UIRR

INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

UIRR Webinar on TSI Telematics

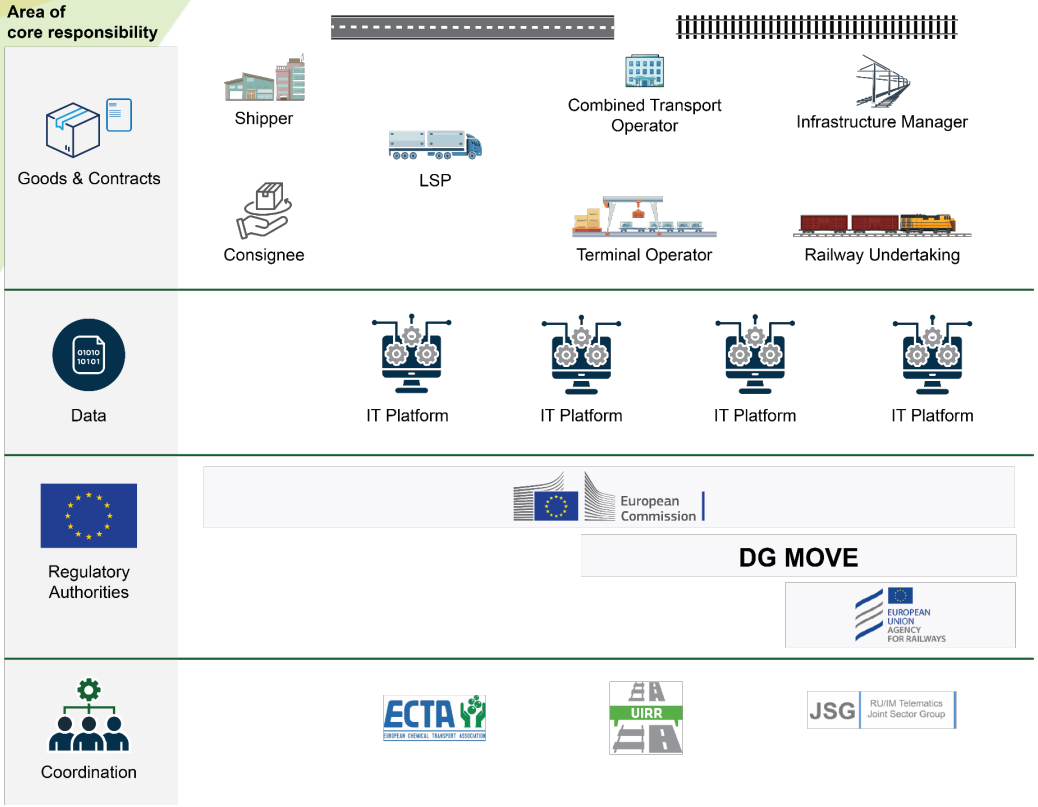
Data sharing needs and opportunities for Combined Transport "in the light of TSI Telematics"

Brussels - 20.05.2025

The agenda

10:00 - Introduction - insights into the last decade - **Ralf-Charley Schultze - UIRR**
10:05 - Customer view: High importance of improved data exchange - **Peter Devos - ECTA**
10:20 - Cost-benefit of data sharing for Combined Transport: Insights from a TSI Telematics impact assessment (EN07) - **Dr. Roland Klüber - Consilis**
10:40 - Data sharing in supply chains - without rail incomplete! A shipper's view from other modes of transport - **Eric van den Bemden - Alpega**
10:55 - TSI Telematics - main impact on data sharing changes and purpose - **Yann Seimandi - EU Commission DG Move**
11:10 - Statements: What do Combined Transport maritime actors need? - **Celeste Muilwijk - PoR / Wolf-Jobst Siedler - HPA**
11:20 - Statements: What do IT providers for Combined Transport need? - **Demi Holleman - Portbase / Aldo Puglisi - DXI**
11:30 - Discussion: What needs to change and by when to improve the rail-road ecosystem? - **Round-table discussion under the moderation of Eric Feyen - UIRR**
11:55 -12:00 - Conclusions **- Eric Feyen - UIRR**

Objective today: How to improve the situation together with all stakeholders!



Relevant parties from an end-to-end perspective are invited to shape the future data sharing ecosystem design!

Introduction - insights into the last 25 years

Ralf-Charley Schultze - Director General UIRR

UIRR: the intermodal freight community, cooperation is key

December 2012 - ERA WP on TAF Revision – Requirements of the users / customers

UIRR (Road-Rail Combined Transport) – ESC (European Shippers Council)

ERA WP "TAF REVISION"
Lille – 10th December 2012

Requirements of the Users/Customers

***Eric Feyen**, UIRR - Technical Officer*
***Laurie D'Hont**, ESC - Policy Manager*

- **Question 1: Who is the 'CUSTOMER'**
  - Shippers
  - Combined Transport Operators
  - Terminal Operators
  - Wagon keepers
  - Logistic companies

All these actors should be 'somehow' involved in the TAF TSI (e.g. Consignment Note)

- **Question 2: Who must provide what to whom ?**
  - Cases when the IM must provide the information (e.g. train path and track/traffic conditions)
  - Cases when the RU must provide traffic (e.g. problems with traction)
  - Cases when the IM/TU must proved traffic related data (e.g. infrastructure works – irregularities)

All above-mentioned actors should have an access to the TAF TSI information when 'involved' in a train

May 2016- Sector statement on Boosting International Rail Freight

- In order to improve operational efficiency of the logistics chain, the sector representatives commit themselves to implementing the TAF TSI functions according to the Masterplan and working toward a common ICT architecture wherever possible. IMs will integrate international traffic management information (e.g. via TIS) with national systems. Under the protection of confidentiality clauses, **IMs and RUs agree to make information on estimated time of arrival available** (for handover points and final destination) to their contract partners, **including terminals and intermodal operators** for optimizing the use of resources such as rolling stock and terminal capacity, and **to provide freight forwarders and shippers with up-to-date information about the status of their freight and an estimated time of arrival**

September 2019 - UIRR Roadmap for an effective Digital Transformation

UIRR INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

Roadmap for an effective Digital Transformation
to advance Combined Transport in Europe

September 2019

EXECUTIVE SUMMARY

Purpose of the document

This executive paper is a short version of the salient arguments expressed in the 'UIRR Roadmap for an effective digital transformation to advance Road-Rail Combined Transport in Europe'. The UIRR's Roadmap builds on a concerted effective digital transformation of all key stakeholders' capabilities. The approach aims for fostering self-enforcing momentum within the UIRR member companies, shippers, logistics service providers and initiatives of the EU commission towards one digital Combined Transport market. Through more and better use of information supported by coordinated standardization components, the targeted results are to achieve improved competitiveness of Road-Rail Combined Transport with feasible investments into capabilities required to meet end-customers' future needs and requirements.

This concise version sketches the approach by highlighting the following aspects:

(1) the real benefits of the digital transformation
(2) the key drivers and stakeholders' needs influencing the Combined Transport ecosystem
(3) the enhanced envisaged digital vision for Combined Transport and
(4) the proposed roadmap covering now up to 2025.

Importance of Combined Transport

Road-Rail Combined Transport (CT) joins together the advantages of these two land transport modes to offer a reliable and economical (inter)continental service. The cargo is packed into an Intermodal Loading Unit (ILU), which may be a maritime container, continental swap body/non-ISO container or (craneable) semi-trailer. The ILU is transferred from one mode to another at specialised transhipment facilities (CT terminals), well-equipped for the efficient facilitation of this exchange between road and rail. European Road-Rail CT is a continuously evolving market with an average yearly growth of 7% since the nineties.

The total volume of Road-Rail CT in the EU amounted to more than 17.2 million TEU (about 34 million UIRR consignments) in 2011; the gross tonnes lifted achieved nearly 185.8 million, while traffic performance expressed in tonne-kilometres is estimated at around 115bn. UIRR and its member companies, the CT operators and the terminal operators, represent today about 50% of the total transported and shifted volume.

- The CT sector's vision is to transform itself from a 'road-rail freight transport' service provider to an '**integrated collaborative transport' service provider for the logistics supply chain.**
- New drivers leading to a perfect storm of changes on the CT ecosystem with **data as the new oil for the future CT ecosystem**
- **Provision of an accurate ETA for train** and detailed reasons of delays (TAF TSI implementation) & **Implement fully the TAF TSI Regulation** (e.g. train identification ID for tracking and tracing purposes)

May 2019 – RNE/UIRR TAF TSI change request on the **Rotterdam Clause**

Purpose

The purpose of this change request is to **simplify the sharing of data between all partners involved in the same entire transport.** At present, not all partners involved in freight transport have information on train movements and expected arrival times. The data sharing rules are mostly based on mutual agreements between contractual partners.

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The Change Request should form the legal basis for the exchange of information between all partners directly involved in the same transport. **The data sharing should be the rule by default.**

Proposal (original)

All stakeholders involved in the same transport are entitled to share the data from all other stakeholders involved in the same transport, under the condition that they are identified.

May 2025 – UIRR position paper on TSI Telematics

UIRR
INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

POSITION PAPER

14 May 2025

TSI Telematics must fully embrace the spirit of the Rotterdam Clause

The sharing of data to plan, forecast, track and trace the movement of goods within a supply chain must be possible without administrative, legal, contractual and prohibitive investment barriers. The creation of a digital solution to prevent negative competitive impacts for Road-Rail Combined Transport in the EU is essential. UIRR calls for a full implementation of the "Rotterdam Clause" in the European Commission's new proposal on TSI Telematics. The concept of "selective open data sharing" between all stakeholders is of crucial importance. However, making all data publicly accessible is not necessary and is contrary to business confidentiality, competition rules and especially the interests of the intermodal freight sector and especially the interest of its clients.. UIRR appreciates the intention of a joint digitalisation regulation for both passenger and freight, provided that both matters can be effectively combined and settled together in due time.

The Rotterdam Clause[1] has been integrated into the current Telematics Application for Freight (TAF TSI) to reflect the need and right to access and share relevant data of the movement of goods and units during the rail leg of a transport chain, in a comparable way to standard practices in other transport modes. Its comprehensive and compliant implementation would improve the exchange of information with intermodal customers, and ultimately enhance the attractiveness and competitiveness of intermodal freight transport. The primary objective is to ensure that the required sharing of relevant data is the norm rather than the exception, thus reducing reliance on excessive and unnecessary bilateral agreements.

Building on the above, UIRR's position on the central data sharing assumptions in the TSI Telematics is as follows:

- TSI Telematics must be designed to support the spirit of the Rotterdam Clause, with minimum constraints or limitations regarding a) the process for identifying all stakeholders involved in a complete door-to-door supply chain, and b) the technical means used for data exchange. The Rotterdam Clause is intended to facilitate the tracking and tracing of transport units, thus allowing shippers to monitor the status of their goods. This feature is fundamental to delivering high-quality services. However, its implementation to date has not lived up to expectations.
- TSI Telematics does not fully specify the content of the information that is required to be shared. UIRR recommends a measured reduction in both the depth and frequency of data sharing.
    - *Reduced depth* directs the focus on the minimum vital data elements to be shared in order to avoid conflicts with legitimate legal, commercial, security or safety concerns.
    - *Reduced frequency* means that not all recipients need to receive every published status updates. If all stakeholders streamline their communication and decision making in both directions, this would allow to move forward faster and to increase, therefore ease implementation and acceptance.

The following two use cases of Combined Transport demonstrate the urgent need for a) harmonised legal clarity, and of b) faster implementation:

a) *Shippers or LSPs want to plan or optimise a road leg*

If shippers or LSPs want to use intermodal rail freight, they are currently required to tag every container or other loading unit with intelligent devices. When all shippers rely on their own individual solutions, the standardisation and cost-efficiency of cross-border intermodal transport chains suffer, and the existing costly EU-funded transport infrastructure fails to serve its

[1] Under the coordination of UIRR and RNE, the Rotterdam clause has been inserted in the chapter 4.2 of the current TAF TSI. The full clause is as follows: *"In addition to the provisions from the Chapter 4 and its sub-chapters every stakeholder may exchange the messages according to Chapters 4.2.2.3 (only during operation or preparation of train operations), 4.2.4.2, 4.2.4.3, 4.2.5.5, 4.2.6.3 and 4.2.6.4 with other stakeholders involved in the same freight service, under the condition that the stakeholders are identifiable. These exchanges of messages may be charged by the sender."*

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- TSI Telematics must fully embrace the spirit of the Rotterdam Clause
- Improved data sharing is free from administrative, commercial, unfair and biased restrictions
- **Selective open data** sharing is selected to facilitate digital information flow between stakeholders

https://www.uirr.com/en/media-centre/press-releases-and-position-papers/2025/mediacentre/3130-position-paper-tsi-telematics-must-fully-embrace-the-spirit-of-the-rotterdam-clause.html

Customer view: High importance of improved data exchange

Peter Devos - ECTA – Managing Director

Cost-benefit of data sharing for Combined Transport: Insights from a TSI Telematics impact assessment (EN07)

Dr. Roland Klüber - CEO Consilis representing UIRR

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Data sharing in supply chains - without rail incomplete! A shipper's view from other modes of transport

Eric van den Bemden - Vice-President Strategic Initiatives at Alpega

TSI Telematics - main impact on data sharing changes and purpose

Yann Seimandi – Policy Officer - EU Commission - DG Move

Statements

- What do Combined Transport maritime actors need? What do IT providers for Combined Transport need?
  Celeste Muilwijk - PoR & Demi Holleman - Portbase / Wolf-Jobst Siedler – HPA / Aldo Puglisi - DXI

Roundtable

ECTA
EUROPEAN CHEMICAL TRANSPORT ASSOCIATION

Port of Rotterdam

portbase

CONSILIS
Innovation and Business Ecosystem Transformation

HPA
Hamburg Port Authority

DXI

European Commission

Serge Schamschula

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THANK YOU

For your attention