



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT



2023-24

UIRR Report

EUROPEAN ROAD-RAIL COMBINED TRANSPORT

UIRR IS AN INDUSTRY ASSOCIATION AND THE VOICE OF EUROPE'S INTERMODAL FREIGHT TRANSPORT ITS MISSION IS TO

*engage with European policymakers to build a more competitive,
efficient, and sustainable transport system for Europe.*

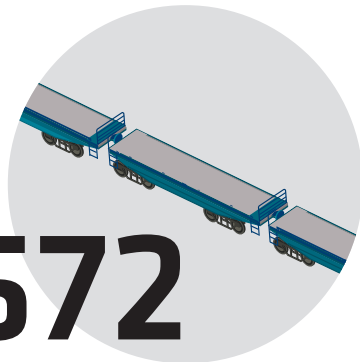
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IMPRESSUM

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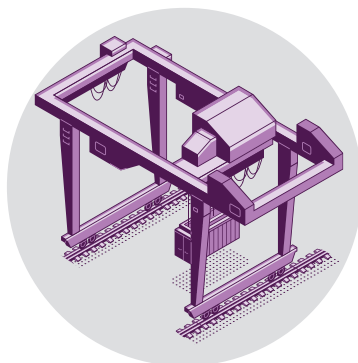
Key Figures of Combined Transport



1.572

MORE WAGONS SERVE IN THE UIRR FLEET

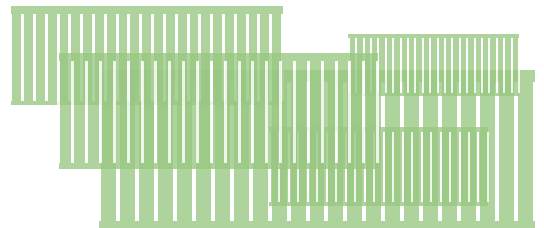
The 12,7% increase in UIRR members' wagon fleet during 2023 promises substantial additional capacity - on top of previously achieved historic levels.



11

NEW TERMINALS ARE UNDER CONSTRUCTION BY UIRR MEMBERS

Investment into vital intermodal infrastructure continued unabated during 2023 with a record number of new terminals under construction by UIRR members alone.



553.086

MORE CONSIGNMENTS WERE TRANSPORTED BY UIRR OPERATORS DURING THE PEAK IN 2021

UIRR CT Operators transported 553.086 more consignments during their historic high in 2021 when compared to 2023, which translates to over 1 million full truck equivalents for the entire inter-modal sector.

CT PERFORMANCE IN 2023

-10,57

UIRR member CT Operators suffered a **10,57% reduction of consignments transported during 2023**. The loss of tonne-kilometres was lower at 9,39%. Domestic, border crossing and extra-EU showed a uniform decline, while the share of loading unit types showed no change. The transport of full trucks by rolling motorway services performed better, delivering a 2,7% growth on cross-border relations compared to a year earlier. The average rail distance increased to 823km, up by 2,85% from 800km a year ago.

2023 TURNED OUT TO BECOME A DREADFUL YEAR FOR INTERMODAL FREIGHT TRANSPORT IN EUROPE AS NATURAL AND MAN-MADE DISRUPTIONS CULMINATED AT THE EXPENSE OF THE COMBINED TRANSPORT COMMUNITY.

RALF-CHARLEY SCHULTZE
DIRECTOR GENERAL



Report of the Year

European Road-Rail Combined Transport (CT) suffered a reduction of 10,57% in the number of consignments transported, which translated to a loss of 9,39% in tonne-kilometres during 2023.

The negative trend already started with the energy crisis in the second half of 2022. The rapidly increasing number of infrastructure works dramatically impacted the capacity for freight trains and their punctuality. Strikes, accidents and natural disasters coincided with major disruptions to maritime transport, international trade and an overall weak economy requiring fewer transport services.

During the first months of 2024, the situation generally did not improve.

Door-to-door Combined Transport saw its competitiveness decline compared with the unimodal long-distance road haulage alternative due to the following factors:

1. The price of diesel fuel normalised in early 2023, while traction electricity remained relatively more expensive.
2. Reduced demand for freight transport meant that excess capacity appeared in the market at below-the-cost prices.
3. Member States delayed the implementation of recently adopted EU law that aims at correcting the imbalances of the regulatory framework. The European Commission had to launch dozens of infringement procedures as a consequence.

During 2023, UIRR's daily work frequently shifted between managing crises and lobbying for longer term legislative initiatives:

- Advocating for a better treatment of freight trains around works, accident or natural disaster sites,
- Requesting the prolongation of measures to stabilise traction electricity prices,
- Mitigating the red tape on intermodal rail freight, to be introduced as a consequence of earlier accidents, went hand in hand with
- Presenting evidence as an input to a record number of EU legislative dossiers.

The UIRR Sentiment Index for the 12-month business outlook recovered to “**NEUTRAL**” for 2024, predicting that the decline would reach the bottom by the end of 2023, though the rebound is not expected before the second half of 2024.

UIRR membership was reinforced by the joining of Contargo from Germany, Dry Port Terminals from Serbia and LTG Cargo from Lithuania (for details see p.26). EVOLIT and RAILMARKET have joined as new technology partners (see p.29), while new MoU Peers are Hungrail (Hungaria), ULA (Ukraine), SIFA (Sweden) and AET (Spain) (see p.30).

FOCUS OF 2023

The **Greening Freight Transport Package** of 4 legislative proposals was introduced by the European Commission in 2023. Three proposals arrived in July: the latest Weights and Dimensions Directive revision and the new Regulations on Infrastructure Capacity Management and CountEmissionsEU. This was followed by the Combined Transport Directive amendment in November. In parallel, the legislative process to amend the TEN-T Regulation was under finalisation and the preparations for the Land Transport State Aid Guidelines and the Track Access Charging Guidelines were under way.

The **Combined Transport for Europe Campaign** (www.CT4EU.eu), launched in November 2021, supported this work and also saw UIRR partner with several of its peer associations.

In the CT4EU campaign 53 UIRR members, 21 Technology Partners, 31 national associations, several of UIRR'S Brussels-based peers and 22 dedicated supporters have joined hands to deliver the messages of Combined Transport within the EU bubble and in Member State capitals.

Crisis communication has regrettably grown into an intense activity for UIRR following accidents, natural disasters, strikes and works-related disturbances. European policymakers and Member State governments are equally targeted in collaboration with the various national MoU peers.

Besides the issues of rail freight quality performance and enhancing intermodal transport, **digitalisation, standardisation and process harmonisation** form the third pillar of UIRR activities. Technology platforms, EU-funded development projects and UIRR Interest Groups collaborate to deliver tangible results.

DOOR-TO-DOOR COMBINED TRANSPORT OFFERS EFFECTIVE SOLUTIONS TO :

- Increasing the energy efficiency of long-distance inland transport by up to 70%
- Reducing the dependence of Europe on imported fossil fuels
- Shrinking the carbon footprint of inland freight transport by up to 90%
- Easing the impact of the shortage of truck drivers on Europe's economy
- Offering high productivity jobs that feature a competitive work/life balance
- Cutting back on harmful noise, particulate matter and other pollutant emissions
- Slowing the degradation of the road infrastructure
- Mitigating road congestion through the shifting of trucks to trains

OUTLOOK

UIRR unites, organises and efficiently represents the European intermodal freight transport community as its industry association. Direct members include Combined Transport Operators and Terminal Managers. Technology providers join as Partners and National associations dedicated to promoting Combined Transport participate by signing a Memorandum of Understanding.

By joining forces, the actors of Europe's Combined Transport sector can be better seen and listened to. A European industry association is the optimal delivery of this collective voice.

Topics of the year

The topics covered by UIRR are divided into the 8 categories indicated in the graphic below:



A particular focus was set on 3 themes in 2023: rail freight quality, intermodal transport and digital transformation. The topics "Transshipment terminals", "Intermodal Transport", "EU road haulage rules", "Environment and decarbonisation", "Dangerous goods and Waste Transport", "Intermodal assets" are included in the intermodal transport category.

All topics are supported by dissemination efforts and events.

INTERMODAL TRANSPORT

1. Combined Transport Directive
2. Weights and Dimensions Directive
3. Crisis management: the transport of trailers in pocket wagons (Great Belt Bridge)
4. DAC for intermodal
5. Best Practice Guidelines for Dangerous Goods
6. Intermodal country sheets (ReMuNet Project)
7. Rail Facilities Portal
8. CountEmissionsEU Regulation
9. BEV compatibility with intermodal (ZEFES Project)
10. Green Claims Directive

DISSEMINATION EFFORTS AND EVENTS

1. CT4EU 2021-2024 Campaign
2. Transport Logistic 2023 Expo
3. CT Exhibition in the European Parliament
4. European Intermodal Summit 2023
5. Nordic Seminar
6. Single European Railway Area Forum (SERAF)
7. Rail Freight Corridors - RAGTAG meetings

RAIL FREIGHT QUALITY

1. TEN-T Regulation revision
2. Rail Infrastructure Capacity Management Regulation
3. Crisis management: consequences of unintended brake applications with LL blocks (Italy) and broken wheel (Gotthard derailment)
4. Collaborative Quality Management System (EDICT Project)
5. RALP RFC Quality Core Group

DIGITAL TRANSFORMATION

1. UIRR CDM Portal
2. Terminals to TiS integration (EDICT Project)
3. TAF TSI Revision
4. Rail Facilities Portal
5. ILU-Code and ILU-Register (EDICT Project)
6. CIS / CESAR-NEXT
7. Electronic Freight Transport Information (eFTI) Regulation implementation
8. EDIGES standard upgrade
9. KV 4.0 data hub
10. Dangerous Goods Portal

Rail freight quality: infrastructure and performance

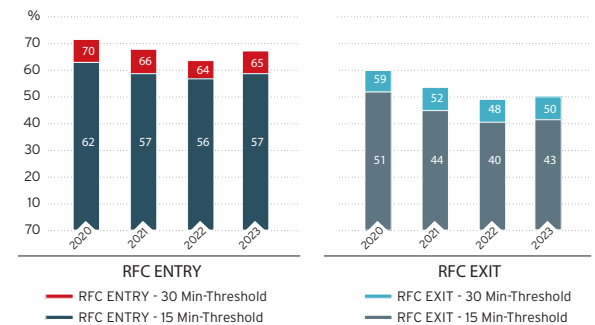
DISTURBANCES UNDERMINE QUALITY

Rail freight performance, which covers the longest section of intermodal transport chains, became increasingly unreliable during 2023. Punctuality performance underwhelmed as a consequence of intensive passenger traffic together with excessive works, accidents, extreme weather impacts and labour action on the network.

Inferior bypass routes offered to freight trains in combination with a priority for passenger trains to go through the works-affected sections resulted in severe disruptions and loss of capacity. The number of works sites along the European railway network have grown multiple-fold, which imposes significant additional cost to operators through occasionally very long bypass routes and a loss of revenue due to frequent train cancellations.

UIRR calls for a prioritisation of freight trains that reflects the socio-economic and environmental benefits of these trains, as well as takes into account the relative ease of transferring passengers to buses. Freight cannot be transferred to trucks along sections impacted by line closure or serious capacity reduction.

PUNCTUALITY DEVELOPMENT



(Source: Corridor Rhine <> Alpine)



Maurienne Valley landslide – courtesy: SNCF Réseau

TEN-T GUIDELINES REGULATION REVISION

The TEN-T Regulation was successfully upgraded. The technical specifications now recognise the need to enable a 4-metre loading gauge along the core network and incrementally along the comprehensive network.

Two KPIs describing the expected capability of the infrastructure for freight trains were also adopted:

- The infrastructure should enable the technical process of border crossing with freight trains within 25 minutes for every train on the internal borders of the European Union.
- 75% of freight trains should be punctual.

The Combined Transport community welcomes these improvements and will offer implementation support as well as monitoring of the fulfilment of the KPIs. A prioritisation of lines for technical upgrades will also be provided.





Courtesy Naviland Cargo / VIIA

NEW REGULATION ON RAIL INFRASTRUCTURE CAPACITY MANAGEMENT

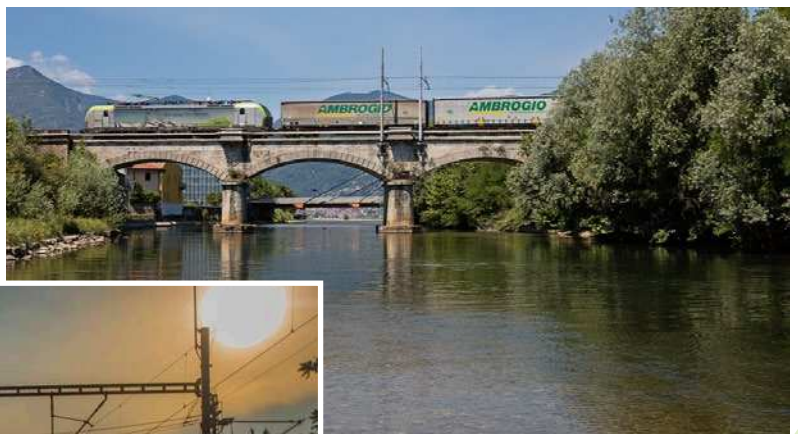
The poor functioning of capacity allocation under the Single European Railway Area Directive (2012/34) and the frequent complaints about the implementation of the Rail Freight Corridor Regulation induced the European Commission to propose a new Regulation on Capacity Management.

The Timetabling Reform (TTR) initiative of the rail infrastructure sector also required regulatory changes.

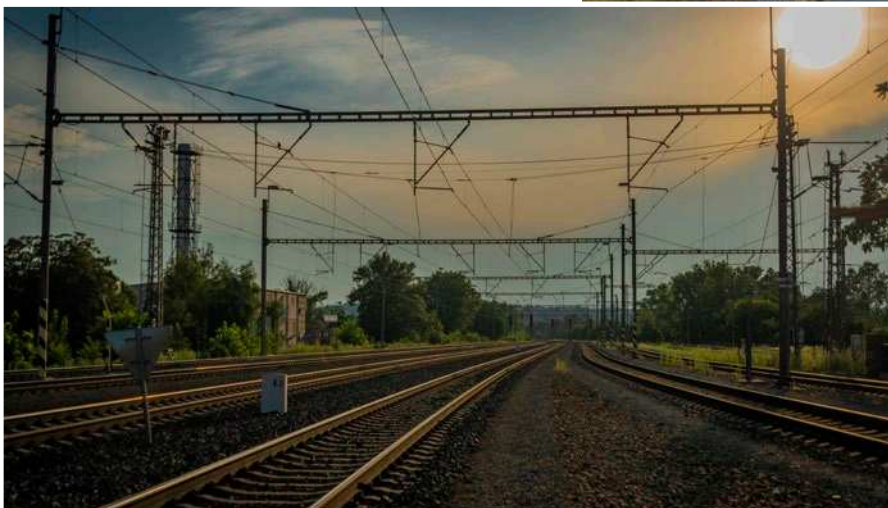
The new Regulation impacts capacity allocation not only during time-tabling, but also at times of disruption – be it an accident or a works site. The new driving principle for decision-making on capacity allocation should be a socio-economic and environmental cost-benefit analysis.

The ratio of passenger trains to freight trains on the European network is between 6-8 to 1. The excessive growth in the number of passenger trains threatens the access of freight to the infrastructure network. A new, uniform capacity allocation approach should be adopted in Europe.

The UIRR community endorsed the guarantees provided in the reformed institutional framework, the transparent rulemaking and the regulatory framework to be put into place to ensure effective implementation.



Courtesy Ambrogio



Intermodal Transport

Door-to-door Combined Transport suffered 18 months of continuous contraction from the second half of 2022. The decline in the transport performance of the UIRR community amounted to -10,57% in 2023. This took European Combined Transport back to pre-COVID levels of transport performance.

Beyond the rail infrastructure-related issues, Combined Transport operations were adversely impacted by global trade disruptions involving China and the Red Sea, as well as the overall weak economic output. Intercontinental intermodal transport also continues to be heavily impacted by the war in Ukraine.

Cost increases of traction electricity, rail infrastructure access charges and the cost of labour undermined the cost competitiveness of door-to-door Combined Transport in comparison to its unimodal road haulage alternative.

Despite the setbacks, investment programmes into intermodal assets such as terminals, wagons, loading units and digitalisation continued unabated. Despite the loss of approximately 2 million TEU in transport volume over the past 18 months, ongoing investments will bring an additional capacity of 4 million TEU to European Combined Transport.

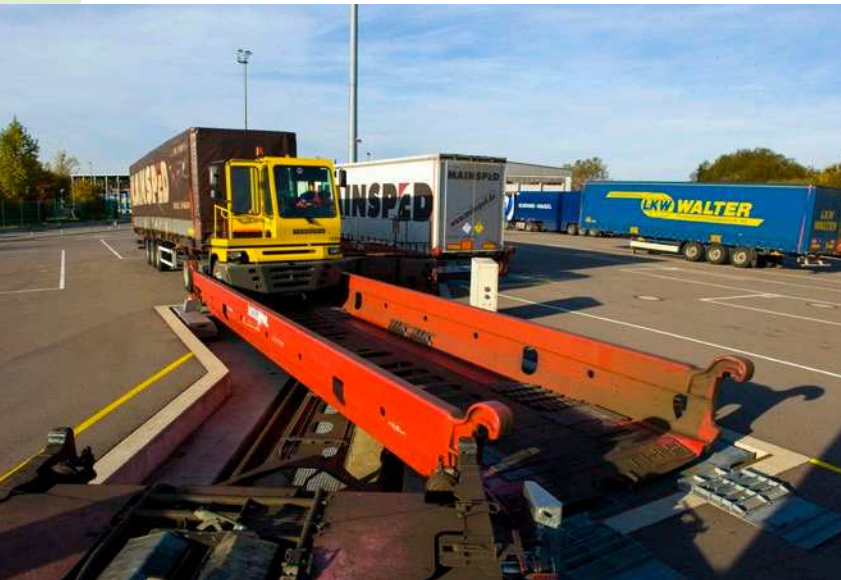
REVISION OF THE COMBINED TRANSPORT DIRECTIVE

The European Commission finally released its long-awaited proposal to amend the Combined Transport Directive (92/106) in November 2023. The UIRR community welcomed the proposal.

The definition of a „combined transport operation“ will have to be considerably simplified, while keeping to the logic of the substantial external cost savings offered by door-to-door Combined Transport as opposed to its unimodal road alternative.

The benefits and incentives to be unlocked by the new definition should be commensurate to the regulatory disparities suffered by the non-road modes which Combined Transport helps to integrate into long-distance transport chains. The state aid measures should be designed based on national transport plans and tailored to the regulatory status quo that prevails in each Member State. Transparency of state aid should be ensured and reporting should be based on eFTI dataflows.

Regrettably, neither the European Parliament nor the Council of the European Union were able to complete their respective first readings of the proposal, hence the Combined Transport Directive remains an inheritance for the newly elected European Parliament and a continued task for the Council and the Hungarian Presidency.



Courtesy VIIA / CFL Terminals

Intermodal Terminals

When Member States reconstruct railway lines, partly using European Union funding, the works undertaken typically include the modernisation of passenger stations, but rarely do they extend to the access points for freight. Freight terminals should therefore be made a compulsory part of the planning of any infrastructure development project.

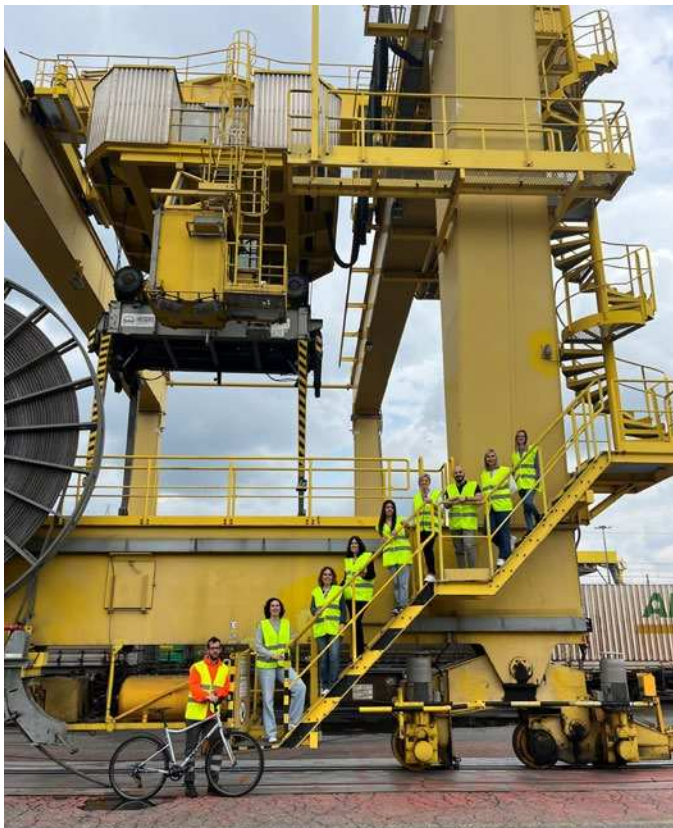
The efficiency of transshipment terminals is determined by numerous factors:

- the geometry of the infrastructure,
- the types of transshipment equipment used,
- the degree of digitalisation, and
- the infrastructure that connects them to the TEN-T network lines.

Transshipment terminals, like dry ports or multi-modal logistics platforms, require special consideration as they are typically much smaller than a seaport. Terminals are managed by small and medium-sized enterprises (SMEs), which are of strategic importance and require the same attention from policymakers as other SMEs and strategic industries.



Courtesy Duisburg Gateway Terminal



DEVELOPMENT AID TO TERMINALS

The EU offers terminal development assistance through the Connecting Europe Facility. Regrettably, the highly bureaucratic CINEA-managed process meant that very few terminal projects could benefit from EU funding. National terminal development schemes are therefore the main source of development aid.

Terminal density and efficiency are of the utmost importance from the perspective of organising efficient door-to-door Combined Transport with the shortest possible road legs.

EU road haulage rules

A STRICT NO TO THE WEIGHTS AND DIMENSIONS DIRECTIVE (WDD) AMENDMENT

Presented as part of the Greening Freight Transport Package, the objectives of the proposed WDD amendments of July 2023 are to improve (i) the operational efficiency of commercial road vehicles and (ii) the performance of door-to-door intermodal freight transport. UIRR has repeatedly stated that the WDD amendments will effectively protect the road sector's present market positions, while the measures offered under the label of promoting intermodal freight transportation are ineffective and inadequate.

CER, ERFA, UIC, UIP and UIRR jointly commissioned a study on the impacts of the Commission's WDD amendment proposal, which confirms the disastrous consequences on intermodal transport (see p.24). The proposed increase in the permissible gross weight of trucks and the authorisation of EMS trucks (megatrucks) would lead to a reduction of up to 25% in the operating costs of trucks when carrying low-density high-volume cargo on long distances. Moreover, the access of the longer EMS trucks to most intermodal terminals will not be possible.



The environment and decarbonisation

Door-to-door Combined Transport, and especially its zero-carbon version powered by renewable electricity, offers minimal environmental harm while getting the heavy lifting job done. Moreover, the electricity is used directly from the grid, meaning that the reliance on batteries is limited to mobile transshipment equipment and the electric trucks that perform the short first and last mile transports.

Modal shift is the indicator for the success of zero-carbon door-to-door Combined Transport (ZCCT). If the regulatory framework conditions allow for the superior energy efficiency and environmental performance of ZCCT to be reflected in the rates quoted to customers, and if the required rail infrastructure capacities are available, the modal shift indicator - thanks to ZCCT - should show a gradual shift from road to rail.

Combined Transport Assets

The success of Combined Transport lies in UIRR's continuous efforts towards harmonisation and standardisation to achieve a higher degree of interoperability between the transport modes and the intermodal assets used. The ideal combination of standardised loading units, intermodal wagons, as well as the appropriate rail and road infrastructure is a precondition for competitive Combined Transport. In 2023, UIRR has been absorbed by dossiers that threaten harmonisation and standardisation.



Courtesy VIIA / Bettembourg Terminal

INTERMODAL WAGONS UNDER WINDY CONDITIONS: NEED FOR A HARMONISED RISK-BASED APPROACH

The circulation of intermodal wagons under severe weather conditions, getting more frequent as climate change progresses, is becoming more challenging, especially on network sections impacted by strong crosswinds. The intermodal sector, in the context of various EU Railway Agency JNS procedures, has adopted the Action Plan in 2022 that adapts technical and operational rules to enhance safety for the carriage of (empty) semi-trailers on pocket-wagons even under strong crosswinds.

Railway undertakings and infrastructure managers should implement the necessary risk control measures based on common safety methods and integrate the outputs in their safety management systems. UIRR called for a European methodology for infrastructure managers to better evaluate the risks of crosswind exposed sections of the railway infrastructure network rather than employing indiscriminate national risk mitigation measures, such as adopted recently in Denmark.

DAC FOR INTERMODAL TRANSPORT: CREATION OF A TASK FORCE

Digital Automatic Coupling (DAC) is an innovative technical solution to automatically couple and decouple wagons and locomotives forming a freight train. The benefits of the DAC for intermodal rail freight stakeholders are yet to be adequately demonstrated. UIRR is engaged in the DAC Intermodal Task Force to articulate the technical and operational requirements of intermodal wagons, particularly in view of the wagon types currently in use and their compatibility with the selected DAC standard type. UIRR requests a specific intermodal business (migration) plan to be developed for the various types of intermodal wagons, in particular for the low-floor wagons.



Dangerous goods and waste transport

The transport of dangerous goods remains an important commodity type for Combined Transport with a market share reaching nearly 20% of the UIRR cross-border traffic performance in 2023. The new rules set in the 2023 ADR/RID version have been integrated into daily operations by the respective operators. UIRR Best Practice Guidelines, available in 4 languages, have been adapted and published on the UIRR website. Digital solutions must be the preferred option for the business and authorities as they are prescribed in the eFTI Regulation.

Waste is a continuously growing commodity type carried by Combined Transport that needs particular attention in the context of the Waste Shipment Regulation (WSR). A fully digitalised exchange would be established to reduce the administrative burden on operators, which remains challenged by some Member States that insist on their own rules for waste transport.

Digital transformation

The successful digitalisation of the Combined Transport sector will be the result of a smart and cooperative integration of all stakeholders into one collectively defined CT ecosystem with data as its lubricant. This ecosystem must be built around jointly developed concepts, processes, shared data hubs or collaborative platforms, as well as digital solutions (e.g. assets, transport data records, data messages, registers). UIRR contributed materially to the construction of such a digital ecosystem for Combined Transport in 2023.

TSI TELEMATICS: A RECOGNITION OF THE INTERMODAL FREIGHT SECTOR

The European Commission has initiated the full revision of the TSIs related to the subsystem telematics applications with the objective to adopt the final text in early 2025. The TSI Regulation contains the implementation and the enforcement rules, whereas its annex lists the technical and functional specifications.

The new TSI Regulation incorporates long-awaited changes for intermodal freight transport to enhance the attractiveness of rail freight and to better align intermodal logistics processes with it. The new Regulation would impose a systematic and mandatory digital data exchange between intermodal transport operators and rail service facilities such as transshipment terminals.



REFERENCE FILES: A NECESSITY FOR A SEAMLESS DATA EXCHANGE

UIRR released in November 2023 an open access platform (<https://cdm.uirr.com/>) compiling the most relevant codes to be used in data exchange between CT stakeholders (for example for the EDIGES community). The UIRR CDM platform ensures an easy access to 15 types of standardised codes. More than 500 subsidiary location codes (SLCs) have been uploaded into the common reference database with RNE, which are instrumental in identifying terminals.

In addition, UIRR launched in December 2023 the new version of the ILU-Code website (<https://ilu-code.eu/>) including the release of the Intermodal Loading Unit Reference Database, which will be imposed by the new TSI Regulation. This Database, maintained by UIRR, includes the identification of the ILUs, the ILU type and its compatibility with wagons and routes and relevant ILU loading characteristics such as the weights and dimensions.



KV4.0: THE INNOVATIVE INTERMODAL DATA HUB

The KV4.0 Data Hub, managed by the company DXI, is the new solution for system-to-system data exchange in intermodal freight transport. Based on the EDIGES 4.1 data format, the KV4.0 Data Hub covers door-to-door intermodal freight transport from the logistics service provider to the railway undertaking. Following the successful go-live of the KV4.0 Data Hub in March 2023, the first partners have started to exchange operational data to improve transparency throughout the transport chain.

In the context of the EDICT project, the KV4.0 Data Hub has been enhanced to facilitate the integration of terminal-related information with third-party applications such as RNE TIS. KV4.0 is now technically connected to the application to send and retrieve TAF-TSI related messages. The Data Hub has been enhanced to easily exchange TAF and EDIGES status messages.

CONNECTIVITY AND INTEROPERABILITY WITH RNE TIS: A 'GROUPING' SOLUTION IS NEEDED



The TIS application, developed and maintained by RNE, is an important source of information for any freight train-related running information. It is however also an important tool for the operators of service facilities such as transshipment terminals when it comes to first- and last-mile information. In the context of the EDICT project, UIRR is engaging with RNE on the technical, contractual and commercial conditions to simplify the integration of community-based systems such as KV4.0, or port-based centralised systems aiming at providing data from a large number of operators. The validation of a 'grouping' solution is planned for the end of 2024.



EDIGES AS THE DATA EXCHANGE FORMAT IN COMBINED TRANSPORT

UIRR continued in 2023 to promote the industry XML-based EDIGES data message exchange aiming at convincing the sector to migrate to the newest version. In addition, with the support of UIRR, the EDIGES technical consortium has further developed the standard by adding a new message on the reasons of irregularities and cancellations between terminals, intermodal operators and railway undertakings.

More than 150 actors (CT Operators, Terminals, RUs and Customers) already use the EDIGES format on a daily basis, which is the backbone of the Data Hub KV4.0.

Development projects



EDICT



Thanks to UIRR's strong commitment, successful and encouraging results were delivered under EDICT in 2023

1. the elaboration of harmonised timestamps and milestones for terminal operations,
2. the adaptation of the terminal operations systems to TAF TSI requirements,
3. the development and testing of the collaborative Quality Management System (cQMS),
4. the full redesign of reference files relevant for the sector (ILU-Code, UIRR CDM),
5. the deployment of the new CESAR-NEXT application,
6. the further enhancement of the European Data Hub KV4.0 with new players joining the hub and
7. the creation of a technical, legal and business model framework for improved interoperability with the RNE TIS application.

EDICT - Enhanced Data Interoperability for Combined Transport stakeholders - is an EU CEF co-funded project aiming at removing the barriers to TAF-TSI related CT data messages, in particular by integrating efficiently the terminal operators in the exchange of information and by improving the data flows between CT stakeholders to improve the overall quality of intermodal freight trains. Under the coordination of UIRR, the EDICT's consortium consists of nine project partners in total: CIS, Combinant, Duisport, Hupac, Kombiverkehr, Port of Rotterdam, Rail Cargo Group, WienCont and UIRR.

More information on <https://edict-project.eu/>



REMUNET

The development of a standardised framework to describe European intermodal freight transport is UIRR's main objective. In this context, UIRR has carried out, with the support of SGKV, the following activities: creation of (1) a catalogue of national country sheets consolidating all necessary information related to intermodal transport and (2) a statistical benchmark analysis comparing the various methodologies to collect intermodal-related figures.

ReMuNet - Resilient Multimodal freight transport Network - co-funded under the Horizon Europe program - identifies and signals disruptive events and assesses 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 kicked off in July 2023 and will last for 36 months.

More information on <https://remunet-project.eu/>



ESEP4FREIGHT



UIRR, as the leader of work package 2, has initiated a benchmark analysis on the current contractual arrangements with the various intermodal stakeholders (for example between the shippers and LSPs) with the aim to propose a harmonised contractual framework. In addition, the potential use of smart contracts and blockchain technologies in the intermodal ecosystem has been further investigated.

ESEP4freight (European Shift Enabler Portal 4 Freight) project, financed under the Horizon Europe program, has the objective of providing freight customers with an overview of the available rail freight services in Europe via a web platform. The Web Platform will include an Interactive map with different modules such as a CO₂ calculator, a schedule viewer, a contract toolbox and a matchmaking tool. The project was launched in September 2023 and will last for 24 months.

More information on

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

TRANS4M-R



UIRR's contribution has been (i) to support the design, implementation and testing of adequate DAC technologies for intermodal transport with the creation of an intermodal task force and (ii) to provide the necessary requirements for a harmonised enhanced digital ecosystem for Combined Transport integrating for example the specifications from the EDICT project.

The **TRANS4M-R** project's overall goal is to establish rail freight as the backbone of a low-emission, resilient European logistics chain, which meets end-user requirements to full satisfaction. 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 for 45 months.

More information on

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

BLUE SUPPLY CHAINS



As a subcontractor to SGKV, UIRR has transmitted 3 catalogues laying down European greening projects related to ports and terminals, the current and future European legislations on sustainability and global guidelines with case studies relevant to the objectives of the Blue Supply Chains (BSC) project, i.e delivering implementable solutions for the greening of Baltic ports' and terminal operations. UIRR has also conducted research on remaining European rail ferry lines and assesses whether these are viable solutions for intermodal transport resilience.

The BSC is an INTERREG project of 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) evaluation and piloting of measures for the further electrification of handling equipment, (2) strategies for providing, handling and storing alternative fuel, and (3) promotion of more environmentally friendly transport chains in the hinterland, with a focus on the development of combined transport.

More information on

<https://interreg-baltic.eu/project/blue-supply-chains/>

UIRR Services

ILU-CODE www.ilu-code.eu



Intermodal Loading units (ILU) such as non-ISO containers, swap bodies and semi-trailers - craneable or not - must be identified with a unique identification code: the so-called ILU-Code, which has been introduced by EN 13044-1. Since July 2011, UIRR has been the Administrator of the ILU-Key. More than 1.100 ILU-Keys have been reserved by owners and keepers of intermodal loading units.

The ILU-Code 2.0 new website was launched in December 2023 for an enhanced user experience: (i) multiple users per company, (ii) easy registration and authentication based on email addresses, (iii) new ILU-Code Technical Register - a TAF TSI compliant feature, (iv) acceptance of online payments, and (v) the possibility to save the generated ILU-Codes. Additionally, the ILU-Code General Terms and Conditions have been produced in 3 languages and aligned with the latest legal evolution related to digital platforms.

EDIGES



UIRR promotes and disseminates the EDIGES CT data exchange format. The target of EDIGES is to realise a standardised communication system to integrate all actors in the intermodal logistics chain and information related to every single process within the CT chain (booking, first/last mile road operations, terminal activities, train running information and ETA/ETP). EDIGES is managed and developed by a specific EDIGES Consortium (info@ediges.org).

The consortium has released the version 4.1 with new status messages and adaptations related to the activities of the EDICT project.



RAIL
FACILITIES
PORTAL

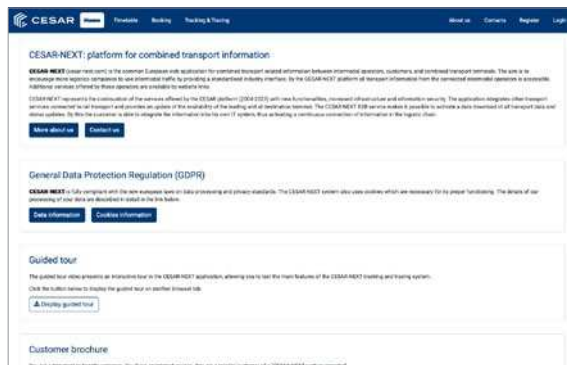
RFP

www.railfacilitiesportal.eu

The Rail Facilities Portal (RFP) provides quick access to information on all kinds of rail facilities, in particular installations used by rail freight stakeholders. It is a business support tool to aid the planning and operation of rail freight, and it assists operators of rail service facilities in complying with their obligations resulting from Directive 2012/34/EU and Implementing Regulation (EU) 2177/2017.

The RFP contains more than 20.000 facilities, attracted more than 50.000 visitors last year and registered around 600 users. It is operated and managed by RNE with the support of UIRR. An important cleaning exercise of the database was realised in 2023 with the objective to have a better and accurate quality of data for each service facility.

The RFP has been integrated into a larger digital project known under the acronym **RIS (Rail Information System)**, coordinated by RNE. The objective of RIS is to merge key applications such as CRD, CIP and RFP into one single platform. UIRR's role is to ensure an enhancement of the product for intermodal terminals and to improve the overall data quality related to freight terminals.



UIRR CODE MANAGEMENT PLATFORM (UIRR CDM)



Data exchange formats such as EDIGES are using legally imposed codes, as for waste and dangerous goods or sectorial codes like those managed by UIRR (customers and terminals). These codes are used for automatic integration of transport information into third-party systems such as CESAR, RNE TIS, KV 4.0.

The UIRR Code Management platform, launched in November 2023, has been designed as an open access one-stop-shop for all relevant codes used in CT data messages. More than 15 codes used in daily CT operations are accessible to any interested registered party. It will be possible to make direct queries in the database and to download the various codes into Excel lists. The UIRR 3-digit code for identifying the terminals in a unique way (more than 500 codes) has been inserted as subsidiary location code (SLC) into the TAF TSI reference file for location codes (RNE CRD).

CESAR-NEXT www.cesar-next.com



The IT-Service company CESAR Information Services (CIS), based in Brussels, ensures the functioning of the CESAR system, coordinates the integration of further operators and is responsible for the set-up of functionalities for trans-European communication with the customers - B2B communication - and among the CT operators. The free of charge tracking & tracing is used by more than 1.600 CT customers triggering more than 7 million queries per year.

The recently redesigned CESAR NEXT application was released in May 2023 with state-of-the-art technologies and innovative features such as: (i) full integration of the EDIGES standard message, (ii) a complete intermodal transport management including first/last mile on road, barge and short-sea-shipping legs, and (iii) new transport events such as Estimated Time of Arrival (ETA) and Estimated Time of Pick-up (ETP).

UIRR is responsible for the overall administration of the company and for the dissemination.

UIRR Galaxy

Growing together

PARTNERS



UIRR OPERATORS



INDUSTRY ASSOCIATION PEERS

MOU PEERS



UIRR TERMINALS



GOVERNMENTAL BODIES

The year of UIRR

UIRR brings together 100+ leading Intermodal Transport Operators, Transshipment Terminal Managers, Technology Partners and National Associations to steer the EU policy agenda towards a competitive zero-carbon intermodal transport freight sector for Europe.

UIRR engages with European policymakers to build a more competitive, efficient, and sustainable transport system for Europe.

BOARD OF DIRECTORS

The Board of Directors has been re-elected in May 2024 for a 3-year mandate.



Jürgen Albersmann
CEO, Contargo
Vice-Chairman of the UIRR Board of Directors



Roberto Barraza
General Manager, Ambrogio Intermodal



Ben Beirnaert
Managing Director, Combinant



Bénédicte Colin
President, VIIA/Naviland Cargo



Andrea De Bernardi
CEO, Mercitalia Intermodal



Peter Kiss
CEO, METRANS



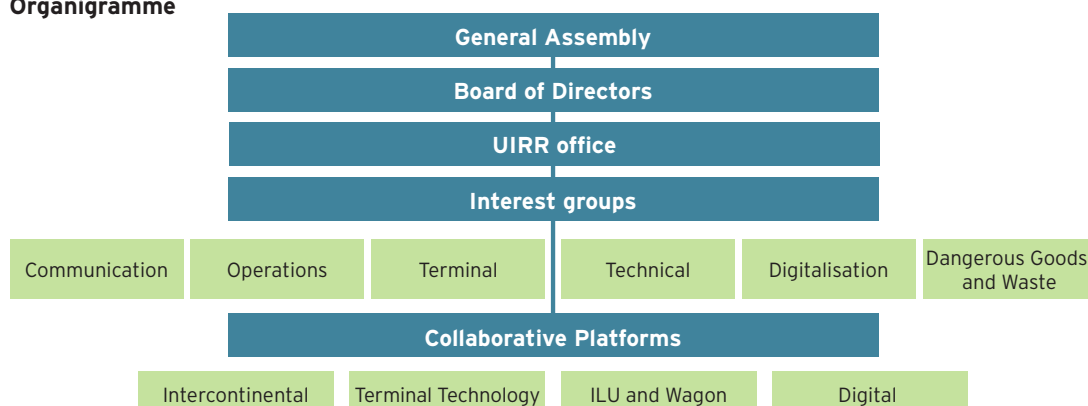
Michail Stahlhut
CEO, Hupac
Chairman of the UIRR Board of Directors

THE UIRR TEAM



From left to right:
Rémi Penet, Junior Project Officer; Ákos Érsek, Chief Policy Advisor; Ralf-Charley Schultze, Director General; Mateusz Nowak, Digital Project Officer; Eric Feyen, Technical Director; Pekiye Biçici, Assistant to the Management.

Organigramme



HIGHLIGHTS OF 2023

The most notable developments from an intermodal transport perspective were:

- Transport Logistic 2023 Expo in Munich - joint appearance with IBS;
- CT4EU Exhibition in the European Parliament and the announcement of the Combined Transport Directive amendment;
- European Intermodal Summit 2023 on 28 November;
- The railway sector developed a supplementary impact assessment study to the Weights and Dimensions Directive revision;
- The issuance of 6 position papers on the Greening Freight Transport Package;
- The joining of 3 new members, 2 new technology partner and 4 new MoU Peers;
- A large number of works sites on the rail infrastructure eliminated capacity and undermined punctuality of freight trains;
- Strikes in France and Germany paralysed rail freight traffic;
- A derailment in the Gotthard Base Tunnel caused the loss of more than half of capacity;
- A landslide in the Maurine Valley rendered the Lyon-Turin line inoperational;
- Crisis management: accident investigations, works-related traffic congestion and capacity shortage and bypass capacity allocation, energy crisis impacts.

THE UIRR-CT4EU COMBINED TRANSPORT EXHIBITION

At the European Parliament, an exhibition was hosted by MEP Ferber and inaugurated by Minister Gilkinet and Commissioner Velez who introduced the proposal to revise the Combined Transport Directive.



TRANSPORT LOGISTIC 2023 - MUNICH

The first live expo of the freight transport sector since the COVID crisis.



THE COMBINED TRANSPORT FOR EUROPE CAMPAIGN 2021-2024 www.CT4EU.eu

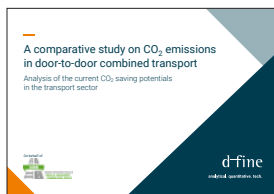
Door-to-door Combined Transport offers the most affordable and efficient, while lowest risk path to realising the various policy objectives of the European Union. Through the intelligent connection of rail, road and waterways, contemporary Combined Transport provides a door-to-door freight transportation service which:

- Reduces carbon emissions by up to 90%
- Improves energy efficiency by up to 70%
- Contributes to a reduced dependency on imported fossil fuels
- Lowers the transport sector's emissions of harmful pollutants including noise
- Prevents the occurrence of several road accidents and road congestion
- Slows the degradation of road infrastructure including bridges
- Improves the working conditions and work/life balance of truck drivers
- Creates high value-added jobs

Zero-Carbon Door-to-Door Combined Transport (ZCCT) will deliver the decarbonisation of inland freight transportation efficiently.

STUDIES

The campaign is based on the results of 4 studies done by d-fine GmbH of Frankfurt, Germany:



Study on the Energy Efficiency and Carbon Footprint of Contemporary Combined Transport



Study on the Technical Feasibility and Comparative Evaluation of Zero-Carbon Door-to-Door Combined Transport



Study on the Roadmap to Zero-Carbon Combined Transport 2050



Study for the European rail-way sector on the impacts of introducing EMS truck combinations under the Weights and Dimensions Directive

SUPPORTERS

The CT4EU campaign is supported by various entities, who counted 22 at the time of the publication of this report, and whose number is still growing.



4PL Intermodal



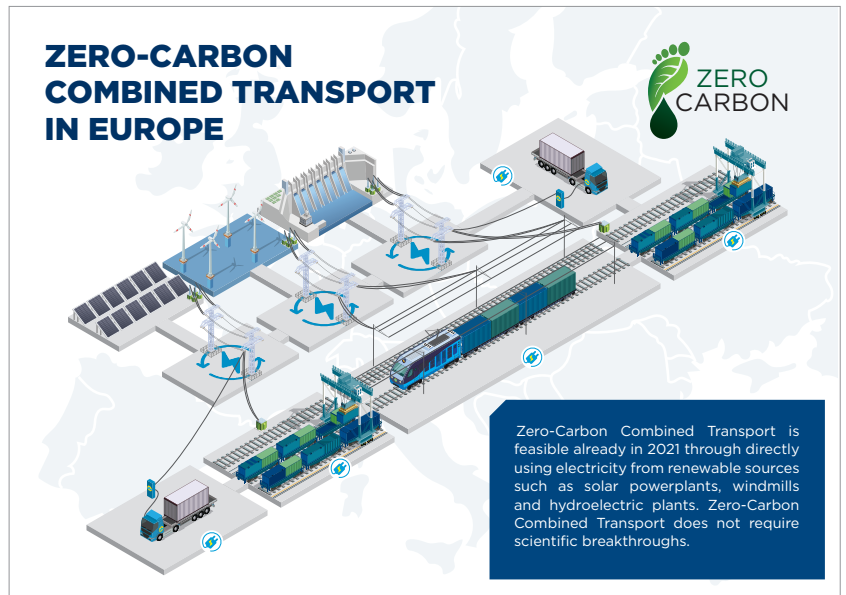


THE COMBINED TRANSPORT FOR EUROPE CAMPAIGN 2024-2026

The CT4EU campaign will be re-launched for the 2024-26 period to accompany the adoption of the Greening Freight Transport Package while sharing inspiring stories demonstrating the benefits of Combined Transport to market players as well as decision-makers from European countries and regions.

The objective is to demonstrate how Combined Transport delivers on the themes of resilience and competitiveness:

- Energy efficiency
- Labour efficiency
- Infrastructure efficiency
- Environmental efficiency
- Implementation of the Mobility Package legislation, the revised Eurovignette Directive and the TEN-T Regulation
 - The Greening Freight Transport Package
 - The new Rail Infrastructure Capacity Management Regulation,
 - The amendment of the Weights and Dimensions and the Combined Transport Directives
- The new CountEmissionsEU Regulation together with the new Green Claims Directive
- The Land Transport State Aid Block Exemption Regulation
- The Track Access Charging Guidelines
- Digitalisation driven by the implementation of the Electronic Freight Transport Information (eFTI) Regulation



The campaign is orchestrated by UIRR members, technology partners and MoU peers together with supporters of the campaign. In the Member States MoU peers act as national campaign coordinators bringing together a wide-range of Combined Transport stakeholders to engage national policymakers.

Supporters are invited to join the second phase of the CT4EU campaign.

Member Company Information



ADRIA KOMBI D.O.O.

www.adriakombi.si

Adria Kombi is an intermodal rail freight operator specialised in offering services to and from Slovenia with a special focus on serving the Port of Koper, while partnering in operating the Ljubljana-Wels RoLa service.



ALPE ADRIA S.P.A.

www.alpeadria.com

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



AMBROGIO TRASPORTI S.P.A.

www.ambrogiointermodal.com

Ambrogio Trasporti is a road-rail intermodal operator offering door-to-door and terminal-to-terminal services along numerous cross-border relations. The company also operates transshipment terminals in Belgium and France.



BALTIC RAIL AS

www.balticrail.com

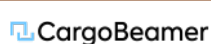
Baltic Rail is an intermodal rail freight operator focused on north-south cross-border relations in the eastern half of Europe running from Poland all the way down as far as the Port of Koper in Slovenia. The company also operates container terminals.



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.



CARGOBEAMER AG

www.cargobeamer.com

CargoBeamer is an intermodal rail freight operator specialised in carrying (non craneable) semi-trailers based on their proprietary horizontal transshipment design. The company also develops and operates transshipment terminals.



CFL INTERMODAL S.A.

www.cfl-intermodal.lu

CFL Intermodal is an intermodal rail freight operator that specialises in cross-border connections to/from Luxembourg. CFL Intermodal operates conventional, vertically loaded intermodal wagons as well as horizontal assets ideal for non-craneable trailers.



CFL TERMINALS S.A.

www.cfl-terminals.lu

CFL Terminals operates an intermodal transshipment terminal in Bettembourg-Dudelange, which is capable of handling any types of intermodal loading units based on vertical and horizontal transshipment technologies.



COMBIBERIA S.A.

www.combiberia.com

Combiberia is an intermodal rail freight operator running cross-border services to and from the Iberian peninsula.



COMBINANT NV

www.combinant.be

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



CONTARGO

www.contargo.net

Contargo, the newest member of UIRR, is an operator of cross-border and domestic intermodal transport services by barge and by rail. The company also manages 24 bi- or trimodal transshipment terminals in France, Germany and Switzerland.



CTE CONTAINER TERMINAL ENNS LTD.

www.ct-enns.at

CTE, together with its sister-terminal CT Salzburg, operates terminals in Austria mainly handling maritime containers.



DELTA 3 SPL

www.delta-3.com

Delta 3 is a logistics centre near Lille (France) with a trimodal facility capable of handling intermodal loading units arriving by barge, rail or truck using the vertical technique.



DELTA RAIL

www.deltarail.fr

Delta Rail is an intermodal rail freight operator offering domestic and cross-border intermodal transport solutions in France.



DUISBURGER HAFEN AG

www.duisport.de

Duisport on the river Rhine offers 9 intermodal transshipment terminals handling both maritime hinterland traffic, continental and intercontinental connections (to/from China). The company also owns an intermodal rail freight operator, Duisport Rail, with various domestic and cross-border relations in Europe.



DUSS MBH

www.deutschebahn.com/duss

DUSS operates one of the largest network of road-rail intermodal transshipment terminals in Europe: 22 terminals equipped with vertical and horizontal transshipment technologies. The terminals cater to both port hinterland and continental intermodal traffic.



Dry Port Terminals operates a trimodal terminal in Pancevo, near Belgrade, directly on the river Danube: two railway tracks, dangerous goods storage, barge access and storage for 3000 TEU.

The terminal is well located to the nearby motorway and shunting yard + the main railway line (RFC 10).



EWG operates a state-of-the-art road-rail transshipment terminal on the Hungarian Ukrainian border capable of receiving both 1520mm and 1435mm wagons. The EWG terminal can handle both maritime hinterland and continental transport including non-craneable trailers.



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



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



GYSEV Cargo operates intermodal freight trains, as well as 2 transshipment terminals in Hungary.



Hupac is one of the pioneers of intermodal transport in Europe operating a continent-wide network that includes intercontinental relations as well. Hupac also runs road-rail intermodal terminals and owns a large intermodal wagon fleet.



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



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



John G Russell operates road-rail intermodal transshipment terminals handling domestic intermodal connections including craneable trailers using the vertical transshipment technique.



The Frankfurt-based intermodal rail freight operator has one of the largest networks in Europe, and it owns stakes in several terminals throughout Germany.



KTL operates a transshipment terminal located next to the BASF industrial complex in Ludwigshafen (Germany) equipped with electric gantry cranes for vertical transshipment servicing both maritime and continental traffic.



Lahaye Global Logistics offers a large variety of logistics services including rail and barge intermodal solutions. The group also manages the terminal in Rennes (France).



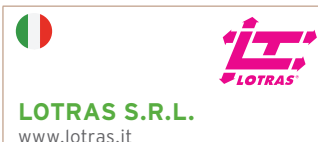
Lanfer Logistik operates 3 intermodal transshipment terminals in Germany and Belgium.



LLI operates 2 trimodal intermodal transshipment terminals in the Port of Liège. LLI also operates domestic intermodal freight trains in Belgium.



LINEAS operates domestic intermodal rail freight connections in Belgium as well as cross-border services to/from Belgium. The company also manages transshipment terminals.



Lotras operates intermodal rail freight services between Italy and Austria, France and Germany, as well as domestic routes in Italy. Lotras manages a transshipment terminal in Italy.



LTG Cargo operates 3 intermodal terminals in Lithuania: Vilnius, Kaunas and Šeštokai. All three facilities are equipped with gantry cranes and can cater to every type of loading unit. The Kaunas and Šeštokai facilities enable gateway operations between Russian broad gauge and UIC gauge trains.



Lugo Terminal is an operator of 2 road-rail intermodal terminals in Italy, while the company also offers door-to-door services as well as operating domestic and border-crossing intermodal freight trains.



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



METRANS operates one of the largest intermodal rail freight networks in Europe consisting of cross-border - including intercontinental relations - and domestic services focusing on port hinterland services including door-to-door services. METRANS owns and manages 11 intermodal transshipment terminals throughout Eastern Europe.

**NAVILAND CARGO SAS**www.naviland-cargo.com

Naviland Cargo is an intermodal freight operator offering road, barge and rail solutions with a focus on port hinterland connections. The company operates 8 terminal facilities in France and intermodal wagons. The company also holds a railway licence.

**NOVATRANS**www.novatrans.eu

Novatrans-Greenmodal is an operator of rail and waterborne intermodal freight transport in France as well as to/from France. The company also owns and operates intermodal transshipment terminals in France.

**ÖBB-INFRA AG - TSA**infrastruktur.oebb.at**ÖBB-Terminal Service Austria**

operates 7 intermodal transshipment terminals in Austria, which includes RoLa - horizontal transshipment - capabilities as well as vertical transshipment servicing both port hinterland and continental intermodal transport.

**PCC INTERMODAL SA**www.pccintermodal.pl

PCC Intermodal operates intermodal freight trains inside, as well as to/from Poland fulfilling port hinterland and continental transport assignments. PCC also owns and operates 3 intermodal terminals in Poland.

**PIMK RAIL EAD**www.pimk.eu/en

PIMK Rail operates intermodal freight trains to/from Bulgaria as well as an intermodal transshipment terminal.

**RAIL CARGO OPERATOR**www.railcargo.com

Rail Cargo Operator (RCO) operates an extensive network of intermodal rail freight services, including RoLa trains, focused on the eastern half of Europe, as well as towards intercontinental relations. RCO also manages 5 transshipment terminals outside Austria.

**RAIL CARGO TERMINAL - BILK ZRT.**www.railcargobilk.hu

RCT BILK operates a transshipment terminal in Budapest which supports cross-border port hinterland and continental intermodal services, while offering a large container depot as well.

**RAIL HUB TRANSYLVANIA**www.railhubtransylvania.ro

Rail Hub Transylvania is managing a transshipment terminal in Western Transylvania and is connecting Western Europe and the Black Sea.

**RAILPORT ARAD SRL**www.railportarad.ro

Railport Arad manages the largest intermodal transshipment terminal in Curtici, close to the Hungarian-Romanian border. The terminal is focused on serving continental and port hinterland intermodal transport operators.

**RALPIN AG**www.ralpin.com

R-Alpin is a specialist of accompanied intermodal RoLa trains for full trucks and their drivers, which connect Germany with Italy through Switzerland along the Gotthard route. The company also manages 2 transshipment terminals.

**ROCOMBI SA**www.rocombi.ro

Rocombi operates domestic intermodal freight trains in Romania, as well as 2 transshipment terminals in the Bucharest area.

**SAMSKIP MULTIMODAL B.V.**www.samskip.com

SAMSKIP operates intermodal freight transport services by short-sea and rail within Europe. It also operates a transshipment terminal in Germany.

**T3M**www.t3m.fr

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

**TERMINAL CONTAINER ATHUS - TCA SA**www.tca.be

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

**TERMINALI ITALIA S.R.L.**www.terminaliitalia.it

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

**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.

**WIENCONT CONTAINER TERMINAL GMBH**www.wiencont.com

WienCont manages a large capacity intermodal transshipment terminal located in the Port of Vienna, which serves both port hinterland and continental intermodal traffic. The terminal is also capable of handling non-craneable trailers using a horizontal transshipment technique.

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 who fit the description. Contact headoffice.brussels@uirr.com for inquiries.

CAMCO



Camco Technologies is a pioneer and market leader in terminal automation. The Camco Technology proprietary vision and location-based solutions for gate automation, crane and rail OCR are among the most performing available on the market. Camco Technologies solutions have been implemented in +280 terminals across the globe.

COMBIPASS



COMBIPASS is professional in the rental of intermodal loading units and mobile storage equipment. With more than 30 years of experience, COMBIPASS provides intermodal transporters and producers with a selection of quality equipment which meet constantly evolving demands and the latest norms whether for ADR, road, rail, barge or maritime transport.

DEN HARTOGH



DEN HARTOGH LOGISTICS is one of the leading Logistics Service Providers to convey safely bulk liquids and gases for the chemical industry. The company preferably develops smart logistics solutions based on intermodal routings with inland and railway journeys.

EQUIMODAL



Founded in 1992, **Equimodal** began its activity as a manufacturer of transport containers, with customized designs, mainly for intermodal transport. Today we design, manufacture, homologate and integrate containers, swap bodies and containerized solutions for intermodal transport and any logistic, industrial, energy or emergency application.

ERMEWA



ERMEWA is a European leader in rail wagon leasing with the aim of ensuring the success of a rail-based supply chain. The company offers a fleet of 47,000 railcars, which includes a high number of specialised equipment for Combined Transport, to freight forwarders, CT Operators, railways and industrial companies.

EUROWAGON



As the largest independent Polish railway car pool, the mission of **EUROWAGON** is to create the largest railway car rental professional ROSCO company in Central and Eastern Europe. The advantages are excellent knowledge of domestic conditions, flexibility, and an individual approach to customers.

EVOLIT



Evolit Consulting stands for software development and consultation in the field of business-critical systems with a passion for technology. We accompany our clients all the way from evaluation and analysis to implementation and documentation - along the whole IT value chain. The pillars of our corporate structure are competence, innovation and respect - inside and out.

GATX RAIL EUROPE



GATX Rail Europe is a leading, full-service railcar lessor offering a high-quality and diversified fleet of 28,000+ tank and freight railcars. With an experienced, service-oriented team, GATX is focused on making railcar leasing and rail transport simple, efficient, and seamless. The Company believes its customer focused model, delivers quick solutions, and allows its 240+ customers to focus on their core business.

HACON



Founded in 1984, **Hacon** is a leading provider of software solutions for transport operators and passengers. With nearly 500 highly qualified specialists in HAFAS, TPS and consulting, Hacon's focus is on Mobility as a service, travel information and ticketing, operator business products, and timetable design and scheduling. In 2017, Hacon joined Siemens Mobility.

KRONE



KRONE is a leading global manufacturer of commercial road equipment for all types of goods. It is also specialised in the design of compatible loading units for the railway systems such as craneable semi-trailers for pocket wagons used in Combined Transport.

LIS



With over 40 years experience and 230 employees, **LIS AG** is a leading company in Transport-Management-Software for logistics, forwarding agencies and shipping. The proposed solutions integrate all intermodal capabilities, especially all data and interfaces needed to improve the visibility of the railway system.

LOHR INDUSTRIE



LOHR is a private French group specialised in the design, manufacturing and marketing of goods transport systems, in particular the Modalohr railway freight solution for the transportation of standard semi-trailers on wagons.

MENLO79



At **Menlo79**, our mission is to strengthen the competitiveness of the rail industry and accelerate its digital transformation thanks to our Saas solution WILSON. We bring the right people together, build technical integrations and promote networking and innovation with RAILTALKS.

MFD RAIL



As a team of experienced intermodal specialists, **MFD Rail** supplies the European combined transport sector with a modern and homogeneous wagon fleet and provides its customers with the highest level of support, technological availability and service. The rental company actively supports the modal shift from road to rail.

MODALIS



MODALIS is known as a major actor in rental, trading and consulting in the intermodal sector. It is a specialized company in intermodal equipment rental such as loading units (containers for general cargo, gas and liquid tanks, dry bulk containers and chassis) and railway cars.

RAILMARKET



RAILMARKET.com is a database that brings all the information about the companies in the railway market, quickly, easily and for free: more than 4,000 companies in Europe and Eurasia, thus maximizing the efficiency of business and communication for the entire railway market.

SCHMITZ-CARGOBULL



SCHMITZ-CARGOBULL AG manufactures trailers and semi-trailers for commercial road vehicles. The Company offers an extensive range of equipment for all types of cargo and for all types of forwarding systems, in particular the design of intermodal loading units such as craneable trailers compatible with rail wagons.

TRANSPOREON



Transporeon is the Transportation Management Platform that empowers shippers, forwarders, carriers and retailers to move, manage and monitor freight in a world in motion. Transporeon joined the Trimble family in 2023.

UNIT45



UNIT45 concentrates on the development, construction, financing and delivery of 45ft palletwide containers, meeting the specific requirements of the client. The 45ft container concept represents the most efficient solution for European intermodal logistics.

VTG RAIL EUROPE



VTG is the largest private wagon leasing company in Europe with 84,000 freight wagons made up of about 1,000 different wagon-types. A large portion of the VTG fleet are intermodal wagons designed for the transport of containers, swap bodies and craneable semi-trailers.

WECON



WECON is a specialist in commercial vehicles and container technology for the transportation of goods by road and rail. The company is one of the leading manufacturers of 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 associations that fit the description. Contact headoffice.brussels@uirr.com for inquiries.



Allianz pro Schiene - **APS** is a non-profit and independent association. We pursue our mission to promote eco-friendly and safe rail traffic together with non-profit organizations, which are committed to rail transport for idealistic reasons (members), and companies, which are active in the field of rail transport (supporting members). We work on the German national level, with European orientation.



AET is a private non-profit association registered with number 50691 in the National Registry of Associations. Made up of professionals involved in each and every mode of transportation, with the support of Entities and Companies in the sector. It was founded in 1983 as a Think-Tank and a networking area for all modes of Transportation, aiming to gather all of them and pursue the best benefit on their combined interaction.



ASSOFERR is the result of the merger of the two Associations ASSOCARRI and SUNFER on 27 November 2000, which until then represented the interests of the operators in the "private railway wagons" sector. Since 2002 ASSOFERR has also collected the inheritance of ASSOCOMBI.



Assologistica is the association of logistics companies, general and refrigerated warehouses, port, interport and airport terminal operators. representing over 250 associated companies operating in Italy. With the establishment of its own territorial representations and with the meeting between the managers of the logistics infrastructures and the contractor operators who use them, Assologistica guarantees a 360° logistic integration.



Founded in 1933 as a neutral, non-profit, international organization, Bureau International des Containers - **BIC's** mission is to enable efficiency in container transportation while promoting safety, security, standardization and sustainability. BIC is active in the development of standards in the container industry and the promotion of professional dialogue amongst its 2,800+ members, standards bodies, governments and other industry organizations.



The International Coordinating Council on Trans-Eurasian Transportation - **CCTT** has 96 members from 23 countries aiming to attract transit and foreign trade cargo on Trans-Eurasian routes, including on the ITC East-West, North-South, and to coordinate activities of participants in the carriage of goods by land and sea sections of Trans-Eurasian routes.



Club Ferroviar is the most effective communication tool of the railway business environment in Romania, tailored for the specific needs of railway professionals and investors in order to provide them with the latest news and information on the market. The emphasis is put on the national and international railway commercial sector.



CombiNet is organised as an association and was founded in 2007 by more than 30 companies from all areas of combined transport (freight forwarders, hauliers, CT operators, terminals, ports, railway companies, manufacturers of transshipment equipment, etc.). CombiNet was created out of the need to set stronger initiatives for combined transport in practice.



Die Güterbahnen, who counts 100 private, regional and international companies associated with rail freight transport as members, works innovatively and passionately to convince their customers to transport goods on climate friendly railways. The main goal is to increase the transport of goods via railroads. Die Güterbahnen were initiated by the Netzwerk Europäischer Eisenbahnen e.V. (NEE).



The European Chemical Transport Association - **ECTA** speaks for the chemical transport industry to all its stakeholders. In addition it organizes the Responsible Care initiative for the European land transport industry. ECTA gathers European Land Transport Companies with the aim to improve the standards of efficiency, safety and quality as well as the environmental and social impact of the transport and logistics of chemical goods in Europe.



FERMERCI is a system association, intends to represent at an institutional level the interests of all the players in the railway logistics sector: railway companies, railway terminals, multimodal operators, last mile railway operators, builders and owners of railway vehicles, training centers of the personnel in the railway sector. Fermerci is the Association that represents operators in rail freight transport in Italy.



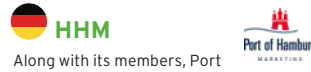
Created in 1945, the Groupement National des Transports Combinés - **GNTC** is the professional organisation representing the entire combined transport sector in France. Bringing together operators and carriers of combined road-rail or waterway-road transport, as well as platform managers, ports, leasers or manufacturers, the GNTC participates in the promotion, enhancement and defense of the interests of intermodality for the transport of goods, and supports a sustainable, ecological and civic mode of freight transport.



Groupeement Fer brings together transport and logistics companies based in Switzerland with the aim to promote the transport of containers within Switzerland and to/from the ports of the North Sea and the Mediterranean by rail. The aggregation of member company volumes allows GF operators to offer high quality, regular and reliable shuttle services on their routes at market conditions.



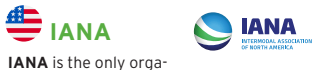
The Croatian Chamber of Economy - **CCE** acts on behalf of its Affiliation for Intermodal Transport and Logistics, Group for intermodal cargo, fostering cooperation between carriers of all combined transport and logistics activities. It proposes to the state authorities incentive measures and regulations in order to successfully develop combined transport and logistics in Croatia, and cooperates with educational and scientific institutions, also with national and international organisations.



Along with its members, Port of Hamburg Marketing - **HHM** is active worldwide to further strengthen its market position. Founded in 1985, the Association has been campaigning with great success for thirty-five years for Hamburg as a port and logistics region. The Port of Hamburg now enjoys a positive image all over the world, standing for professionalism, efficiency and innovation.



HUNGRAIL represents 100% of the Hungarian rail infrastructure and passenger service providers, while 95% of the rail freight sector's actors. HUNGRAIL is committed to the modernisation and the advancement of railway transport in Hungary.



IANA is the only organization that represents the combined interests of the intermodal freight transportation industry. Its mission is to promote the growth of efficient intermodal freight transportation through innovation, education and dialogue. IANA delivers actionable knowledge, builds a unified community and drives industry success.



The „International Rail Freight Business Association“ - **IBS** was founded in 1996 as a community of interest for rail forwarding companies and is currently shaped by around 60 member companies from 16 countries. It aims at Improving the framework conditions for the forwarding, commercial and logistical use of European rail freight transport.



The Land Transport Economic Chamber - **IGTL** is an organization of economic self-government operating since 1995 under the Act on Chambers of Commerce, brings together over seventy enterprises from all over the country related to the railway industry. Its aim is to protect the interests of member companies and to actively cooperate with national and European institutions in the field of regulations concerning rail transport and investments.



The **LIMOWA** Logistics Cluster is a Finnish network association whose mission is to develop and support intelligent logistics solutions and boost the competitiveness of Finnish companies. LIMOWA prepares and launches logistics-related development projects that can be related to internationalization, productization or know-how. Its members are companies, associations, educational institutions, other public bodies dealing with logistics.



Since 2002, the Association of Hungarian Logistics Service Centres - **MLSZKSZ** has been connecting nearly 90% of the logistics service centres in Hungary. MLSZKSZ is the only association in this country that represents all aspects of the service chain, including numerous intermodal stakeholders.



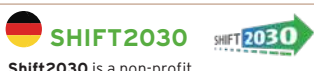
RailGood provides the management of public affairs and external relations with politics, government and government agencies, port authorities and the Dutch rail infra-manager to commercial companies in the rail freight transport sector in the Netherlands. RailGood aims for good basic conditions for competitive rail freight transport, including the important growth market segment combined transport, and strengthening level playing field with other transport modes and internationally.



Rail Freight Group - **RFG** is the representative body for rail freight in the UK. Our members include rail freight operators, logistics companies, ports, equipment suppliers, property developers and support services, as well as retailers, construction companies and other customers. Our aim is to increase the volume of goods moved by rail.



As a neutral and non-profit Organisation founded in 1928, the Studiengesellschaft für den Kombinierten Verkehr - **SGKV** brings over 80 members under one roof: from terminal operators to operators of universities and freight forwarding agencies. Here, everyone is with the common goal of making the freight transport in Germany and Europe environmentally friendly, efficient and more sustainable by means of intelligent intermodal transport chains.

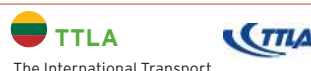


Shift2030 is a non-profit initiative to connect those who are committed to work on a modal shift from road to rail and to achieve the climate targets for 2030. Shift2030 follows a hands-on, action-oriented approach in close cooperation with the market and decision makers, focusing on demonstration and best-practices, demonstrating fresh ideas and innovative technologies that can vitalize rail freight with the ambition to achieve the demanding climate targets for the EU transportation sector by 2030.

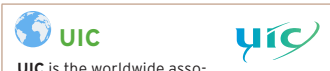


SWEDISH INTERNATIONAL FREIGHT ASSOCIATION

SIFA represents Sweden's logistics and transport companies, also acting as a referral body for investigations and influencing decision-makers and the debate about transport and logistics. SIFA is a member of The Swedish Confederation of Entreprises (Svenskt Näringsliv), CLECAT and FIATA. SIFA has for many years worked for an increased degree of intermodality, especially intermodal rail transport.



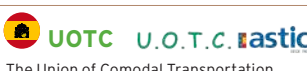
The International Transport and Logistics Alliance - **TTLA** unites and represents the interests of major Lithuanian international transport and logistics companies. Its goal is to strengthen the competitiveness of its members and the entire transport sector by conducting a business-oriented, argument-based dialogue with the public sector, non-governmental organisations and other entities. Its mission is to contribute to the formation and implementation of transport policy, the development of sustainable, transparent and responsible transport and logistic business.



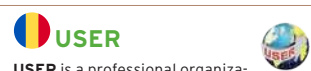
UIC is the worldwide association representing the railway sector and promoting rail transport. We address technical, standardisation, operational, Combined Transport and corridor topics. The collaboration between UIC and UIRR gained a new impetus by the signing of a Memorandum of Understanding.



The **Ukrainian Logistics Alliance** brings together key players in the national transport industry who work side by side to provide the international market with efficient and safe services, sharing experiences, increase their efficiency, effectiveness and competitive transport and logistics system of Ukraine.



The Union of Comodal Transportation Operators - **UOTC** was created in 2001 as the Intermodal and Multimodal Division of ASTIC, bringing together the Comodal Transport, Intermodality and Multimodality of ASTIC. UOTC is specialized in "International Transport of Containers, Roll-on / Roll-off and others of a special and Intermodal nature or that are carried out under new technologies.

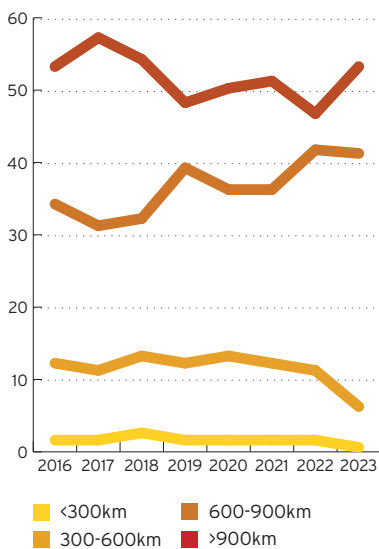


USER is a professional organization founded in 1993 that brings together companies with activities covering all modes of transport and related services, including logistics operators and customs brokers. The aims are to safeguard the economic, financial and technical aspects of their member companies to promote cooperation between its members, building and strengthening the solid reputation of industry shipments.

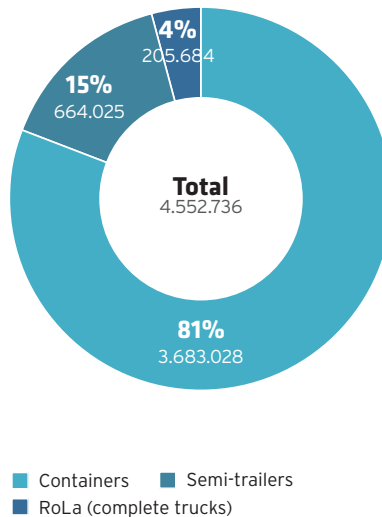


STATISTICS 2023

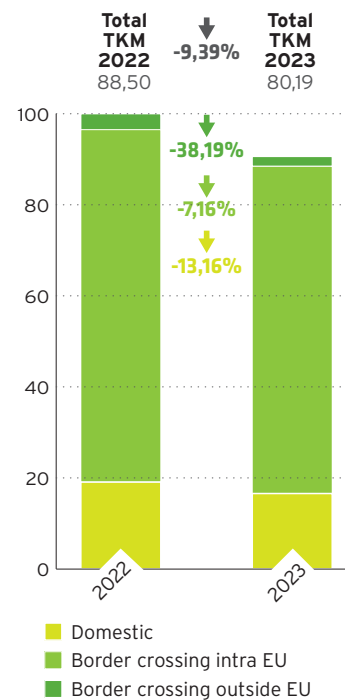
DISTANCE MATRIX (TERMINAL-TO-TERMINAL)



TYPES OF INTERMODAL LOADING UNITS (ILUS)



TONNE-KILOMETRES 2022-2023

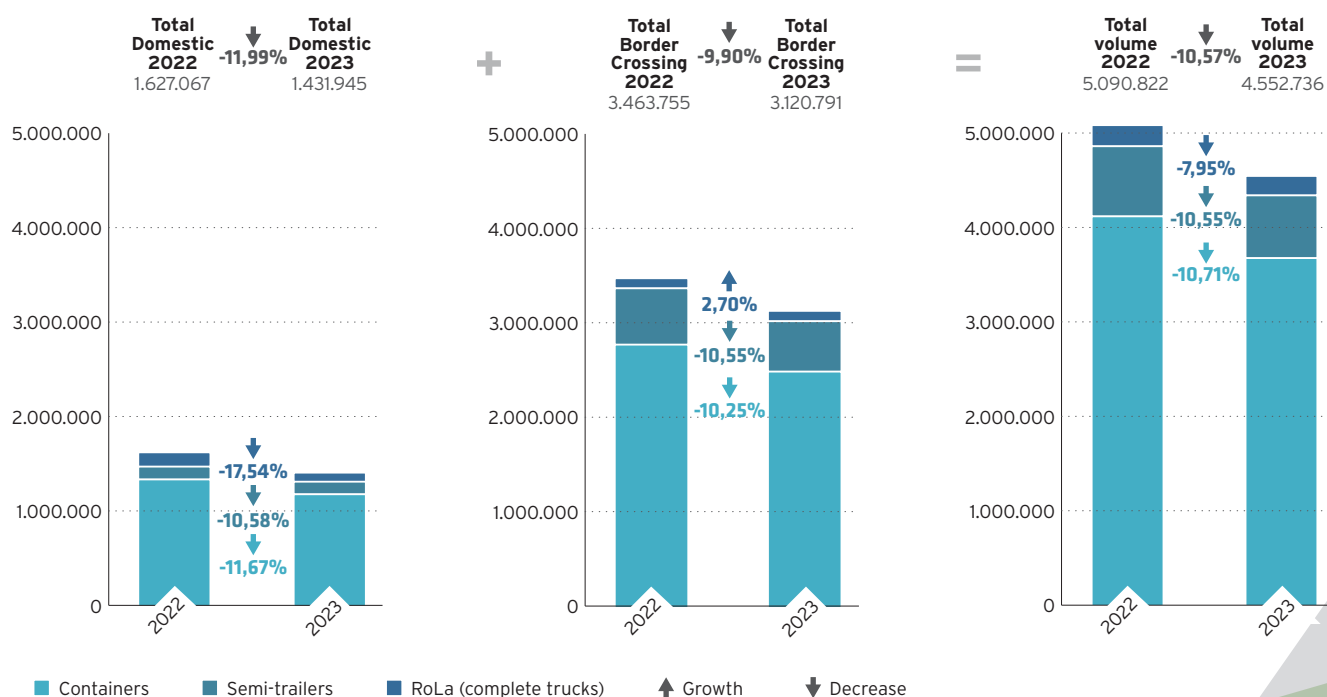


2023 OVERVIEW

Key figures		Y-o-Y change
Number of operators	32	+5
Number of trains	152.000	-10,57%
Total number consignments	4.552.736	-10,57%
Total number of TEU	9.105.472	-10,57%
Total tonne-kilometres (billion TKM)	80,19	-9,39%
Gross tonnes transported (billion tonnes)	97,51	-14,23%
Number of country relations	223	-9,35%
Average rail distance (km)	823	2,84%

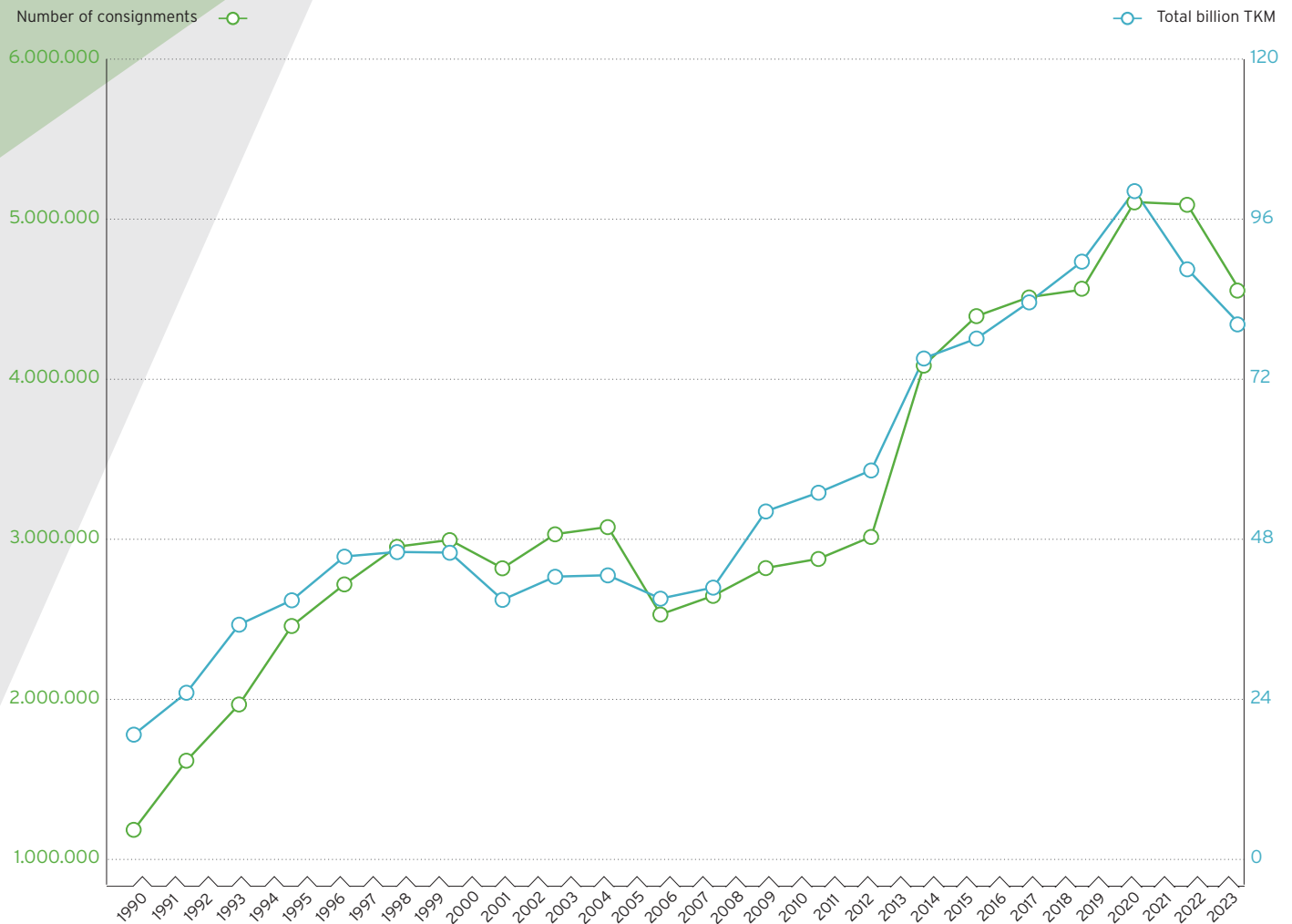
More detailed figures are available on www.uirr.com.

NUMBER OF CONSIGNMENTS TRANSPORTED 2022-2023



Evolution of Combined Transport Traffic

1990 - 2023



Country relations: most relevant changes in 2023

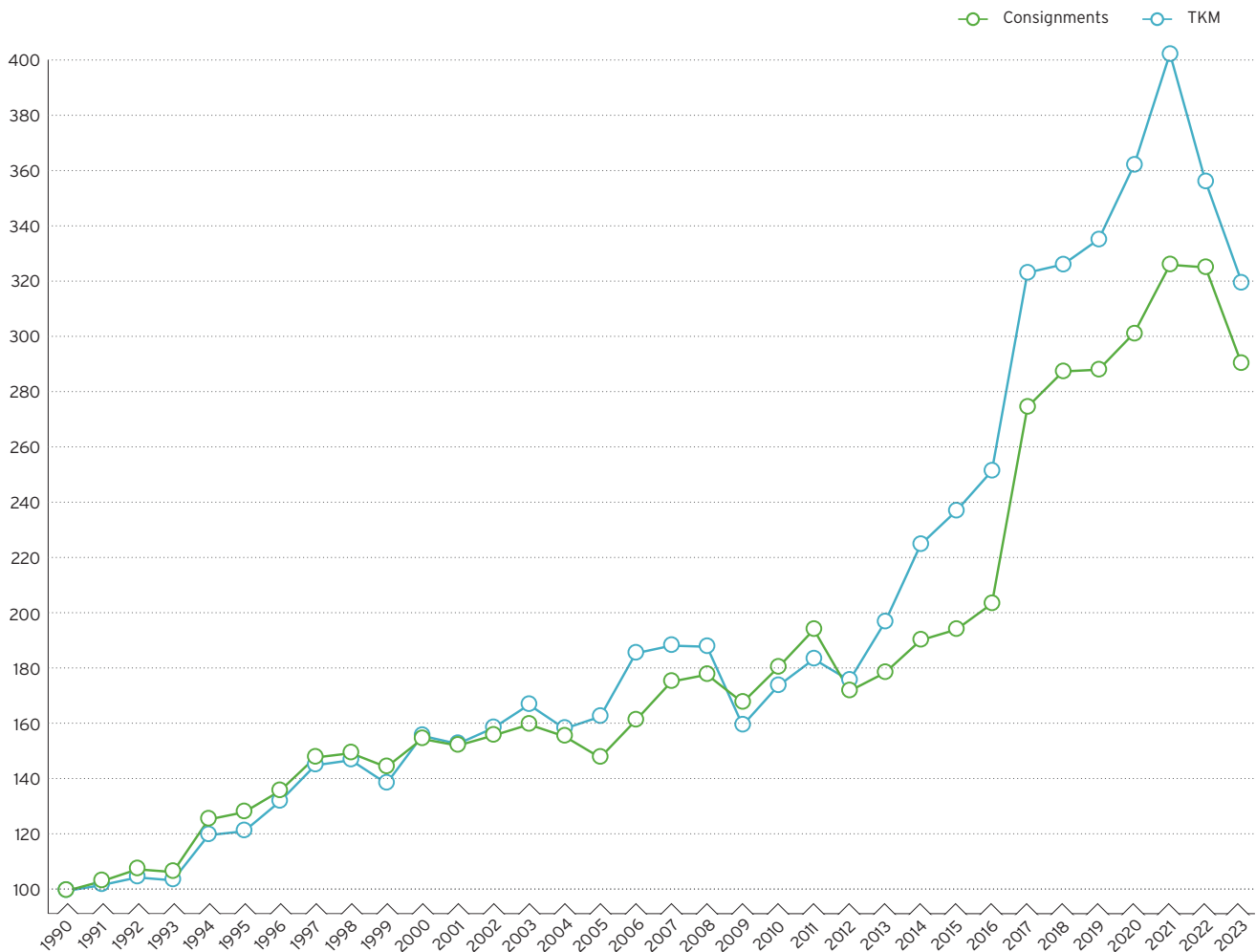
Relations	in %	in consignments
AT-HU	+115%	+24.000
SI-SK	+111%	+28.000
NL-PL	+56%	+22.000
IT-NL	+7%	+12.000
HU-IT	+7%	+4.000

Relations	in %	in consignments
DE-SE	-12%	-12.000
BE-IT	-12%	-35.000
CH-DE	-12%	-5.000
BE-DE	-14%	-7.000
DE-IT	-15%	-115.000

Relations	in %	in consignments
BE-FR	-16%	-10.000
FR-LU	-17%	-19.000
DE-NL	-20%	-25.000
AT-DE	-26%	-19.000
FR-IT	-38%	-29.000

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 (RoLa).

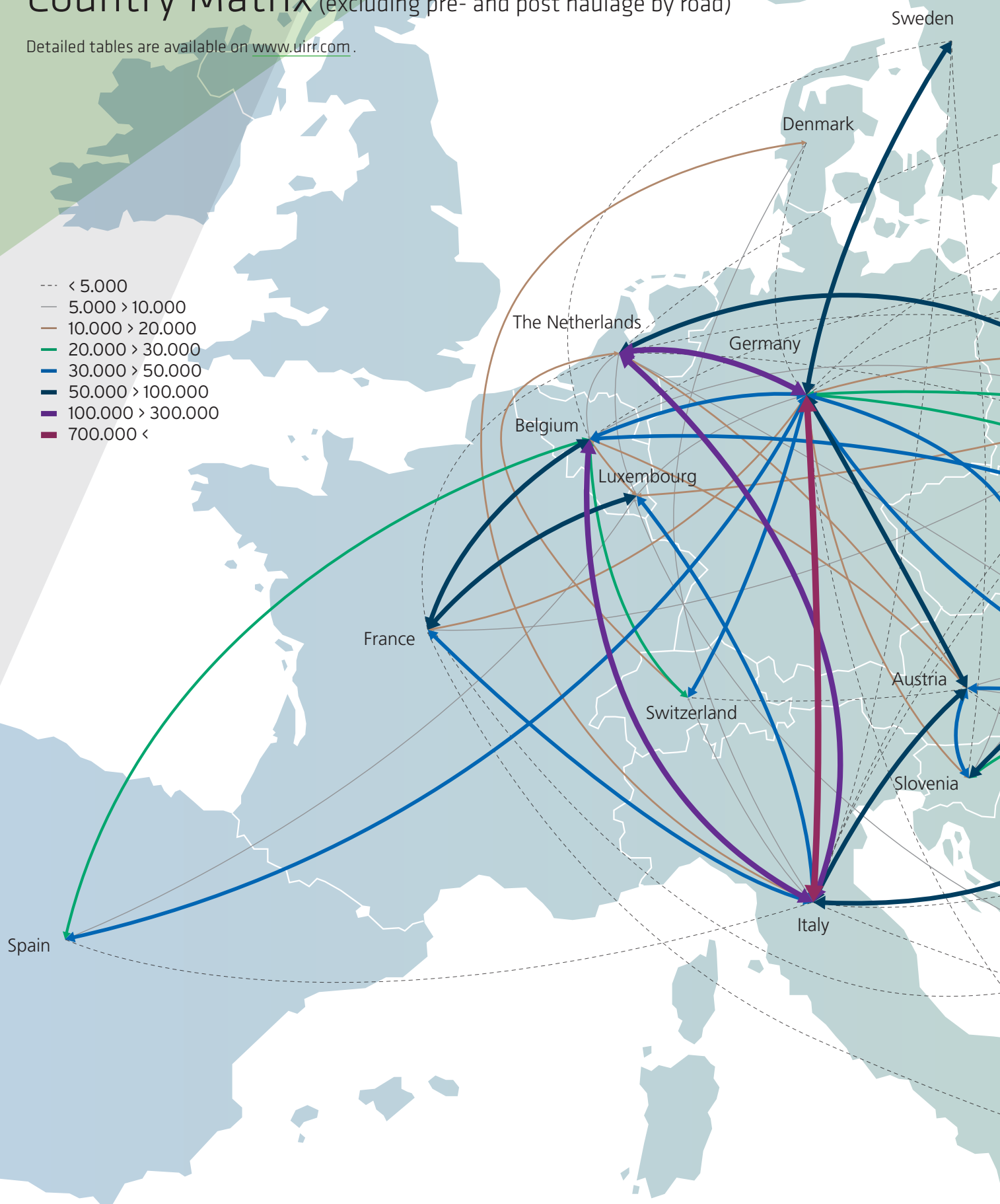
The UIRR statistics include only the rail section of the Road-Rail Combined Transport chain (terminal to terminal).

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 (excluding pre- and post haulage by road)

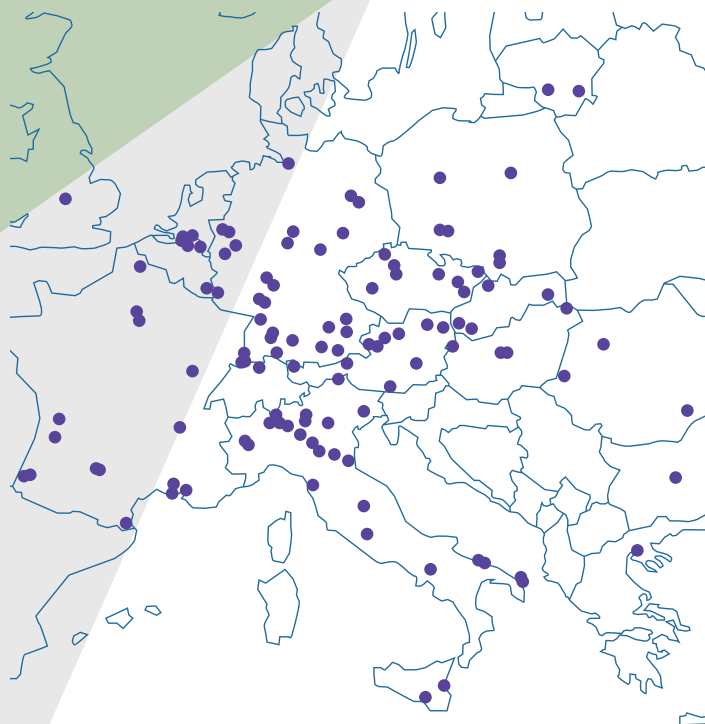
Detailed tables are available on www.uirr.com.



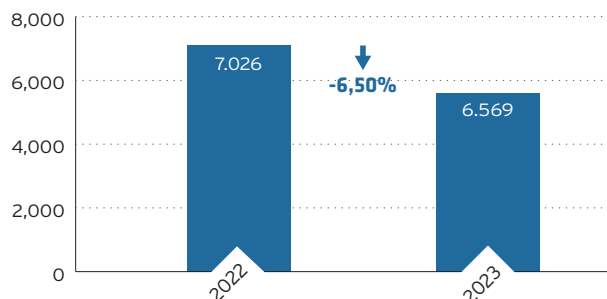


Terminals

TRANSHIPMENT TERMINALS MANAGED BY UIRR MEMBER COMPANIES



Number of units handled (in million)



Key terminal figures in 2023

Number of terminals	164
Number of scheduled trains	198.000
Number of scheduled destinations	560
Total number of handlings (in million)	6.569
Total number of tracks	520
Total number of cranes (gantry/mobile)	445
Number of TEN-T corridors involved	all

Wagons

OWNED OR UNDER LEASE BY UIRR MEMBERS

Key wagon figures in 2023

Total number of wagons	14.634
Total number of container wagons	10.110
Total number of pocket and horizontal wagons	4.524

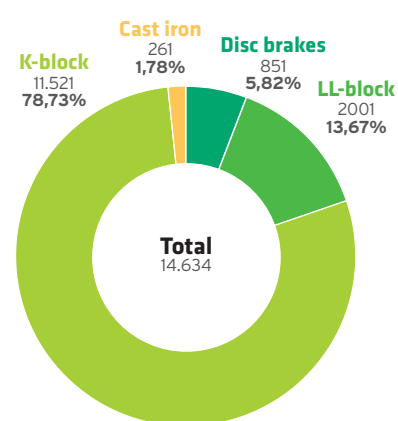
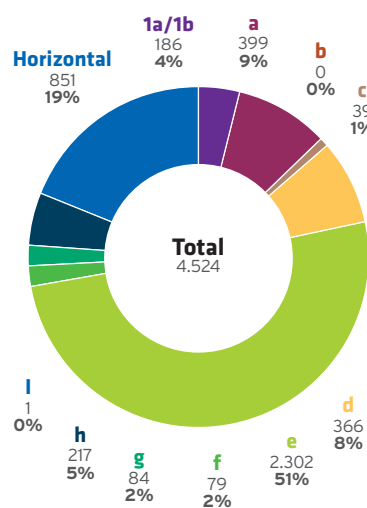
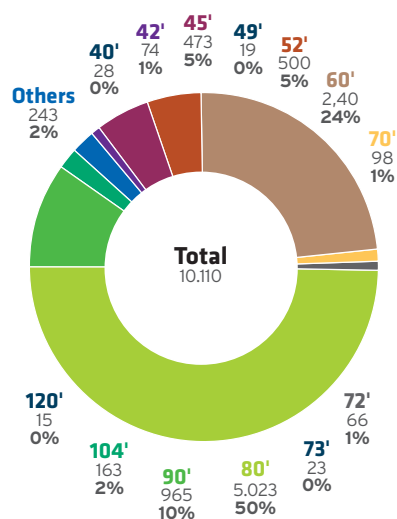
CONTAINER WAGON (PER TYPE)



POCKET WAGONS AND (PER COMPATIBILITY CODE) HORIZONTAL WAGONS



TOTAL WAGONS (PER TYPE OF BRAKE BLOCK)



UIRR 2024

Combined Transport

Map of the codified lines for Semi-Trailers

Legend:

Width

≤ 2550mm

P 22

Width

>2550 ≤ 2600mm

P 341

Width

>2550 ≤ 2600mm

P 335 (SNCF)

Width

>2550 ≤ 2600mm

P 333 (SNCF)

Width

>2550 ≤ 2600mm

P 340 (SNCF)

Width

>2550 ≤ 2600mm

P 339 (SNCF)

Width

>2550 ≤ 2600mm

P 70

Width

>2550 ≤ 2600mm

P 400

Width

>2550 ≤ 2600mm

P 400

Width

>2550 ≤ 2600mm

P 410

see remarks (directly on the route or as additional text box)

Lines without codification for semi-trailers

The admissible edge heights (cm) of the loading units carried on the wagons are indicated as follows:

P x x Codification number added by the number 330°

Example P70 = 70 x 330 = 400 cm

P x x Codification number is equal to the given number

Example P400 = 400 cm

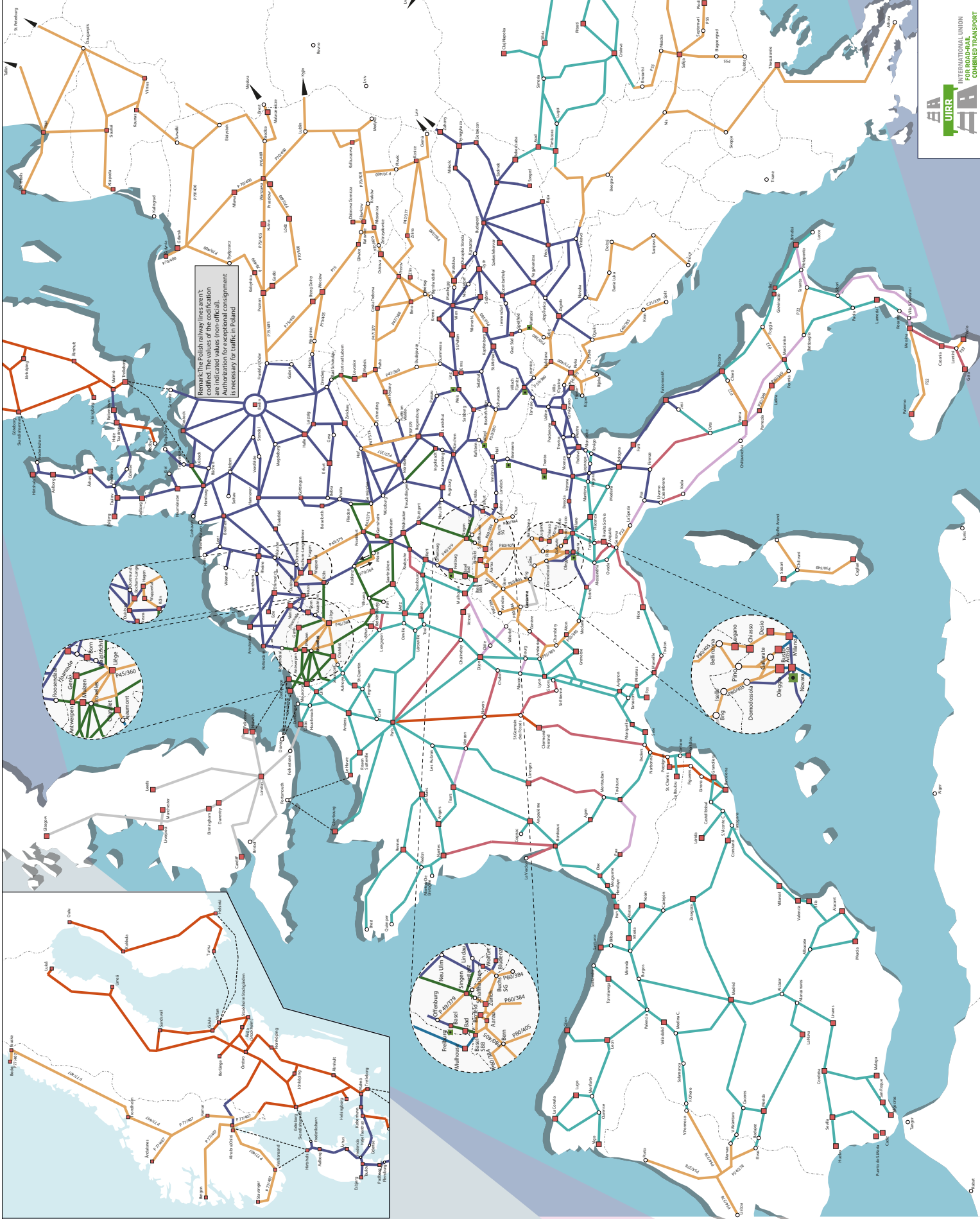
For more information on terminals refer to the Rail Facilities List at <https://railfacilitiesportal.eu>

Transshipment facility / terminal

Rolling Motorway (known also as Rollende Schienenstrasse)

City

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Remark: The Polish railway lines aren't codified. The values of the codification are indicated values (non-official). It is necessary for traffic in Poland.

Remarks: Lines might be used under exceptional circumstances in Bulgaria. It is necessary to obtain prior authorisation for an exceptional transport.

UIRR

EUROPEAN RAILWAY UNION

FOR ROAD-RAIL

COMBINED TRANSPORT

The UIRR in obtaining this codification aims to enhance public access to information related to Combined Transport. UIRR accepts no responsibility for the use of the information provided in this document.

The above profile might be higher than those indicated in the map upon verification by the infrastructure manager and authorisation for an exceptional transport.

Source: UIRR profiles for road-rail combined transport and CPT database.



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

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