increasing the maximum payload. The cross-border gross weight limit for trucks should remain at 40 tonnes.

3) European Modular Systems (EMS) trucks make intermodal transport less attractive. UIRR calls for consistent intermodal compatibility, permitting only standardised EMS configurations and requiring Member States to conduct ex-ante and ex-post assessments that extend to the impact on Combined Transport. Each Member State should define an EMS-positive road network allowing the circulation of such vehicles.

4) Single public national access points (NAPs) and an EU-level information portal containing every national rule, exemption, special permit and requirement should be established in a legally sound way, serving as the authentic harmonised source of information on maximum allowed vehicle weights, dimensions, EMS configurations, and infrastructure restrictions, including conditions for zero-emission vehicles.

CEN TC 119 - Reactivation of WGO6 on intermodal loading units

The reactivation of CEN/CENELEC's TC 119-WG06 on Intermodal Loading Units is a positive and timely development for the European intermodal freight sector. As chairman of the WGO6, UIRR contributes to the renewed standardisation work, as harmonised technical standards for intermodal loading units are essential to ensure safety, interoperability, and efficient cross-border operations.

This revision cycle will primarily focus on the EN standards relating to swap bodies, with the aim of creating a framework similar to that for the ISO maritime containers, as well as to the EN standards relating to the identification (ILU-Code) and the physical markings of the ILUs.



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DIGITAL TRANSFORMATION

The digital transformation of intermodal freight transport is far more than just a technological trend; it is an essential imperative within today's increasingly global supply chain ecosystem. By standardising and opening the ecosystem to every intermodal stakeholders, digitalised combined transport significantly enhances the resilience, operational speed, transparency, sustainability and competitiveness. Over the years, UIRR has consistently played a key role in fostering the emergence of a robust digital ecosystem for door-to-door intermodal freight transportation.

TSI Telematics: a necessary step for more effective data sharing in intermodal freight transport

The European Commission Implementing Regulation (EU) 2026/253, establishing technical specifications for the interoperability of data sharing in railway transport - the "TSI Telematics" - was published on 10 February 2026 and took effect on 2 March 2026. The new TSI Telematics is the result of extensive and constructive discussions with the decision-making bodies. The new Regulation prescribes the data sharing among the railway stakeholders throughout the European Union, paying particular attention to the intermodal digital ecosystem.

The new TSI Telematics consists of three separate interconnected elements:

- **The legal core text**, which forms the main body of the Implementing Regulation and contains legal provisions, essential requirements and implementation roadmap for all telematics stakeholders;
- **The annex**, which forms part of the same legal act and contains detailed interoperability requirements and technical provisions for the telematics subsystem;
- **The technical documents**, maintained by the EU Agency for Railways (ERA), are official reference materials that implement, clarify or provide the detailed schemas, baselines and message formats needed to meet the TSI requirements.

UIRR is particularly pleased that not only have the core principles of the Rotterdam clause been preserved, but they have also been expanded to cover a broader group of users and all message types. This extension reinforces legal certainty and ensures fair access to essential operational data. Furthermore, the revised terms and conditions now clarify that, while fees for accessing data may be charged, these must be reasonable and proportionate to the legitimate costs incurred when setting up, maintaining and operating telematics applications. This is an important step towards ensuring transparency and non-discriminatory access to data.

The further integration of TEN-T network terminals into the telematics ecosystem facilitates the exchange of train traffic messages with other telematics stakeholders. TEN-T terminals are now required to share train data upon departure. In return, they will receive detailed information about trains heading their way, including forecasts and the causes of delays and interruptions.

UIRR has also successfully consolidated its role in managing reference data for the intermodal rail freight sector, in particular location codes for freight terminals and a new reference database of intermodal loading units based on ILU-Codes. UIRR now works closely with the ERA to define the practical arrangements and the administrative rules.

eFTI Regulation: Intermodal implementation stalled by an unclear economic business case

The electronic Freight Transport Information (eFTI) Regulation 2020/1056 aims to modernise Business-to-Authority (B2A) communication through a fully digital architecture. The building blocks of this architecture are laid down in implementing acts. So far, the digital connection has been established between Member States to exchange information when a transport crosses borders. For the "business" side, the Regulation provides for eFTI platforms that will serve as single points of entry for economic operators who need to submit information to the authorities.

The Combined Transport sector falls under the scope of this Regulation through Article 3 of the current Combined Transport Directive (CTD), which requires at least two main elements for an intermodal transport to comply with the definition: (i) the terminals (origin/destination) to be used must appear on a transport document, and (ii) the proofs that the transshipments were executed must be provided.

To comply with eFTI and potentially solve these operational problems, the following points must be clarified:

- **The entity in charge of proving that the transshipment has taken place ("stamp") must be identified.** This could be a Railway Undertaking, a Terminal Manager, or another entity to be identified later.

- A unique actor should centralise the information and send it to the eFTI platform.

- Monitor if and how Member States use the conditions of proof of eligibility as proof of a combined transport operation, and the required “specific document formats”. This is to ensure harmonisation, and to assess the added value of transforming Article 3 of the CTD into a digital-compatible format.

- The revision of the Combined Transport Directive should be anticipated. Although the European Commission (EC) has declared its intention to withdraw the CTD revision proposal, this has not yet been formally implemented as of 31 March. The EC retains the possibility to reconsider its position based on the declarations from the EU co-legislators. The Commission therefore anticipates that the revised CTD will have to be applied by the eFTI Regulation.



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Key benefits



For Businesses

- Transport operators will have fewer unexpected stops and **shorter delays** caused by inspections.
- Instant sharing of data with partners through eFTI platforms will enable more **efficient logistics** planning, vehicle loading, and routing.
- Businesses will save up to EUR 13 per each consignment note. Annually, this could amount to **EUR 1 billion in administrative cost savings** for the EU transport and logistics sector.

For Authorities

- **Simplified compliance checks** will result in better targeted inspections and shorter inspection times.
- Officers can view information in their own language, thanks to **automatic translation** of the data shared electronically by businesses.
- Information on checks performed electronically may be processed for **monitoring and reporting purposes**.

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DEVELOPMENT PROJECTS OF UIRR



TRANS4M-R

<https://projects.rail-research.europa.eu/eurail-fp5/>

UIRR has taken a leading role in defining the functions, standards and digital solutions required to monitor the quality of multimodal transport – specifically Combined Transport (CT) in Europe. Building on previous initiatives, UIRR has promoted the development of a collaborative IT system designed to standardise quality management in CT. Its implementation would enable predictive, transparent, and reliable CT services, thereby increasing the attractiveness of rail-based freight.

The overall goal of the TRANS4M-R project is to establish rail freight as the backbone of a low-emission, resilient European logistics chain that meets end-user requirements. Two technological clusters, “Full Digital Freight Train Operation (FDFTO)” and ‘Seamless Freight Operation’, will develop, validate and demonstrate FP5-TRANS4M-R technologies in line with an integrated cross-sector systemic approach. FP5-TRANS4M-R brings together 71 partners from across the rail sector, including end users, industrial partners, railway undertakings, operators, wagon keepers, SMEs and academia. The project started in 2022 and will last 45 months.



BRIDGE

www.bridge-project.info

Launched in October 2025, BRIDGE aims to support the digitalisation of the European intermodal freight sector by implementing the new TSI Telematics from a door-to-door perspective.

BRIDGE will conduct a comprehensive assessment of the current data-sharing environment within the intermodal freight transport ecosystem, including a state-of-the-art review, in-depth process analysis, and gap identification. BRIDGE will test solutions that can be implemented by upgrading the telematics applications used in daily operations by intermodal stakeholders, with particular attention paid to the needs of end-customers, operators and terminal managers. The result will be practical implementation guidelines and a realistic roadmap fully aligned with TSI Telematics requirements.

Co-funded under the EU CEF programme, BRIDGE brings together 20 consortium partners who work collaboratively under the coordination of UIRR, with Marlo Consultants serving as the technical coordinator and Codognotto as the dissemination manager.



REMUNET

<https://remunet-project.eu/>

The 2025 activities focused on developing the digital platform to help transforming European multimodal freight transport through smarter, more connected and more sustainable solutions. The platform integrates real-time data from various sources, to help logistics providers respond faster to disruptions and access more alternative transport routes. Core services include data exchange interoperability, disruption management tools, AI-based route and capacity optimisation, and collaborative access layers.

ReMuNet - Resilient Multimodal freight transport Network – co-funded under the Horizon Europe programme – identifies and signals disruptive events, assessing their impact on multimodal transport corridors. ReMuNet orchestrates route utilisation, suggests transshipment points and optimises capacity allocation, minimising damage and shortening the recovery time. The project was launched in July 2023 and will be concluded in 2026.



ESEP4FREIGHT

<https://www.esep4freight.eu/w>

The consortium concentrated its efforts on further enhancing the web platform ([intermodal-railfreight.eu](https://www.intermodal-railfreight.eu)), transforming it into a comprehensive digital hub for intermodal rail freight.

Key developments include the integration of an interactive map featuring intermodal terminals and route planning capabilities, and external cost estimations. The platform also offers a stakeholders' directory, a contractual toolbox, detailed traffic flow data and infrastructure characteristics along the TEN-T railway corridors. In addition, a pilot demonstration was implemented to digitise and harmonise freight contracts through the use of blockchain technologies.

The ESEP4freight (European Shift Enabler Portal 4 Freight) project, financed under the Horizon Europe program, aims to provide freight customers with an overview of available rail freight services in Europe via a web platform. The web platform will include an interactive map with different modules, including a CO₂ calculator, a timetable viewer, a contract toolbox, and a matchmaking tool. The project was launched in September 2023 and lasted 24 months.



BLUE SUPPLY CHAIN

<https://interreg-baltic.eu/project/bluesupplychains/>

The Blue Supply Chains project, ended in December 2025, has successfully moved from a conceptual analysis to delivering tangible technical specifications for maritime decarbonisation. UIRR's contribution primarily focused on addressing the rail ferry challenge. In this context, the Rostock-Trelleborg link, part of the Scandinavian-Mediterranean TEN-T Core Corridor, was examined to enhance the resilience and sustainability of CT. A structured Stakeholder Engagement Plan was developed to secure the long-term viability of this connection.

The "Blue Supply Chains" project is part of the INTERREG programme for the Baltic Sea Region, supporting port authorities and port operators in implementing long-term measures to decarbonise port locations. The project follows different approaches supporting decarbonisation in ports: (1) evaluating and piloting of measures to further electrify handling equipment; (2) developing strategies to provide, handle and store alternative fuel, and (3) promoting more environmentally friendly transport chains in the hinterland, with a focus on the development of CT.

QCMOBILITY

The QCMobility project on Intermodal Freight Transport is investigating how quantum computing can help to manage freight transport more efficiently – especially in cases where several modes of transport such as rail, road and maritime are interlinked. The project aim is to optimise complex planning and control processes along intermodal supply chains. Practical use cases are developed and mapped as mathematical optimisation problems. Real-life data, such as route, timetable and booking information, is used to create realistic scenarios that are analysed and evaluated using quantum-based optimisation approaches. UIRR provided operational data extracted from the CESAR tracking and tracing database.

The QCMobility | Intermodal Transport consortium, consisting of d-fine and planqc, will be supplemented by additional industry partners, including UIRR, Kombiverkehr, TriCon and Fraunhofer Center for Maritime Logistics and Services (CML). Duisport is also involved as an associated partner. The project, started in 2025, will end in December 2026.

UIRR SERVICES

20

 **ILU-Code**

ILU-CODE

www.ilu-code.eu

Continental Intermodal Loading Units (ILUs) – including non-ISO containers, swap bodies and semi-trailers – whether craneable or not – transported in a Combined Transport operation must be clearly identified and marked with an ILU-Code. This unique European identifier was introduced by the EN 13044-1 standard. For the past 15 years, UIRR has successfully administered the ILU-Key, which identifies the owner or keeper of each ILU. Over 1.200 ILU-Keys have been registered by owners and/or keepers of intermodal loading units, demonstrating the standard's wide acceptance and operational relevance across Europe.

As a part of the new TSI Telematics, UIRR has begun deploying a single European reference database based on ILU Codes. This new mandatory reference file will serve as the technical registry for ILUs used in Combined Transport. This technical database will provide detailed parameters such as codification plate data, railway compatibility, and tare weights and dimensions per category of equipment (swap body, semi-trailer and tank container).

 **RAIL FACILITIES PORTAL**

RFP

ris-online.rne.eu

The Rail Facilities Portal (RFP) provides fast and structured access to comprehensive information on all types of rail service facilities, with a particular focus on those used by rail freight operators. Serving as a practical business support tool, it facilitates the efficient planning and operation of freight trains across Europe. The portal offers a user-friendly, efficient solution to ensure compliance with the obligations laid down in the Directive 2012/34/EU and its Implementing Regulation (EU) 2017/2177.

Developed and maintained jointly by RNE and UIRR, the RFP currently includes information on over 23.000 service facilities. The RFP platform is fully integrated into the Rail Infrastructure System (RIS) aiming to create a single digital infrastructure system capable of serving all railway stakeholders by providing different data representations based on their business needs.

As the representative body of intermodal freight terminals, UIRR ensures that the RFP remains aligned with relevant EU legislation, particularly by integrating Register of Infrastructure (RINF) data to strengthen consistency, transparency and interoperability across the sector.

 **EDIGES**

EDIGES

<https://www.uirr.com/services/ediges>

EDIGES is a standardised data exchange format that integrates every stakeholders involved in a door-to-door intermodal transport chain. It provides structured information on every physical process within the chain, including booking, first- and last-mile road operations, terminal activities, and train operations. More than 30 status messages have been defined, along with messaging to exchange commercial/operational timetables and information about train/network disruptions. Several EDIGES status messages have been mapped with the TSI Telematics.

EDIGES is managed and developed by the EDIGES Consortium (info@ediges.org) while UIRR acts as the official disseminator of the exchange format.



UIRR CODE MANAGEMENT PLATFORM

cdm.uirr.com

Data exchange formats such as EDIGES rely on standardised codes to ensure interoperability and regulatory compliance. This includes legally mandated codes for waste and dangerous goods, as well as sector-specific codes for customers and intermodal terminals. These codes enable the automatic integration of transport information into third-party systems such as CESAR, RNE TIS, and KV 4.0.

The UIRR Code Management platform serves as a neutral one-stop-shop portal for all the relevant codes used in standardised data exchange messages. It provides stakeholders with an access to codes for terminals, customers, damages, waste, dangerous goods, loading units and more. The platform also supports programmable automatic synchronisation with existing IT systems.

UIRR has also been designated by the sector as the official administrator of the Subsidiary Location Codes (SLCs) for freight terminals, coordinating with the European Union Agency for Railways (ERA) to ensure consistency and compliance with TSI Telematics requirements.



CESAR-NEXT

www.cesar-next.com

CESAR Information Services (CIS), an IT-Service company based in Brussels, is responsible for the operation and maintenance of the CESAR system, a widely used intermodal rail freight tracking and tracing solution. UIRR is responsible for the company's overall administration and ensures the dissemination of CESAR-related information .

More than 1.600 CT customers use the free-of-charge tracking and tracing service, generating over 17,6 million transport events per year across 2,7 million transport operations. CESAR-NEXT also offers a B2B service allowing the users to integrate all relevant status information directly into their own data processing systems via a straightforward EDI interface.

THE YEAR OF UIRR

UIRR is the European association of Combined Transport binding together Combined Transport Operators, Transshipment Terminal Managers, technology suppliers (Technology Partners), various associations committed to coordinate the development of intermodal freight transport in Europe (as MoU Peers) and the supporters of the Combined Transport for Europe Campaign (CT4EU supporters) - collectively the European Combined Transport community.

Jürgen Albersmann, Chairman:

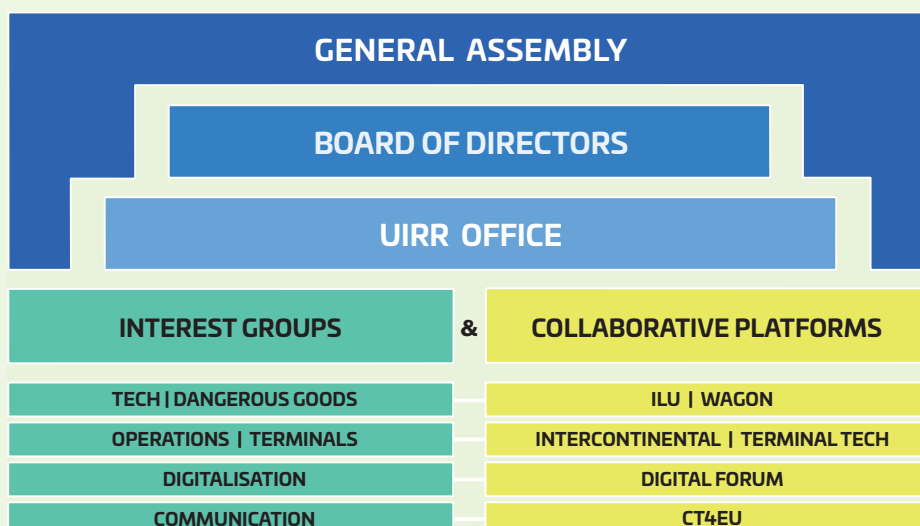
„The industry association of Combined Transport will not only strengthen the community during the coming decade but will help with mapping the way forward.“

Board of Directors



From left to right:

Andrea De Bernardi (CEO, Mercitalia Intermodal), Ralf-Charley Schultze (Director General, UIRR), Bénédicte Colin (President, Naviland Cargo/VIIA), Jürgen Albersmann, Chairman (CEO, Contargo), Ben Beirnaert (terminal member – CEO, Combinant), Roberto Barraza, (General Manager, Ambrogio Intermodal), Peter Kiss, Vice-Chairman (CEO, METTRANS) – missing from the picture: Michail Stahlhut, former Chairman (CEO, Hupac Group)



HIGHLIGHTS OF 2025

The most notable events of UIRR and from an intermodal transport perspective in 2025 were:

01

TRANSPORT LOGISTICS EXPO, MUNICH 2025

UIRR and the CT4EU Campaign appeared together with German MoU IBS on a joint stand at the most prestigious transport trade fair in Europe

02

6TH EUROPEAN INTERMODAL SUMMIT

The flagship annual online event of UIRR also commemorated the 55th anniversary of the association's founding

03

COMBINED TRANSPORT 360°

A comprehensive event in the European Parliament where UIRR's Board of Directors met several members and briefed them on the issues of Combined Transport

04

ADOPTION OF THE NEW RAILWAY INFRASTRUCTURE CAPACITY MANAGEMENT REGULATION

The new regulation established a new regime for the allocation of train paths and the management of infrastructure capacity in Europe that should yield more and better-quality train paths for cross-border freight trains

05

COMBINED TRANSPORT FOR ISLAND NATIONS

The event in the European Parliament highlighted the role unaccompanied Combined Transport plays in supplying residents and supporting the economies on European islands

06

LAUNCH OF THE UIRR PODCASTS SERIES

The first two episodes focused on Combined Transport's role in Military Mobility and the EU Commission's study on Modal Shift capacity in Europe

07

BRUSSELS COALITIONS FIGHT FOR IMPORTANT TOPICS

Joint statements are testaments of coalitions that came together in the European arena to collaborate on pushing important topics such as CEF2/MFF, the CTD amendment, the WDD amendment, industrial policy/Antwerp Declaration, Rail TCRs in Germany

08

BEST PRACTICE GUIDELINES ON DIGITALISATION

ECTA, UIRR and ERFA joined hands to issue a Best Practice Guideline on how to digitalise door-to-door Combined Transport in view of customer expectations

09

STUDIES ISSUED IN 2025

Europe's Net Zero Logistics Study, Best Practices on Greening Ports and Terminals, Safety Assessment of Pocket Wagons

10

UIRR POSITION PAPERS IN 2025

CTD, WDD, Military Mobility, TSI Telematics, Implementation of the eFTI and TEN-T regulations, and the new directions of Rail-related EU Research



THE COMBINED TRANSPORT FOR EUROPE CAMPAIGN 2024-27

Launched in October 2024, the second edition of UIRR's Combined Transport for Europe (CT4EU) campaign gained strong momentum. Growing from 16 to 38 supporting companies, it reflects a united intermodal sector and community committed to promote Combined Transport as the backbone of European freight transport.

Accompanying the legislative evolution of the Greening Freight Transport Package, including the Combined Transport Directive and the Weights and Dimensions Directive, the campaign aims to highlight the sector's core efficiencies. The publication of "The Efficiencies of Combined Transport" study, covering labour, infrastructure, safety, and environmental benefits, established a strong narrative which resonates even more during the oil crisis the world faces at the time of writing.

Q1.2025

CT4EU successfully delivered a series of thematic webinars setting the tone for political discussion in Europe: The webinar on Combined Transport in the circular economy highlighted the sector's role in waste management, recycling, and raw material flows, attracting over 100 participants. A second webinar focused on the importance of rail ferries for Europe's logistics resilience, addressing infrastructure bottlenecks and strategic considerations such as military mobility. With more than 150 attendees, this webinar proved the strong interest in infrastructure resilience and intermodal connectivity, particularly in Northern Europe.

Q2.2025

Focused on consolidation and visibility. Collaboration with National Coordinators intensified, allowing the campaign to better identify local challenges and synergies with EU-level policy efforts. During this period, CT4EU also launched its redesigned website, reflecting a more dynamic and forward-looking identity. Another highlight was the CT4EU Intermodal Conference, held at the Transport Logistic Fair in Munich in June and co-organised with Fermerci. This event brought together supporters and policymakers discussing the topics that impact the world of intermodal freight. The participation of MEP Flavio Tosi, Rapporteur of the Combined Transport Directive, underlined the campaign's growing relevance in EU policymaking circles.

Q3.2025

As the year progressed into summer and autumn, CT4EU expanded its communication tools and thematic scope. A major innovation was the launch of "The Intermodalist" podcast on 1 October, providing a new platform to discuss sector-specific challenges and opportunities. The first episode, focusing on military mobility, was a successful attempt at encapsulating legislative topics in a less than 10 minutes discussion format. In parallel, the campaign continued to diversify its outreach through webinars, including a session dedicated to artificial intelligence applications in intermodal operations, which attracted more than 200 participants and highlighted the role of digitalisation in improving efficiency and safety.

Q4.2025

CT4EU also maintained a strong presence on the ground, including the Intermodal Marketplace in Antwerp or the UIRR Terminal Technology Platform in Poznań. These engagements ensured the campaign was visible where key industry discussions and decisions take place. A particularly notable milestone was the organisation of the Combined Transport 360° event at the European Parliament, which significantly raised CT4EU's profile among EU institutions. The event provided a platform to address key regulatory topics, including infrastructure capacity, funding mechanisms, and modal compatibility. 2025 ended with the CT4EU-UIRR flagship event: The 6th European Intermodal Summit, which addressed critical challenges such as infrastructure resilience, regulatory developments, and the need for harmonised rail freight systems.

Q1.2026

CT4EU opened 2026 by welcoming eleven new supporters, including Amazon, and co-hosting an event in Brussels in March. Timely webinars on Combined Transport during the fuel crisis, a dedicated session for island Member States, and the formalisation of the AICARGO partnership at SITL Paris

rounded out an active quarter. Reflecting the campaign's commitment to accompanying the full legislative trajectory of the Greening Freight Transport Package, CT4EU has been extended until the end of 2027.

Today, the campaign has reached a significant milestone, expanding its supporter base to 38 companies.

Going forward

The campaign continues in 2026 with an ambitious programme including new webinars on key policy and technical topics, continued development of the podcast series, and a planned field trip for European policymakers to intermodal terminals. In 2027 the CT4EU Campaign will appear again at the Transport Logistics Expo in Munich.

Study

The campaign is based on the results of the study on The Efficiencies of Combined Transport <https://www.uirr.com/leaflets-and-studies-publications/study-efficiencies-combined-transport>



Member Company Information

UIRR welcomes membership applications from Combined Transport Operators (as Operator Members) and Transshipment Terminals (as Terminal Members). For full membership conditions, please contact: headoffice.brussels@uirr.com




ADRIA KOMBI D.O.O.
www.adriakombi.si

Adria Kombi is an independent intermodal operator specialising in combined rail-and-road freight services connecting the Port of Koper and key European industrial hubs.

Type of transport
UCT | RoMo | RSO | RH | ECM




AFLUENT
www.afluent.com

AFLUENT Arad South Terminal is a private intermodal terminal with fast access to a motorway and close proximity to the industrial areas of Arad and Timisoara.

Type of transport
TTM




ALPE ADRIA S.P.A.
www.alpeadria.com

Alpe Adria is an intermodal rail freight operator running domestic and cross-border connections to and from Italy with a focus on the traffic from and to the Port of Trieste.

Type of transport
UCT | RoMo




AMBROGIO TRASPORTI S.P.A.
www.ambrogiointermodal.com/en/

Ambrogio Trasporti is a rail-road intermodal operator, offering door-to-door services in Europe through its own terminal network.

Type of transport
UCT | TTM | RH | ECM




BALTIC RAIL AS
www.balticrail.com

Baltic Rail is an intermodal rail freight operator focused on north-south cross-border relations from Poland to the Port of Koper (SI) and the Port of Rijeka (HR). The company also operates terminals.

Type of transport
UCT | RSO




BOHEMIAKOMBI SPOL. S R.O.
www.bohemiakombi.cz

Bohemiakombi is an intermodal rail freight operator running cross-border services to and from the Czech Republic.

Type of transport
UCT




CARGOBEAMER AG
www.cargobeamer.com

CargoBeamer is an intermodal rail freight operator specialised in carrying semi-trailers using their proprietary horizontal transshipment solution, and operates transshipment terminals.

Type of transport
UCT | RSO | ECM | TTM




CFL INTERMODAL S.A.
<https://www.cfl-mm.lu/en-gb>

CFL Intermodal is an intermodal rail freight operator specialising in cross-border connections to/from Luxembourg and operating vertically and horizontally loaded intermodal wagons.

Type of transport
UCT | CA




CFL TERMINALS S.A.
<https://www.cfl-mm.lu/en-gb>

CFL Terminals operates an intermodal transshipment terminal in Bettembourg-Dudelange, handling intermodal loading units via vertical and horizontal transshipment technologies.

Type of transport
TTM | UCT | Rail Motorway




CLIP GROUP S.A.
www.clip-group.com

CLIP Group operates an intermodal terminal, providing railway siding services, container and intermodal semi-trailer handling, storage and road transport (first and last mile).

Type of transport
TTM | RU | RH




COMBIBERIA S.A.
www.combiberia.com

Combiberia is a leading wholesaler in the intermodal rail transport sector, providing shippers with the necessary capacity on the trains they sell.

Type of transport
UCT




COMBINANT NV
www.combinant.be

Combinant operates a transshipment terminal in the Port of Antwerp equipped with electric gantry cranes for vertical transshipment servicing both maritime and continental traffic.

Type of transport
TTM




CONTARGO GMBH & CO. KG
<https://www.contargo.net/en/>

Contargo is an operator of cross-border and domestic intermodal transport services by barge and by rail. It also manages 22 bi- or trimodal transshipment terminals in FR, DE and CH.

Type of transport
UCT | RSO | RH




CTE CONTAINER TERMINAL ENNS LTD.
www.ct-enns.at

CTE is an operator of two terminals in Austria, Enns and Salzburg, specialising in the handling of maritime containers

Type of transport
TTM




DELTA RAIL SAS
<https://www.deltarail.fr>

DELTA RAIL is an operator offering rail transport, maritime container, swap body, craneable semi-trailer and wagon group solutions.

Type of transport
UCT | RSO




DUISPORT
www.uisport.de

Duisport operates 9 intermodal transshipment terminals handling maritime hinterland, continental and intercontinental connections (to/from China) and owns an intermodal rail freight operator, Duisport Rail.

Type of transport
TTM | ECM | RU | CA | RH



DUSS MBH

https://duss-terminal.deutschebahn.com/duss/terminals_uebersicht

DUSS operates a network of 22 road-rail intermodal terminals in Europe equipped with vertical and horizontal transshipment for port hinterland and continental intermodal traffic.

Type of transport
TTM



DRY PORT TERMINALS

<https://dpterminals.rs/en/>

Dry Port Terminals operates a trimodal terminal in Pancevo, Serbia, providing two railway tracks, dangerous goods storage, barge access and storage. Timisoara.

Type of transport
TTM



EAST-WEST GATE
INTERMODAL TERMINAL HUNGARY



EAST-WEST INTERMODALIS LOGISZTIKAI ZRT.

<https://eastwestil.com/en/>

EWG operates a road-rail transshipment terminal on the Hungarian-Ukrainian border, and has its own fleet of intermodal wagons and customs clearance services.

Type of transport
TTM



FELB LTD.

<https://www.felb.com.cn/>

FELB is an intermodal rail freight operator specialised on intercontinental intermodal rail freight to/from China.

Type of transport
UCT



GRAND PORT MARITIME DE MARSEILLE

<https://www.marseille-port.fr>

The Port of Marseille, among the largest container ports in Europe, operates 3 road-rail intermodal transshipment terminals in France handling port hinterland operations.

Type of transport
Maritime port



GYSEV CARGO ZRT.

www.gysevcargo.hu

GYSEV Cargo provides intermodal transport services combining rail and road, operating intermodal freight trains, as well as 2 transshipment terminals in Hungary.

Type of transport
RU | TTM | UCT | RSO | RH



GENK CARGO CONNECT

<https://genkcargoconnect.be/>

Genk Cargo Connect is a strategic logistics hub in Belgium, offering intermodal transportation solutions via road, rail and water.

Type of transport
TTM



HUPAC GROUP

www.hupac.com

Hupac operates a continent-wide network and intercontinental intermodal services, managing and owning a large intermodal wagon fleet.

Type of transport
UCT | TTM | RSO | ECM | RU | CA



HUPAC INTERMODAL NV

www.hupac.com

Hupac Intermodal NV is an intermodal rail freight operator specialised in running connections to/from the Netherlands.

Type of transport
UCT | RSO



INTERPORTO BOLOGNA SPA

<https://www.interporto.it/>

The road-rail terminal of Interporto Bologna handles both maritime hinterland and continental consignments using the vertical transshipment technique.

Type of transport
TTM



JOHN G RUSSELL LTD.

www.johngRussell.co.uk

John G Russell operates a road-rail intermodal transshipment terminal which handles domestic intermodal connections including craneable trailers.

Type of transport
UCT | TTM | RH



NACHHALTIG & STARK im Kombinierten Verkehr



KTL KOMBI-TERMINAL LUDWIGSHAFEN GMBH

www.ktl-lu.de

KTL operates a transshipment terminal in Ludwigshafen (DE) equipped with electric gantry cranes for vertical transshipment servicing both maritime and continental traffic.

Type of transport
UCT | TTM



LAHAYE GLOBAL LOGISTICS

<https://www.lahaye-global-logistics.com/>

Lahaye Global Logistics offers logistics services including rail and barge intermodal transport solutions, while managing a terminal in Rennes (France).

Type of transport
UCT | TTM | RSO | RH



LIÈGE LOGISTICS INTERMODAL

<https://www.liegeLogisticsintermodal.com/home>

LLI operates 2 trimodal intermodal transshipment terminals in the Port of Liege as well as domestic intermodal freight trains in Belgium.

Type of transport
TTM | CA



FHP INTERMODAL

<https://www.fhpgroup.it/en/filiera/intermodale/>

FHP Intermodal operates 4 intermodal in Italy and offers integrated national and international logistics solutions and manages a railcar fleet.

Type of transport
UCT | TTM | RSO | ECM



LTG

www.ltg.lt

LTG operates 3 intermodal terminals in Kaunas, Šeštokai and in Vilnius, and runs intermodal trains in Lithuania and between Kaunas and Duisburg via Lodz.

Type of transport
TTM | UCT | RSO | ECM



LUGO TERMINAL S.P.A.

www.lugoterminal.com

Lugo Terminal operates of 2 road-rail intermodal terminals in Italy, offering door-to-door services as well as domestic and border-crossing intermodal freight trains.

Type of transport
TTM | UCT



MERCITALIA INTERMODAL S.P.A.

<https://www.fslogistix.com/it.html>

Mercitalia Intermodal operates a network of cross-border intermodal freight trains to/from Italy, as well as domestic intermodal trains within Italy.

Type of transport
UCT | RSO | ECM



METRANS A.S.

www.metrans.eu

METRANS operates 20 intermodal terminals and a modern wagon fleet, connecting major European hubs. The company offers port hinterland logistics and door-to-door solutions.

Type of transport
UCT | TTM | RSO | ECM | RU | CA | RH



NAVILAND CARGO SAS

www.naviland-cargo.com

Naviland Cargo is an intermodal freight operator with port hinterland connections, operating 8 terminals in France. It owns intermodal wagons and holds a railway licence.

Type of transport
UCT | TTM | RSO | RU

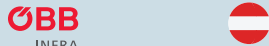


NOVATRANS-GREENMODAL

www.novatrans-greenmodal.eu

Novatrans-Greenmodal is an operator of rail and waterborne intermodal freight transport in/to/from France, owns and operates intermodal transshipment terminals in France.

Type of transport
UCT | TTM | RSO | ECM | RH



ÖBB-INFRA AG - TERMINAL SERVICE AUSTRIA

<https://infrastruktur.oebb.at/>

ÖBB-TSA operates 7 intermodal terminals and provides horizontal and vertical transshipment, servicing port hinterland and continental intermodal transport.

Type of transport
TTM



PIMK RAIL EAD

<https://www.pimk.eu/en>

PIMK Rail runs intermodal freight trains to/from Bulgaria and operates an intermodal transshipment terminal.

Type of transport
TTM | UCT



PSCCT SAEML

www.pscct.com

PSCCT operates an intermodal terminal, servicing multimodal transport operators, railway companies and road hauliers in the heart of the Barcelona-Montpellier-Toulouse triangle.

Type of transport
TTM



RAIL CARGO OPERATOR CSKD

www.railcargo.com

RCO CSKD operates 7 intermodal terminals in Czechia and Slovakia, connecting Central Europe to maritime ports and intercontinental relations through a network of unaccompanied freight services.

Type of transport
UCT | TTM | RoMO | RSO | CA



RAIL CARGO TERMINAL - BILK ZRT

<https://www.railcargo.com>

RCT BILK operates a transshipment terminal in Budapest which supports cross-border port hinterland and continental intermodal services and offers a large container depot.

Type of transport
TTM



RAIL HUB TRANSYLVANIA

www.railhubtransylvania.ro

Rail Hub Transylvania is a private multimodal operator providing logistical services for intermodal transport and managing a transshipment terminal in Western Transylvania.

Type of transport
TTM



RAILPORT ARAD SRL

www.railportarad.ro

Railport Arad manages an intermodal transshipment terminal in Curtici, close to the Hungarian-Romanian border. The terminal serves continental and port hinterland intermodal transport operators.

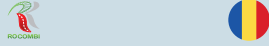
Type of transport
TTM



RALPIN AG

Ralpin's was a specialist of accompanied intermodal RoLa trains for full trucks and their drivers, which connected Germany with Italy through the Swiss Alps, and managed 2 RoLa transshipment terminals.

Type of transport
Rolling Highway



ROCOMBI SA

www.rocombi.ro

Rocombi operates domestic intermodal freight trains and 2 transshipment terminals in the Bucharest and Cluj Napoca area in Romania.

Type of transport
TTM | UCT



SAMSKIP MULTIMODAL B.V.

www.samskip.com

SAMSKIP operates intermodal freight transport services by shortsea and rail within Europe, and a transshipment terminal in Germany.

Type of transport
UCT | TTM | RH

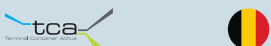


T3M

www.t3m.fr

T3M is an intermodal operator specialised in offering domestic and cross-border rail-road solutions for continental and maritime freight in France.

Type of transport
UCT | TTM | RH | RSO



TERMINAL CONTAINER ATHUS SA

www.tca.be

TCA operates domestic and cross-border intermodal rail freight services to/from Belgium and manages a transshipment terminal near Luxembourg and France.

Type of transport
UCT | RSO | CA | RH | TTM



TERMINALI ITALIA S.R.L.

www.terminaliitalia.it

Terminali Italia operates a terminal network of Italy with 14 intermodal transshipment terminals throughout Italy offering a large variety services.

Type of transport
TTM

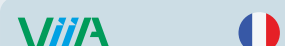


VAN DER VLIST LOGISTICS B.V.

www.vandervlist.com

Van der Vlist is a logistics provider offering out-of-gauge transport by road, sea, rail, air and inland waterways, storage, port operations, and 4PL solutions.

Type of transport
TTM | RH



VIIA

www.viia.com

VIIA is an operator of intermodal freight trains to/from France using horizontal transshipment technique, which is designed for non-craneable-semi-trailers.

Type of transport
UCT | RSO



WIENCONT CONTAINER TERMINAL GMBH

www.wiencont.com

WienCont operates a trimodal terminal in Vienna for hinterland and continental traffic. It uses horizontal transshipment to move non-craneable trailers between road, rail, and water.

Type of transport
UCT | TTM

GLOSSARY

ACTIVITIES

UTC: Unaccompanied Combined Transport
RoMo: Rolling Motorway
TTM: Transshipment Terminal Management
RSO: Rolling Stock Operator (owner/lessee)
ECM: Entity in Charge of Maintenance
RU: Railway Undertaking
CA: Customs Agent
RH: Road Haulage

UIRR CONSIGNMENT:

Corresponds to the transport capacity of one tractor-trailer on the road (equivalent to 2.0 EVP/TEU). A TEU (twenty-foot equivalent) is a unit of measurement corresponding to an ISO container of 20 feet in length (6.10m), used to express traffic capacities or flows, principally in the maritime transport sector.

Partners of UIRR

UIRR's technology partners are companies, which produce the technology used in intermodal transportation, terminal operations or in the digital systems that support intermodal transportation. UIRR actively seeks to conclude partnerships with more companies. Contact headoffice.brussels@uirr.com for inquiries.



EQUIMODAL
www.equimodal.com

Equimodal: A specialised manufacturer of customised transport containers and swap bodies, designing homologated solutions for intermodal, industrial, energy, and emergency applications.



ERMewa
www.ermewa.com

Ermewa: A European leader in freight railcar leasing, managing a fleet of over 50.000 specialised railcars to support the industry's modal shift from road to rail.



CAMCO
<https://camco.be>

Camco Technologies: A pioneer in terminal automation, providing proprietary vision and location-based solutions for gate, crane, and rail OCR across 280+ global terminals.



COMBIPASS
<https://www.combipass.com/>

COMBIPASS: A professional provider of intermodal loading units and mobile storage equipment, offering over 35 years of rental expertise across road, rail, and maritime sectors.



GATX
www.gatx.eu

GATX Rail Europe: A leading full-service railcar lessor with a young, diversified fleet of 36.500+ wagons, dedicated to making rail transport simple, efficient, and customer-centric.



GREENBRIER
www.greenbrier-europe.com

Greenbrier: A global specialist in innovative engineering and freight wagon manufacturing, providing comprehensive leasing and maintenance services for the European intermodal market.



HACON
www.hacon.de

Hacon (Siemens Mobility): A premier provider of high-tech software solutions for transport operators, specializing in MaaS, travel information, and advanced timetable scheduling with over 500 specialists.



LOHR
www.lohr.fr

LOHR: A French industrial group specialising in goods transport systems, notably the Modalohr railway solution for the efficient horizontal loading of standard semi-trailers onto wagons.



MENLO79
<https://en.menlo79.com/>

Menlo79: A digital transformation partner for the rail industry, offering the WILSON SaaS solution and the RAILTALKS platform to strengthen sector networking and competitiveness.



MFD RAIL
<https://mfdrail.ch/>

MFD Rail: A modern intermodal wagon lessor providing the European sector with a high-quality, homogeneous fleet and top-tier technological support to facilitate the road-to-rail shift.



MODALIS
www.modalis.com

MODALIS: A major actor in the rental, trading, and consulting of intermodal equipment, ranging from specialised liquid and gas tanks to intermodal railway cars.



RAILMARKET
www.railmarket.com

RAILMARKET: A dedicated B2B marketing platform and industry news database that connects railway professionals and partners across the global rail ecosystem.



REKENCENTRA
www.rekencentra.com

Rekencentra: A long-standing software provider specialising in the full project lifecycle for container terminals and aviation, from system conception and development to integration and training.



SCHMITZ CARGOBULL
www.cargobull.com

Schmitz-Cargobull: A leading manufacturer of commercial trailers and semi-trailers, offering a wide range of craneable, rail-compatible loading units for intermodal logistics.



TATRAVAGONKA
www.tatravagonka.sk

Tatravagonka Poprad: A historic railway engineering firm specialising in the production of freight wagons, passenger cars, and the modernisation of global railway infrastructure.



TRANSPOREON
www.transporeon.com

Transporeon (Trimble): A global Transportation Management Platform that empowers shippers and carriers to move, manage, and monitor freight through a fully digitised supply chain.



UNIT45
www.unit45.com

UNIT45: A specialist in the development and financing of 45ft palletwide containers, offering high-efficiency solutions tailored to European intermodal requirements.



VTG RAIL EUROPE
www.vtg.com

VTG: A global asset and logistics company operating Europe's largest private fleet of 88.000 railcars and , and 1.000 types of these, designed for multimodal transport.



WASCOSA
www.wascosa.com

Wascosa: A pioneer in the freight wagon market, providing European rail operators with a young, innovative fleet and a sustainable, digitally-driven leasing model.



WECON
www.wecon.de

WECON: A manufacturer of specialised commercial vehicles and container technology, leading the market in sustainable swap bodies and trailers for intermodal transport.

MoU Peers

MoU Peers are typically national or global associations committed to advancing intermodal freight transportation, and thus share the objectives pursued by UIRR. UIRR is actively seeking to sign additional Memoranda of Understanding with such associations. Contact headoffice.brussels@uirr.com for inquiries.

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 <p>ALLIANZ PRO SCHIENE - APS www.allianz-pro-schiene.de/en/</p> <p>This German non-profit transport association unites rail companies and is dedicated to improving rail traffic and supporting climate protection.</p>	 <p>AROSRAIL www.arosrail.sk/</p> <p>The Association of Railway Operators of Slovakia cooperates with state and international bodies to advance rail freight within a non-discriminatory environment.</p>	 <p>ASOCIACIÓN ESPAÑOLA DE TRANSPORTE RANSPORTATION www.aetransporte.org/</p> <p>A non-profit association and Think-Tank uniting professionals from all modes of transportation to pursue the combined benefits of their interaction.</p>	 <p>ASSOFERR www.assoferr.org</p> <p>An association representing "private railway wagons" operators and intermodal interests, born from the historic merger of ASSOCARRI, SUNFER, and ASSOCOMBI.</p>
 <p>ASSOLOGISTICA www.assologistica.it</p> <p>Representing Italian logistics and terminal operators, the association integrates infrastructure managers and contractors through collaboration.</p>	 <p>BIC www.bic-code.org</p> <p>As a neutral non-profit organization, BIC enables efficiency in container transportation while promoting safety, security, and standardisation among its 2,800+ global members.</p>	 <p>CCTT https://en.icctt.com/</p> <p>The Council on Trans-Eurasian Transportation is a forum dedicated to increasing border capacity and freight volumes through networking and advanced technology.</p>	 <p>CETM www.cetm.es/en/project/cetm-multimodal</p> <p>A Spanish business organisation dedicated to the promotion of multimodality, backed by the Confederación Española de Transporte de Mercancías.</p>
 <p>CLUB FERROVIAR www.clubferoviar.ro</p> <p>A specialised communication tool for the Romanian railway environment, providing railway professionals and investors with the latest news on national and international commercial market sectors.</p>	 <p>COMBINET www.combinet.at</p> <p>An association created by various stakeholders in Austriato set stronger initiatives for combined transport in practice across all areas of the sector.</p>	 <p>DANSK BANEGODS www.banegods.dk</p> <p>Providing a common platform for rail freight development, the Danish organisation supports competitive rail solutions through dialogue with politicians and civil servants.</p>	 <p>DIE GÜTERBAHNEN www.die-gueterbahnen.com</p> <p>The German alliance promotes shifting freight to rail and drives innovation to modernise the sector and increase rail freight volumes to achieve climate targets.</p>
 <p>ECTA www.ecta.com</p> <p>The voice of the chemical transport industry advocating for high safety standards while driving innovative supply chain solutions through stakeholder collaboration.</p>	 <p>ELFE</p> <p>"Eric Lambert Formation-Expertise" facilitates modal shift decision-making through training and knowledge sharing.</p>	 <p>EUROPLATFORMS https://www.europlatforms.eu/</p> <p>A grouping focused on developing logistics platforms as essential inland transport nodes to lower costs and boost collaboration by facilitating intermodal transport.</p>	 <p>FERMERC I www.fermerci.it</p> <p>An Italian system association representing all players in railway logistics, from terminal operators to training centers, acting as an institutional voice for the entire national rail freight sector.</p>
 <p>GELPA https://gelpa.lt/</p> <p>This autonomous association of Lithuanian companies provides modernisation, construction, and maintenance services for railway transport development and infrastructure.</p>	 <p>GNTC www.gntc.fr</p> <p>This professional organisation represents the French combined transport sector. It supports intermodality by promoting road-rail and waterway transport for sustainable freight.</p>	 <p>GROUPEMENT FER www.groupe ment-fer.ch</p> <p>This Swiss association of transport and logistics companies aggregates volumes to offer high-quality, reliable rail shuttle services between Switzerland and major sea ports.</p>	 <p>HGK/CCE www.hgk.hr</p> <p>The Croatian Chamber of Economy's logistics affiliation fostering cooperation between intermodal carriers and proposing incentive regulations to state authorities to develop the sector.</p>

HHM
www.hafen-hamburg.de

HHM contributes to the competitiveness of the Port and its metropolitan region, linking international logistics stakeholders to promote the port's hinterland connections.

HUNGRAIL
www.hungrail.hu

Representing the interests of rail infrastructure and freight actors in Hungary, HUNGRAIL is committed to modernising railway transport through the harmonisation of regulations.

IANA
www.intermodal.org

The only North American organisation representing the combined interests of the intermodal industry, promoting growth through innovation, education, and actionable knowledge.

IBS
www.ibs-ev.com

This community of interest for rail forwarding companies represents 60 members across 16 countries to improve framework conditions for European rail freight.

IGTŁ
www.igtł.pl

A Polish rail industry organisation protecting member interests and cooperating with national and European institutions on transport regulations and investments.

LIMOWA
www.limowa.fi

A Finnish network association preparing and launching logistics development projects. Its mission is to boost competitiveness through intelligent logistics, internationalisation, and productisation.

MLSZKSZ
www.mlszksz.hu

Connecting nearly 90% of Hungarian logistics service centers, this association represents all aspects of the service chain, including intermodal stakeholders.

MSZSZ
www.szallitmanyozok.hu

The Association of Hungarian Forwarders, articulating the industry consensus on operating and development directions for forwarding, logistics, and customs activities.

NEEÖ
www.die-gueterbahnen.at

Representing leading Austrian rail freight companies, NEEÖ advocates for operator-neutral regulations in infrastructure and energy to ensure fair competition in rail transport.

RAILGOOD
<https://www.railgood.nl/>

Manages public affairs for Dutch commercial rail freight companies, aiming for good basic conditions and a level playing field with other transport modes.

RAIL CARGO INFORMATION
www.railcargo.nl/en/

An active network of seaports, carriers, and suppliers building the image of the rail freight and intermodal sector in the Netherlands.

RFG
www.rfg.org.uk/

The representative body for UK rail freight, uniting operators, ports, and customers like retailers to increase the volume of goods moved by rail.

SGKV
<https://sgkv.de/en/>

A non-profit German association and knowledge platform aiming at strengthening and developing Combined Transport by bridging research and practice.

SHIFT2030
<https://www.shift2030.eu/>

A hands-on, action-oriented initiative focused on achieving 2030 climate targets by connecting market leaders to work on the modal shift from road to rail.

SWEDISH INTERNATIONAL FREIGHT ASSOCIATION
www.transportforetagen.se/in-english/the-swedish-international-freight-association/

The referral body for Sweden's logistics and transport companies advocating for increased intermodality and rail transport.

TTIA
<https://www.ttla.lt/>

This alliance represents major Lithuanian international transport companies to enhance their competitiveness through dialogue with the public sector and NGOs.

UIC
<https://uic.org/>

The worldwide association representing the railway sector. It promotes rail transport by addressing technical, standardisation, and operational topics on a global scale.

UKRAINIAN LOGISTIC ALLIANCE

ULA unites national players to provide competitive international transport services, focusing on «Solidarity Lanes» and harmonising regulations.

UOTC
<http://www.astic.net/page/astic-uotc>

The Intermodal and Multimodal Division of ASTIC, specialised in international container transport, Roll-on / Roll-off, and new technologies.

USER
<https://user.ro/>

A Romanian professional organisation promoting cooperation between freight forwarders and customs brokers to safeguard the technical and financial reputation of the industry.

ZESNAD
www.zesnad.cz

The association of Czech railway freight carriers acting as an expert partner to state authorities to promote the development of rail freight transport.

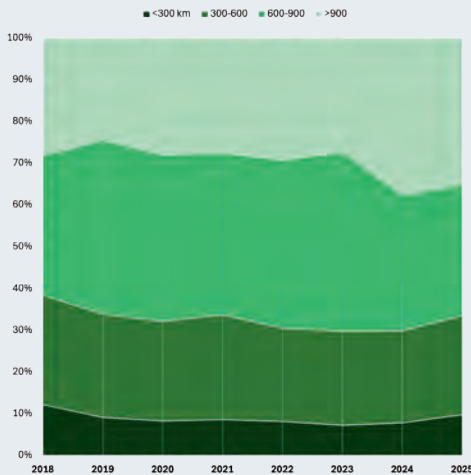


Statistics 2025

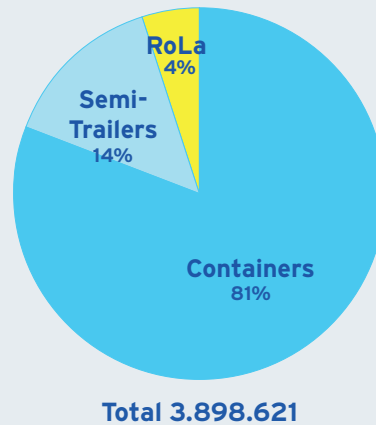
2025 OVERVIEW

Key figures		Y-o-Y change
Total number Consignments	3.898.621	1,50%
Total number of TEU	7.797.242	1,50%
Total billion TKM	65,39	2.21%
Total million gross tons	81,03	3.72%
Number of country relations	182	-1,62%
Average rail distance (km)	807	-0.71%

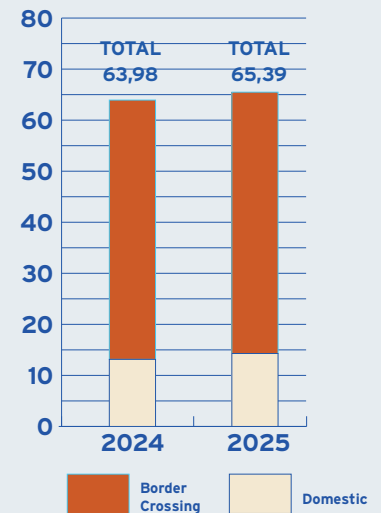
DISTANCE MATRIX (TERMINAL-TO-TERMINAL)



TYPES OF INTERMODAL LOADING UNITS (ILUs)



TONNE-KILOMETRES 2024-2025

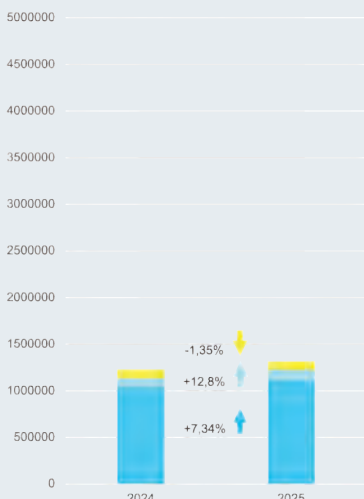


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NUMBER OF CONSIGNMENTS TRANSPORTED 2024-25

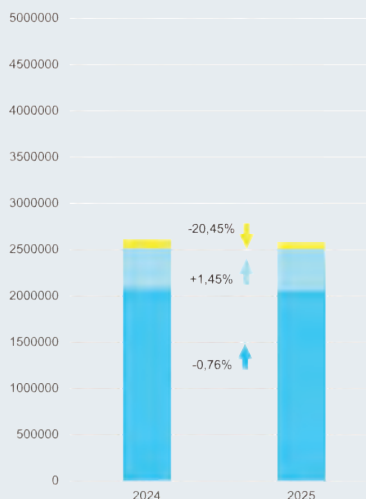
Total Domestic

Total Domestic 2024: 1.228.202
 ↑ 7,1%
 Total Domestic 2025: 1.315.290



Total Border Crossing

Total X-Border 2024: 2.612.834
 ↓ -1,13%
 Total X-Border 2025: 2.583.331



Total Volumes

Total Volume 2024: 3.841.035
 ↑ 1,48%
 Total Volume 2025: 3.898.621



Evolution of Combined Transport Traffic

1990 - 2025

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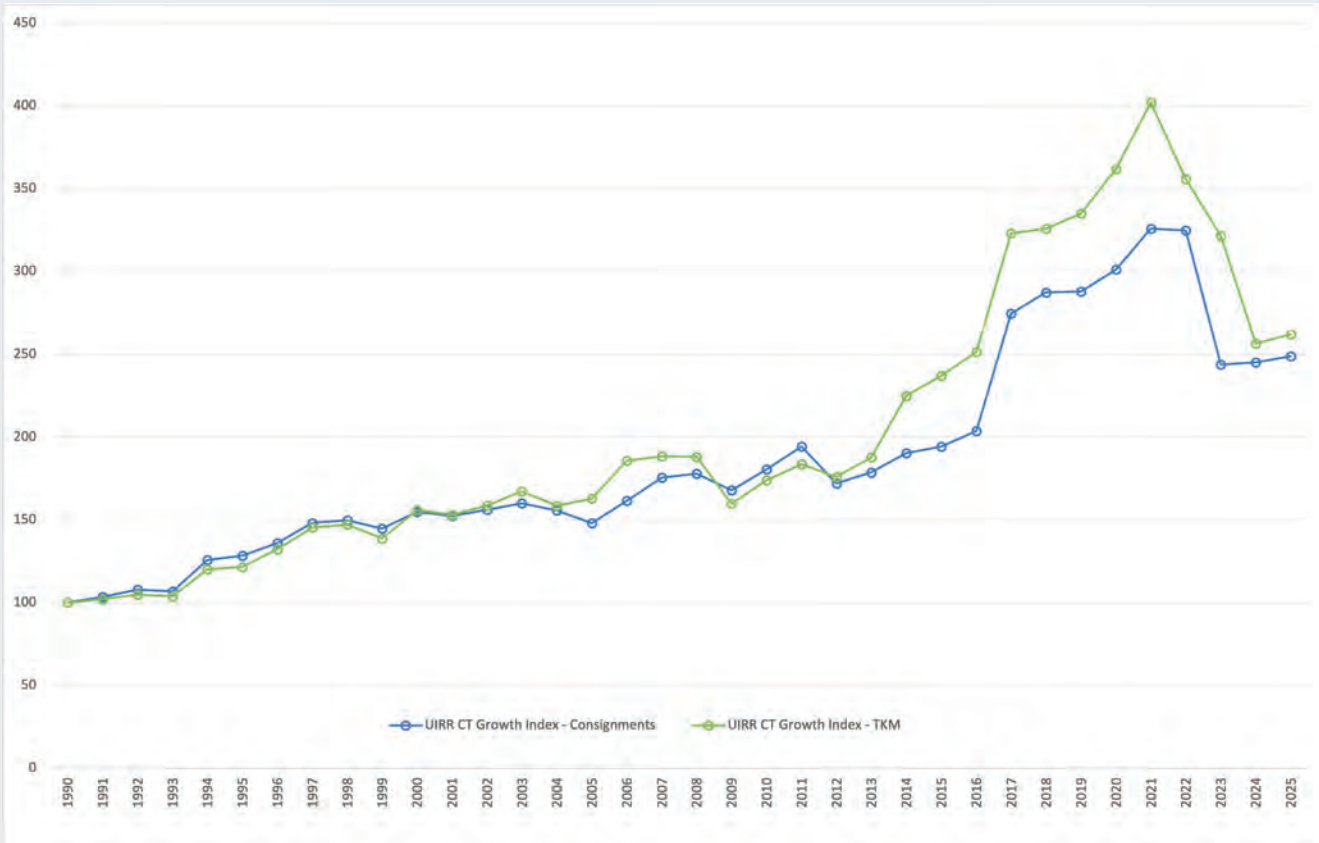
COUNTRY RELATIONS: most relevant changes in 2025

Relations	in %	in consignments
BE-RO	44%	5.076
BE-ES	38%	6.113
BE-FR	34%	13.974
HU-SI	12%	3.310
DE-SE	10%	4.856
BE-IT	9%	15.960

Relations	in %	in consignments
FR-LU	8%	8.903
DE-IT	-11%	-57.879
IT-LU	-27%	-9.141
DE-RO	-38%	-11.120
DE-HU	-61%	-19.366
DE-PL	-66%	-19.476

UIRR CT Growth Index

CONSIGNMENTS AND TONNE-KILOMETRES (REFERENCE YEAR: 1990 = 100)



The **UIRR CT Growth Index (Consignments and Tonne-Kilometres)** is a time series of year-on-year growth rates showing the number of consignments transported and the tonne-kilometres realised by UIRR members over the years. The turnover effect of membership changes (companies joining or leaving the association) has been factored in to ensure coherence; hence, only the data provided by effective members on two consecutive years were taken into account. It is assumed that prevailing UIRR member data prior to 1990 was representative of the trends of the entire European CT sector.

GENERAL CONSIDERATIONS

A UIRR consignment corresponds to the transport capacity of one full size truck on road (equivalent to 2 TEU), meaning:

- one semi-trailer;
- two swap-bodies less than 8.30 m and under 16t;
- one swap-body more than 8.30 m or over 16t;
- one vehicle on the Rolling Motorway.

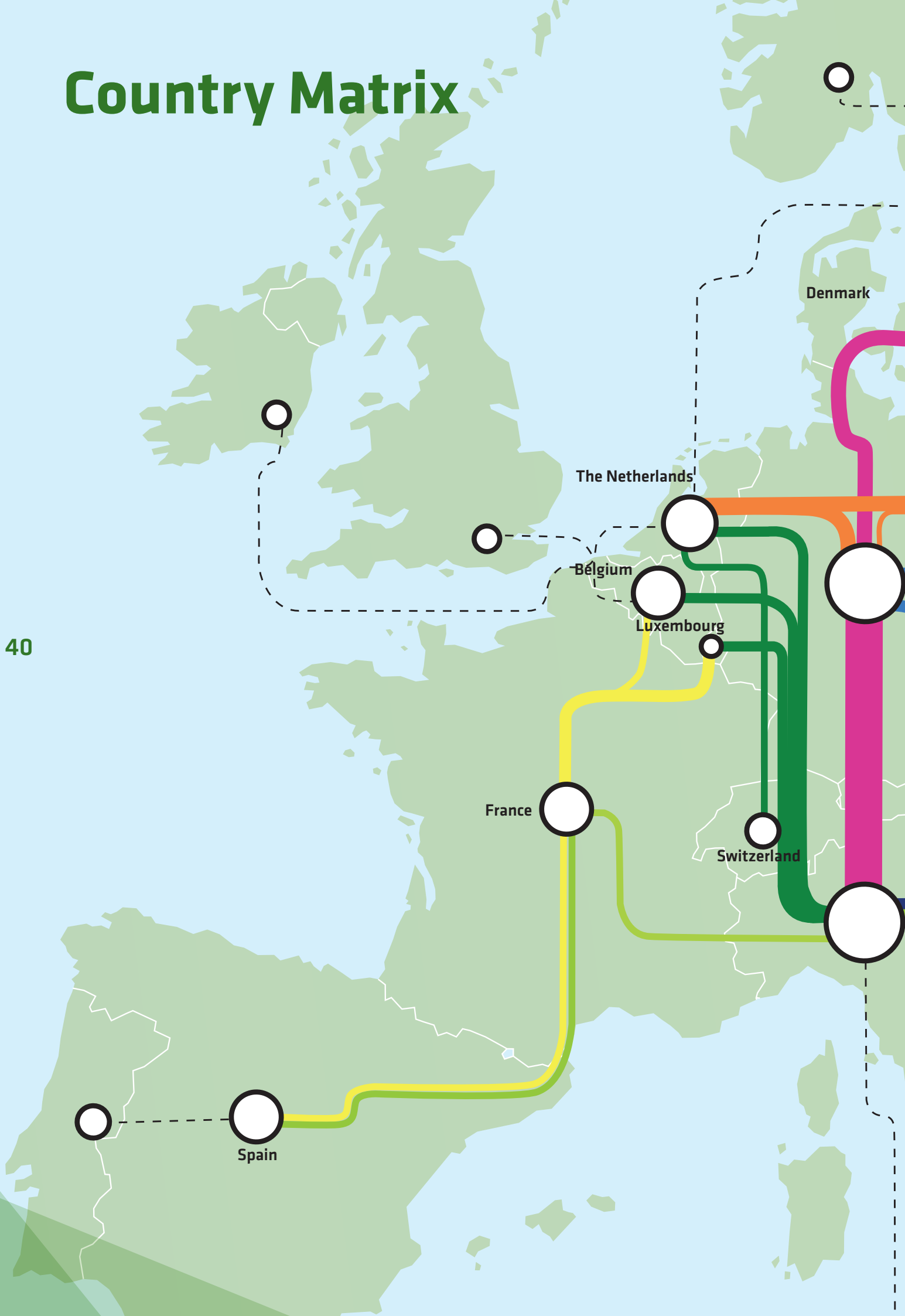
The UIRR statistics include only the rail section of the Road-Rail Combined Transport chain (terminal to terminal).

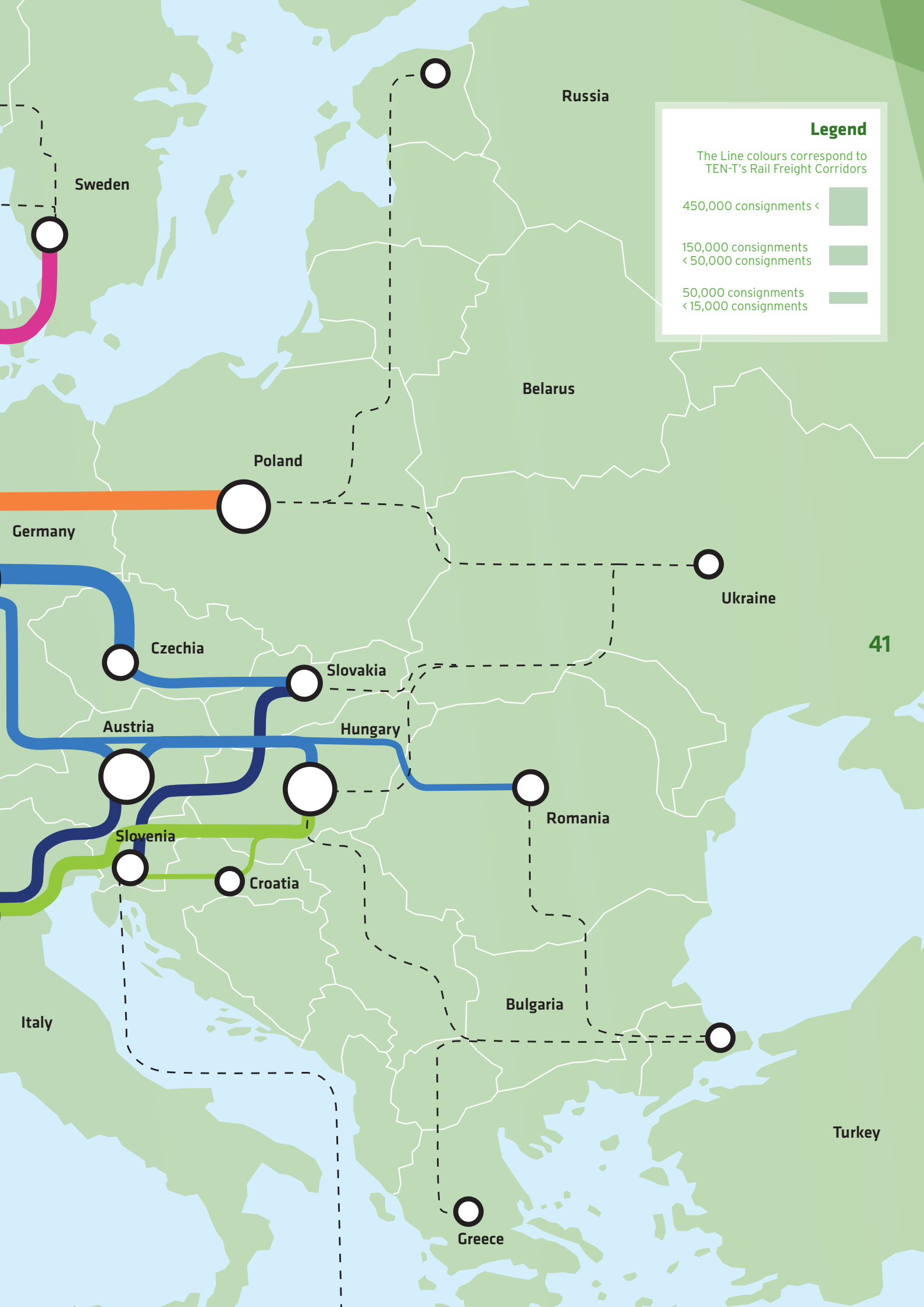
Abbreviations

- C** consignments
- CT** Combined Transport
- RoLa** rolling motorway (complete trucks)
- SB** swap body
- ST** semi-trailer
- t** tonnes
- TEU** twenty-foot equivalent unit
- tkm** tonne-kilometre

Country Matrix

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Legend

The Line colours correspond to TEN-T's Rail Freight Corridors

450,000 consignments <	
150,000 consignments < 50,000 consignments	
50,000 consignments < 15,000 consignments	

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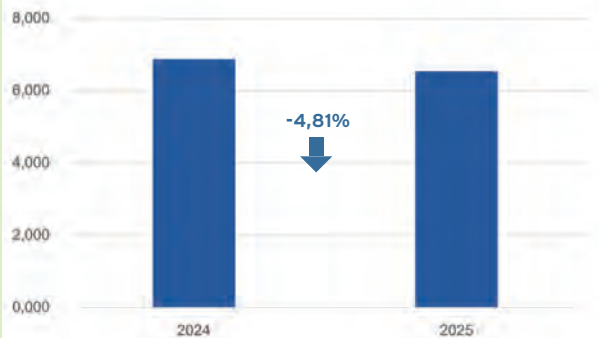
Terminals

Transshipment terminals managed by UIRR Member Companies



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Number of units handled (in million)



Key terminal figures in 2025

Number of terminals	170
Number of scheduled trains	194.000
Number of scheduled destinations	565
Total number of handlings (in million)	6.544.000
Total number of tracks	525
Total number of cranes (gantry/mobile)	460
Number of TEN-Ts involved	all

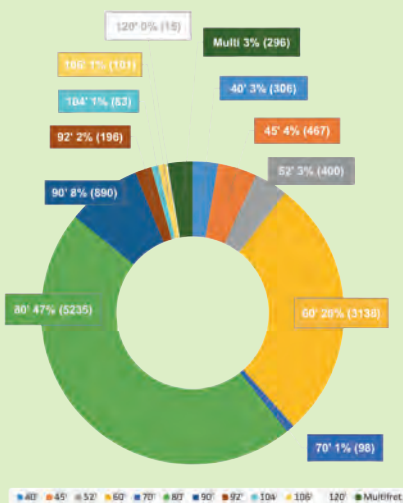
Wagons

owned or under lease
by UIRR members

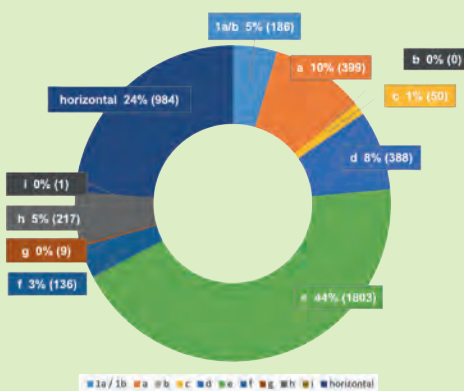
Key intermodal wagon figures in 2025

Total number of wagons	15.348
- container wagons	11.225
- pocket and horizontal wagons	4.123

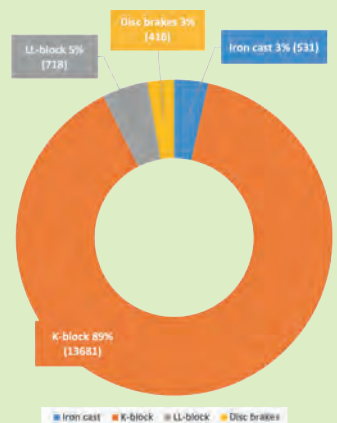
CONTAINER WAGONS (per length in feet)



POCKET WAGONS (per compatibility code) and HORIZONTAL WAGONS



TOTAL INTERMODAL WAGONS (per type of brake block)



UIRR 2026

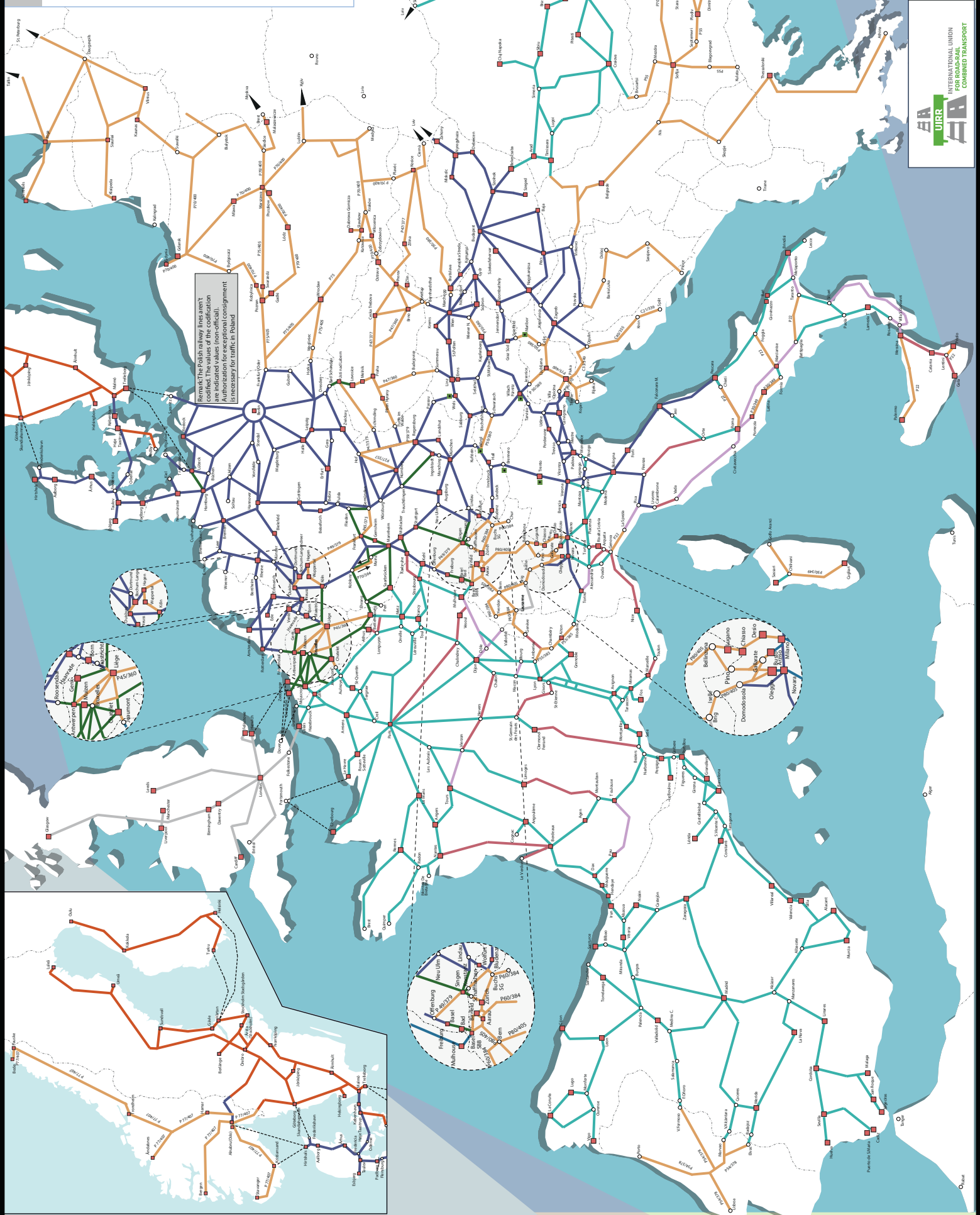
Map of the codified lines for Semi-Trailers

Legend:	Width	Width
—	>2550mm	≤ 2600mm
—	P 22	P 341
—	P 32	P 339 (NCF)
—	P 45	P 351
—	P 70	P 349 (NCF)
—	P 80	P 364
—	P 80	P 359 (NCF)
—	P 80	P 400
—	P 80	P 410

see remarks directly on the route or as additional text box
 The admissible axle heights (cm) of the loading units carried on the wagons are calculated as follows:
 P X: Codification number added by the number '330' (example: P70 = 70+330=400cm)
 P X: Codification number is equal to the given number (example: P400 = 400 cm).
 For more information on terminals refer to the Rail Facilities Portal <https://railfacilitiesportal.eu>

- Transshipment facility / terminal
- Rolling Motorway (known also as RoL, Rollroads)
- Land (fringe)
- City

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Remarks: The Polish railway lines aren't codified. The values of the codification are indicated values (non-official). Authorization for exceptional consignment is necessary for traffic in inland



The UIRR maintains this configuration map to enhance public access to information related to combined transport. UIRR accepts no responsibility for the accuracy of the information contained in this document.
 The axle profile might be higher than those indicated in the map upon verification by the infrastructure manager and/or the competent authority for an exceptional consignment. The UIRR is not responsible for any damage caused by the use of this map.



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IMPRESSUM

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