UIRR

INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

2024-25
UIRR Report

55 YEARS OF THE EUROPEAN COMBINED TRANSPORT COMMUNITY

UIRR
INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

UIRR IS THE VOICE OF EUROPE'S INTERMODAL FREIGHT TRANSPORT

As an industry association, our mission is to engage with European policymakers to build a more competitive, efficient, and sustainable transport system for Europe.

TABLE OF CONTENTS

Key Figures of Combined Transport 3
Report of the Chairman 4
Report of the Director General 5
Topics of the year 6
- Rail freight quality: infrastructure and performance 8
- Intermodal Operations 10
- Intermodal Terminals 11
- Combined Transport Assets 12
- Dangerous goods and waste transport 13
- Digital transformation 14

Development projects 16
UIRR Services 18
UIRR Galaxy 20
The year of UIRR 22
Member Company Information 26
Partners of UIRR 29
MoU Peers 30
Statistics 2024 32
- Overview 33
- Evolution of Combined Transport Traffic 34
- UIRR CT Growth Index 35
- Country Matrix 36
- Terminals 38
- Wagons 38

Profile gauge map 39

IMPRESSUM

Publisher: UIRR sc, Brussels, c/o Ákos Érsek | Pictures: UIRR sc, member companies | Design: Tostaky s.a., Brussels
Printed in Belgium on chlorine-free paper. The complete 2024-25 UIRR Report can be downloaded from **www.uirr.com**.

Key Figures of Combined Transport

10.6%

GROWTH IN CONSIGNMENTS TRANSPORTED BY UIRR OPERATORS ON DOMESTIC SERVICES 2024

The growth emerged largely in France and Poland. Domestic Combined Transport should also be an interesting growth segment in the other large EU member states such as Germany, Italy, Spain and Sweden.

1 in 5

THE NUMBER OF RALPIN'S TRAIN SERVICES CANCELLED DURING Q1.2025 IN GERMANY

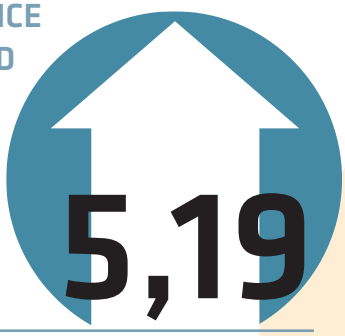
The company's shareholders decided to end the company's operations in view of the losses caused by the high number of train cancellations, which are projected to continue for years. Highly disruptive works throughout the German infrastructure network are in fact having a devastating effect on intermodal rail freight.

€70 million 19 months

THE TOTAL LOSS SUFFERED BY THE RAIL FREIGHT SECTOR OF THE FRÉJUS LINE OVER THE 19-MONTH RECONSTRUCTION

The disfunctionality of the main connection between France and Italy caused €70 million in losses to rail freight, many of which was intermodal. This is almost 5 times the cost of the line reconstruction works of €14 million. 8 years after the Rastatt-disaster, and 2 years after the Gotthard derailment there has still not been a single euro compensation paid to those private businesses, which depend on the affected sections of public transport infrastructure.

PERFORMANCE OF COMBINED TRANSPORT IN 2024



5,19

UIRR member Combined Transport Operators transported 5,19% more consignments on their intermodal network during 2024. The growth of tonne-kilometres was higher at 8,41% due to the increased average weight of consignments carried. The growth in the number of domestic shipments fuelled the overall annual increase – with particularly strong performances in France and Poland. The average rail distance remained unchanged at 910km compared to a year ago.

"THE GROWTH OF COMBINED TRANSPORT WAS STRONG AT 5,2% DESPITE THE SIGNIFICANT DISRUPTIONS CAUSED BY MAINTENANCE AND LINE-RESTORATION WORKS. THE SENTIMENT OF THE UIRR COMMUNITY REMAINS CAUTIOUS."

Report of the Chairman

European Combined Transport (CT) **reversed the trend** of contraction of the past two years and delivered a growth of 5.2% in 2024. In tonne-kilometre terms, the increase was even higher at 8.4%. The main drivers behind this robust performance were domestic services and heavier consignments.

At the same time, increasingly **disruptive and uncoordinated infrastructure works severely impacted the number of train paths available to freight trains** on key corridors like the North Sea–Rhine–Mediterranean, while reducing the overall punctuality of performance. Despite the return to service of the Gotthard Base Tunnel and the Fréjus line between France and Italy, excessive works in Germany resulting in complete line closures led to significant performance losses – and, in some extreme cases, forced operators out of business. As a result, the sentiment of the sector remains cautious.

Door-to-door Combined Transport was in high demand in 2024 due to its clear advantages over long-distance trucking:

- **Significantly lower greenhouse gas and pollutant emissions**, enabled by superior energy efficiency and electrical propulsion,
- **Superior labour efficiency**, improved work/life balance and effective mitigation of the truck driver shortage,
- **Infrastructure efficiency** which helps avoid congestion and reduce accident-related delays,
- **Higher safety performance** and reduced cargo theft.

UIRR actively participated in the public and sectoral debate around the large-scale maintenance works, which led to the severe service disruptions. The association raised its voice for a **more resilient transport infrastructure, the better coordination of works, and appropriate compensatory measures** such as state aid to mitigate traction electricity price hikes and works-related losses.

55 years of consistent efforts by UIRR towards a solid operating framework for Combined Transport were clearly reflected in last year's performance. Reinforced efficiencies, fairer market conditions, standardisation and harmonised digitalisation will remain key pillars for future growth.

To protect and advance these achievements, **we must act now**.

MUST - We must safeguard and further enhance the EU-wide connectivity achieved through Combined Transport.

JUST - We must just act with a sense of urgency and fairness – delivering the framework that Combined Transport needs to progress.

TRUST - Combined Transport is the product of several actors, therefore **trust is needed among all actors** since no single player can solve these challenges alone.

UIRR, as the European association of Combined Transport, remains committed to its role as a platform open to all actors and stakeholders – supporting a sector that contributes to a sustainable, efficient and resilient freight transport in Europe.

Michail Stahlhut
Chairman of the Board of Directors

„THE UIRR TEAM HAS BEEN DEALING WITH A RECORD NUMBER OF LEGISLATIVE DOSSIERS AND POLICY INITIATIVES, WHILE MANAGING NUMEROUS DEVELOPMENT PROJECTS AND OFFERING AN EVEN MORE DIVERSE RANGE OF SERVICES IN 2024. THIS EFFORT WAS RECOGNISED BY NEW MEMBERS, TECHNOLOGY PARTNERS AND MOU PEERS BOOSTING THE NUMBER OF ACTORS IN THE UIRR COMBINED TRANSPORT COMMUNITY TO 113."

Report of the Director General

UIRR's dedicated and experienced team of six has been **looking after a record number of legislative dossiers**, while following the correct imposition of a similarly record-high number of EU laws in 2024. New laws or revisions of existing law under legislation concern the management of rail infrastructure capacities and the rules on Combined Transport.

The **Combined Transport for Europe Campaign (www.CT4EU.eu)** was relaunched in the Autumn of 2024 as the newly elected European Parliament started working and the newly appointed European Commission took its office. Several Brussels-based association peers and UIRR's MoU Peers in the Member States collaborate to deliver the messages of the CT4EU Campaign simultaneously within the EU bubble and in Member State capitals.

A **study on the efficiencies of Combined Transport** has been published, which quantified the contribution of door-to-door Combined Transport to economic actors, citizens and public budgets. Combined Transport should become the backbone of longer distance land transport on the continent, which requires the shifting of 1000 billion tonne-kilometes of long-distance trucking to door-to-door Combined Transport. If this happens, the net benefit to the European economy will exceed €222 billion annually.

Crisis communication has regrettably grown into an intense task for UIRR following accidents, natural disasters, strikes, as well as during restoration and maintenance 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** are the third pillar of UIRR actvities. UIRR technology platforms, EU-funded development projects and Interest Groups collaborate to deliver tangible results.

UIRR unites, organises and efficiently represents the European intermodal freight transport community as its industry association. 4 new members and 4 new technology partners joined while 6 new MoUs were signed over the year, which advanced the size of the UIRR Community to 113 actors.

We greeted as

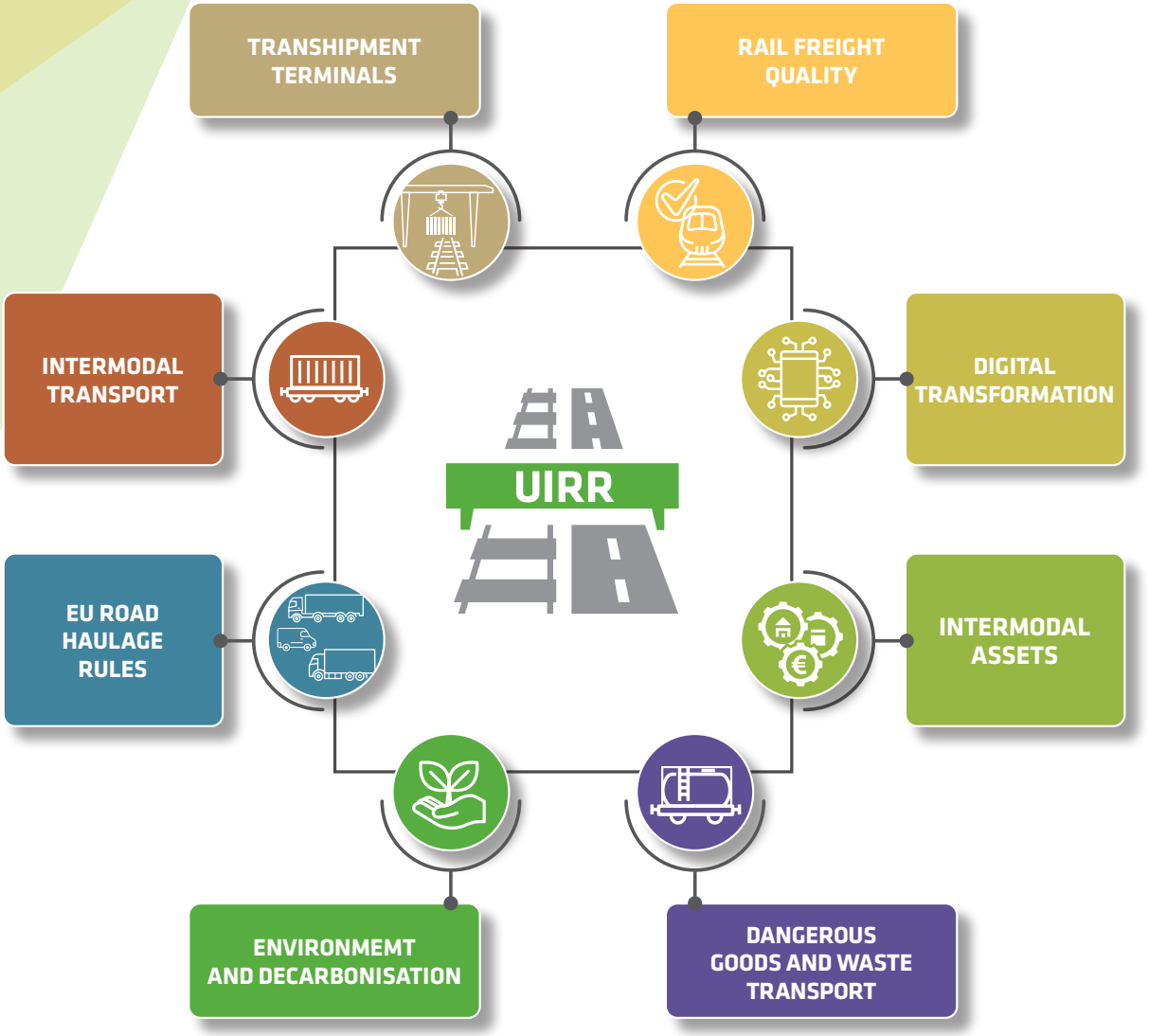
- **new members:** AFLUENT, CLIP, HAVEN GENK and VAN DER VLIST.
- **new technology partners**: GREENBRIER, REKENCENTRA, TATRAVAGONKA, WASCOSA.
- **new MoU Peers:** AROSRAIL, CETM, GELPA, HFA, RAIL CARGO INFORMATION, ZESNAD.

By **joining forces**, the actors of Europe's Combined Transport sector can be seen and heard better.

UIRR, as the European association of Combined Transport, carries the responsibility of this joint voice.

Ralf-Charley SCHULTZE
Director General

Topics of the year



The topics covered by UIRR are divided into the 8 categories indicated in the graphic above.

2024 was dominated by 4 focus dossiers:

1. **The revised TEN-T Guidelines Regulation (2024/1679):** governing the harmonised technical parameters and the development of European transport infrastructure including two critical performance KPIs on railway border crossings and on the punctuality of cross-border freight trains – the new Regulation was published in July 2024.
2. **The new Railway Infrastructure Capacity Management Regulation:** a regulation to support digital timetabling with a revised process of capacity allocation during both the annual timetabling and during the bypassing of disruption on the infrastructure caused by works (TCRs) – the expected output is to secure more and better-quality train paths for freight trains.
3. **The revision of the Combined Transport Directive:** a Commission proposal that aims at broadening the scope of those intermodal freight transport operations that qualify as Combined Transport, while enhancing the efficiency of enforcement, and boosting the benefits to Combined Transport that should be extended according to a study-based national policy framework in each member state.
4. **The revision of the Weights and Dimensions Directive for Commercial Road Vehicles:** governing the sizes and gross weights permitted for commercial road vehicles including trucks and semi-trailers that are used as intermodal loading units.

INTERMODAL TRANSPORT

1. Combined Transport Directive
2. Weights and Dimensions Directive
3. Eurovignette Directive implementation
4. Waste Shipments Regulation implementation
5. Multiannual Financial Framework (MFF) / Connecting Europe Facility (CEF)
6. Land Transport State Aid Guidelines / Transport Block Exemption Regulation revision

RAIL FREIGHT QUALITY

1. TEN-T Guidelines Regulation implementation - European Transport Corridor implementation plans
2. Railway Infrastructure Capacity Management Regulation
3. Works- and disruption-related compensations
4. Crisis management: the transport of trailers in pocket wagons (Great Belt Bridge)
5. TSI Wagon revision: safety impact of the trailer transport accident investigation
6. DAC for intermodal rail freight
7. EU's Rail: new research initiatives
8. Track Access Charging (TAC) Guidelines
9. Evaluation of the Single European Railway Area Directive's implementation

DIGITAL TRANSFORMATION

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

DISSEMINATION ACTIONS AND EVENTS

1. Combined Transport for Europe (CT4EU) 2024-2026 Campaign
2. CT Exhibition in the European Parliament
3. European Intermodal Summit
4. Nordic Seminar
5. Single European Railway Area Forum (SERAF)
6. European Transport Corridors / Rail Freight Corridors – RAGTAG meetings
7. Blue Supply Chain project

Rail freight quality: infrastructure and performance

DISTURBANCES REDUCE CAPACITY AND UNDERMINE QUALITY

The punctuality of rail freight, which performs the longest section of intermodal transport chains, declined dramatically in 2024. Crucial infrastructure sections were closed:

- Gotthard Base Tunnel – 50% closure until 30 September due to a derailment in 2024
- Fréjus line – 100% closure for 19 months due to a landslide
- Bulgaria-Serbia main connecting line – 50-75% closure due to poorly coordinated works
- Budapest-Vienna main line – 6-weeks closure due to 'emergency rebuilding' works
- Riedbahn Generalsanierung + Rastatt 21-day closure as well as numerous other full line closures on hundreds works sites throughout Germany.

Photo courtesy of DB InfraGO

The **Generalsanierung concept** of DB InfraGO, which entails 40 major sections of main line until 2030 for complete overhaul, kicked off in 2024 with the Riedbahn. Alongside hundreds of smaller works sites, the organisation of these overdue maintenance and upgrade activities caused major disruptions to freight train traffic. Through Generalsanierung, DB InfraGO saves money. While public service passenger operators are compensated through PSO-contracts, rail freight is on the loosing side, burdened with extra-long, often technically inferior bypass routes, resulting in substantial additional costs, the cancellation of many freight train paths and the loss of lots of business. Unlike passengers, who can easily switch to buses, freight customers cannot simply put cargo on trucks to bypass a 100 km closed section. **Much more attention is needed to the train path needs of rail freight, and compensation should be paid by the infrastructure manager** for excessive additional operating costs.

TEN-T GUIDELINES REGULATION REVISION

The TEN-T Guidelines Regulation (2024/1679) is presently under implementation with the reorganised European Transport Corridors drawing up their **revised implementation plans**. The 4-metre loading gauge requirement has been incorporated into the TEN-T technical requirements, while new section details the TEN-T **technical and operational requirements for intermodal terminals**.

Two KPIs describing the expected capability of the infrastructure for freight trains must be delivered:

- **The process of crossing the internal borders of the European Union should be possible within 25 minutes for 90% of freight trains.**
- **At least 75% of freight trains should arrive punctually to their destination.**

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

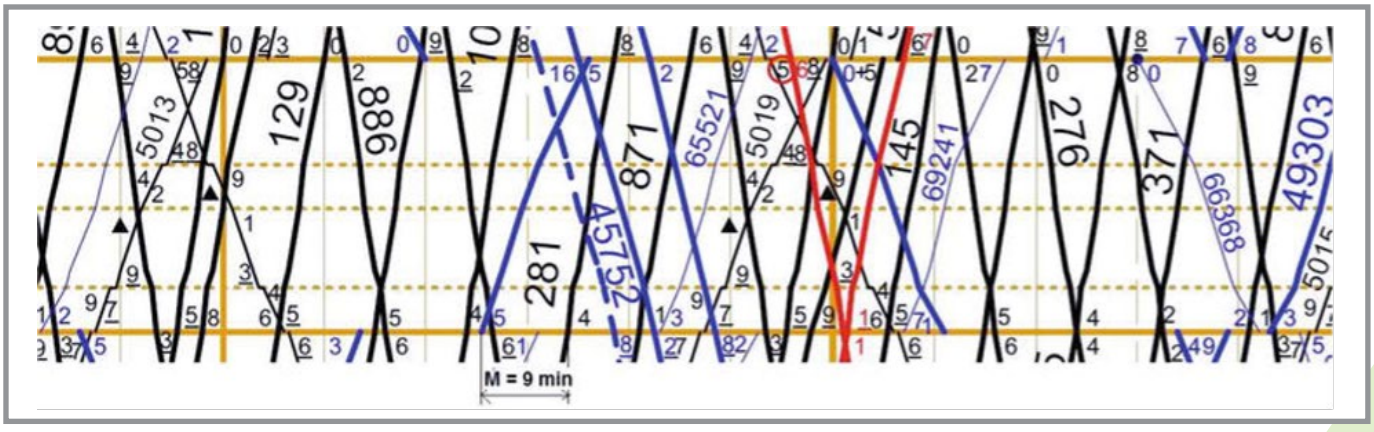
NEW REGULATION ON RAIL INFRASTRUCTURE CAPACITY MANAGEMENT

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 convinced the European Commission to offer a new Regulation on Capacity Management, while the Timetabling Reform (TTR) initiative of the railway sector also requires regulatory changes.

The new „Capacity Regulation" impacts capacity allocation not only during timetabling, but also during periods of disruption whether due to an accident or works. The new guiding principle for capacity allocation should be a **socio-economic and environmental cost-benefit** analysis, whereby access to the tracks is granted to those applicants who deliver the greatest benefit to society and economic actors.

On the European network, the ratio of passenger trains to freight trains is 8:1. Excessive growth in the number of passenger trains, most of which are light and short, endangers the access of freight to the infrastructure network. A new, harmonised capacity allocation approach should be adopted in Europe to produce **more and better-quality train paths for freight trains**.

The UIRR calls for adequate guarantees to be put in place fast within the reformed institutional framework, transparent rulemaking and a regulatory framework to ensure effective implementation. **National strategic guidance for infrastructure managers should be just that: guidance, while the capacity allocation principles should be harmonised across Europe.**



Intermodal Operations

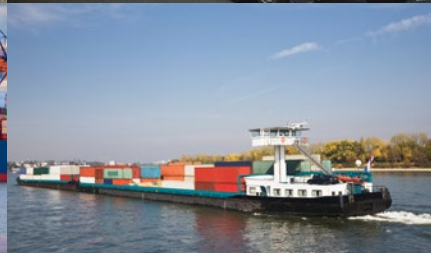
2024 brought a strong performance, as door-to-door Combined Transport rebounded after two years of decline, and a strong, **5,19% growth in the number of consignments transported**, while an **increase of 8,41% in terms of tonne-kilometres**. The growth in the number of consignments transported was largely attributable to growth in domestic Combined Transport services in France and Poland, while the robust tonne-kilometre increase stemmed from more cargo contained in the loading units carried.

Behind the strong growth figures lie a poor picture for the profitability of the sector as

- **Intermodal asset utilisation** – such as terminals, intermodal wagon fleets and loading units – was weighed down by the severe disruptions on the railway infrastructure due to restoration, maintenance and upgrade works that caused a dramatic deterioration in punctuality performance.
- **Additional operating costs** such as traction services and related infrastructure fees were caused by excessively long and technically inferior bypass routes when circumventing works sites and related line closures.
- **Operating cost increases**: beyond the inflation-led cost increases, Combined Transport operations were adversely affected by persistently high electricity costs, which were not reduced commensurately to the price of diesel fuel that powers the competition, and track access charges, which increased far beyond the rate of inflation (while road tolls did not).

The operators of intermodal freight trains **expect compensation** for the additional costs and the reduced asset utilisation- related losses attributable to poorly planned infrastructure works, man-made accidents and slowly implemented restoration works.



REVISION OF THE COMBINED TRANSPORT DIRECTIVE

The European Commission proposal to amend the Combined Transport Directive (92/106) was excessively discussed by the Member States in the Council of the European Union in 2024, under the Belgian and Hungarian Presidencies. Regrettably, a General Approach could not be achieved.

The European Parliament did not begin its deliberation of the proposal prior to the election of May 2024. In November 2024, the newly elected European Parliament appointed Mr Flavio Tosi of Verona, Italy, as the new rapporteur to handle the dossier. Mr Tosi and his shadow rapporteurs will hopefully deliver the first reading of the Combined Transport Directive in 2025.

The European Combined Transport Community has been awaiting the pending revision for a decade, since the current text is obsolete and the compensatory measures it contains are inadequate and in need of an adequate considerable upgrading.

Intermodal Terminals

The number of consignments handled at the 168 terminals owned and/or operated by UIRR members increased by 4,66% and reached 6,88 million in 2024. Despite the healthy growth, terminals struggled over the course of 2024 due to the dramatic deterioration of rail freight punctuality - attributable to an excessive number and volume of works along the European rail infrastructure network coupled with inferior bypass options for freight trains. The pressure for rapid turnaround was exacerbated by a lack of storage or parking tracks outside terminals.

Courtesy Duisburg Gateway Terminal

TERMINAL CAPACITIES AND CAPABILITIES

The recently revised TEN-T Guidelines Regulation (1679/2024) identifies **the rail and road last mile connections of terminals as a responsibility of the Member States**, which own the rail infrastructure managers. Moreover, Member States were given the burden of ensuring that terminals on their territory are upgraded to the new TEN-T technical and operational parameters.

in accordance with the TEN-T Regulation, a study on the presently available terminal capacities and terminal locations, as well as the future terminal needs of each Member State will have to be completed by July 2027. The study must be followed 12 months later by an **action-plan on how to cover the gaps identified**, which is to be completed and submitted to the European Commission by each Member State until July 2028.

DEVELOPMENT AID TO TERMINALS

Intermodal transhipment terminals, bimodal (road-rail) and trimodal (road-rail-waterway/maritime) are high value long-term assets typically constructed and operated by private actors. Member States, regional and even local governments recognise the importance of such terminals, therefore state aid is often granted to assist with the costs of construction and/or operations.

The Land Transport State Aid Guidelines, as well as the Transport Block Exemption Regulation and the Combined Transport Directive should all mention the possibility of providing state assistance to intermodal transhipment terminals. The support schemes should correspond to the study and the action plan required by the TEN-T Regulation and mentioned above.

The European Union's Connecting Europe Facility (CEF) in principle offered EU assistance to terminal development projects, however the number of supported projects and the amount of funding offered fell far short of the expectations. The cost of compiling a CEF application is very high for a terminal typically operated as a small and medium size business. The success ratio of less than 10% meant a substantial disappoitment. The European Combined Transport Community expects that the European Union will invent a more efficient support scheme under its upcoming **Multiannual Financial Framework (MFF) 2028-34**.

Combined Transport Assets

The interoperability of assets between infrastructure, wagons and intermodal loading units is the foundation of efficient Combined Transport operations in Europe. By enabling the seamless integration of different systems and equipment, interoperability makes Combined Transport competitive, sustainable and future proof. In 2024, UIRR was overwhelmed by dossiers that threaten such harmonisation and standardisation.

TSI WAGON: NO CONSENSUS REACHED WITH THE SECTOR ON NEW REQUIREMENTS FOR INTERMODAL FREIGHT WAGONS

The UIRR member companies are owners and/or keepers of more than **14.000 intermodal wagons**, of which every third is specifically designed to carry semi-trailers. Following the dramatic accident in Denmark in January 2019, UIRR has contributed to the activities of the various urgent and normal procedures of the Joint Network Secretariat (JNS) and was the coordinator of the 2022 action plan on the risk mitigation measures for pocket wagons equipped with various types of hitches.

The current **JNS procedure on crosswind** has developed a three-component solution: (i) integration of new elements into the AMOC (Acceptance Means of Compliance) on safe loading, (ii) new requirements in the TSI WAG and (iii) a guide for infrastructure managers on the methodology for a holistic crosswind risk assessment and related risk control measures. The solutions under consideration (a) do not guarantee that the NSA Denmark will lift its restrictive national order, (b) have not been endorsed by all the JNS experts, (c) the risk analysis on their introduction is yet to be completed, and (d) have been elaborated without a prior proper, complete and finalised impact assessment, including the impact of any possible new risks.

The **restrictive measures** imposed by the Danish authorities along with the **new TSI requirements** on pocket wagons directly endanger the objective of reducing the CO_2 emissions by at least 55% until 2030. The new TSI WAG requirements will significantly increase the total costs of intermodal freight transport and affect the overall competitiveness of intermodal rail freight. The accident and incident involving pocket wagons in Denmark were a particular occurence that should be managed and resolved locally as it has been the case in other regions of Europe (France, Italy). Therefore, a solution to a worst-case scenario in one regional subsystem should not be applied to the entire European rail network.

RAILWAY INFRASTRUCTURE: NEW IMPORTANT HARMONISED PARAMETERS INTO THE TEN-T AND RINF REGULATIONS

The TEN-T policy is based on the recently adopted Regulation (EU) 2024/1679. It defines the network and sets out the requirements for the European infrastructure to ensure a coherent quality throughout the EU. Commission Implementing Regulation (EU) 2023/1694 refers to the **Register of Infrastructure (RINF)**, which is a central database managed by the EU Agency for Railways providing standardised information about the rail infrastructure across EU Member States.

From an intermodal freight perspective, the main technical harmonised aspects within the TEN-T Regulation are **the 4m-loading gauge (P400) on sections of lines used by freight trains or designated as a bypass route in case of traffic disturbance for freight trains.** For the RINF, the standardised profile numbers for swap bodies (C), for semi-trailers (P), for containers (I) and for roller units (B) have been added as essential characteristics for the line layout.

Even if the agreed technical parameters are excellent, the implementation will require a continuous follow-up by the intermodal sector towards the Member States. The European Commission is not equipped with effective tools to enforce the deadlines specified for Member State compliance.

Dangerous goods and waste transport

The transition to a carbon-neutral and energy-efficient circular economy is a cornerstone of Europe's re-industrialisation strategy. A key enabler of this transformation is intermodal freight transport, which combines the strengths of rail, road, and waterborne modes of transport to optimise the movement of goods. For waste transport, intermodal solutions provide a sustainable and safe alternative to unimodal road transport, offering greater efficiency in handling heavy, dense and dangerous materials over long distances.

The new **Waste Shipment Regulation** - published in April 2024 – aims at ensuring protection of the environment in relation to shipments of waste and at guaranteeing that the EU meets its commitments under multilateral environement agreements. From May 2026 **a mandatory electronic exchange of waste shipment information and documents** is planned. From an intermodal perspective, it is essential that all Member States accept the digital-only exchange of data and that the intermodal freight transport's specific requirements are considered and correctly integrated.

Digital transformation

The **digital transformation of intermodal freight transport** is not just a technological hype, but a vital necessity in today's increasingly digitised global supply chain ecosystem. Digitalised Combined Transport will increase resilience, speed, transparency and sustainability through a standardised system open to every intermodal actor. UIRR has been contributing to the emergence of this digital ecosystem over the years.

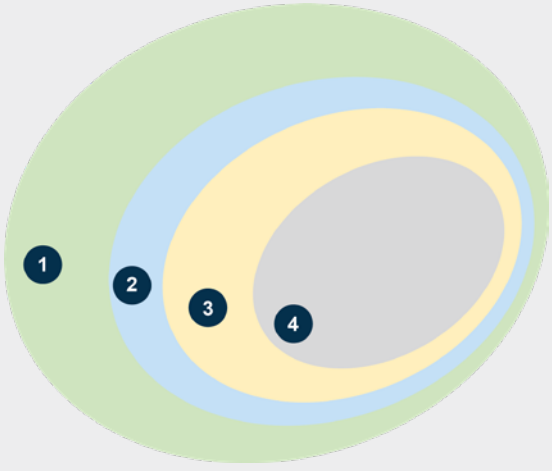
TSI TELEMATICS: THE SPIRIT OF THE "ROTTERDAM CLAUSE" MUST BE FULLY EMBRACED

The sharing of data to plan, forecast, track and trace the movement of goods within a logistics supply chain must be possible without administrative, legal, contractual and prohibitive barriers. The creation of **a digital solution to prevent negative competitive impacts for Combined Transport** is essential. UIRR has therefore called for the full implementation of the "Rotterdam Clause" in the European Commission's new proposal on TSI Telematics.

The "Rotterdam Clause" is part of the Rotterdam Declaration of European Union Transport Ministers of 2016, which prescribes the conditions for digital data exchange between stakeholders of a specific rail freight service. The Telematics Application for Freight (TAF TSI) has been aligned with the "Rotterdam Clause" to reflect the need and the right to access and share relevant information on the movement of goods and units during the rail leg of a transport chain, similar to standard practices in other transport modes. The comprehensive and compliant implementation of the revised TAF TSI 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 sharing of relevant data becomes the norm rather than the exception, thus reducing the need for cumbersome bilateral arrangements. UIRR's position is to support the establishment of **harmonised data exchange rules throughout the entire intermodal transport chain**, which includes secondary or indirect recipients of information, who can access certain data elements provided by railway stakeholders - such as those contained in the RNE TIS application.

Making all data publicly accessible is not necessary and is not compatible with business confidentiality and competition requirements. However, it must be possible to share, without any specific contractual or legal restriction, **scheduling, forecast and status information of the freight trains** transporting loading units that contain the shipper's goods. UIRR is actively working to define **the minimum required data set,** the data exchange standards and the matching IT platform interoperability to enable this need-to-know data exchange. The conditions for the minimum set of data elements to be shared, alongside the measures for their enforcement, should be specified in the TSI Telematics on a carefully drafted selective data sharing approach.



1. **Public:** all data accessible to everybody
2. **Open:** all data accessible to all involved parties : SC stakeholders & contracted IT platforms
3. **Selective open:** Specific set of data[1] to be shared with all legitimate stakeholders and contracted IT platforms
4. **Private:** Only bilateral exchange of all data between two known parties

[1] Standardisation of the supply chain relevant data has not yet happened in the rail and rail-road sector which should be urgently performed

REFERENCE FILES: RIS AS THE NEW DIGITAL BACKBONE FOR RAIL INFRASTRUCTURE DATA

The Rail Facilities Portal (RFP)- accessible under **https://ris-online.rne.eu/** - provides **quick access to information on every type of rail service facility, in particular on intermodal freight terminals**. The Portal helps rail service facilities operators to comply with their obligations resulting from Directive 2012/34 and Implementing Regulation 2177/2017 in a customer- and user-friendly way.

The portal – jointly managed by RNE and UIRR – has been fully redesigned and integrated into RNE's Rail Infrastructure System (RIS). RIS, officially rolled out in August 2024, is a digital platform designed to simplify and to enhance the management of rail infrastructure data provided by European infrastructure managers. **It combines previously existing systems into one planform**, while maintaining their dedicated public access. These systems include the Central Reference Files Database (CRD), the Customer Information Platform (CIP) and the RFP.

eFTI REGULATION: INTERMODAL IMPLEMENTATION STALLED BY UNCLEAR ECONOMIC BUSINESS CASES

The EU Regulation (EU) 2020/1056 on Electronic Freight Transport Information (eFTI) establishes the legal framework for the **electronic exchange of information between economic operators and Member States authorities (B2A)** on the movement of cargo in the European Union. Once implemented, the eFTI Regulation will enable the digital delivery of compliance information laid down in various regulations and directives such as in Article 3 of Directive 92/106 on Combined Transport to the oversight authorities appointed in the various Member States.

The first eFTI Implementing and Delegated Acts have been adopted by the European Commission and published in the EU's official Journal during 2024. The Delegated Act on datasets incorporates references to national law and regulatory information in accordance with the eFTI Regulation (Article 2) and establishes the corresponding common eFTI dataset and data subsets. The establishment of a harmonised common data set and data subsets, together with definitions and technical characteristics for each data element, will enable automated machine-to-machine data exchange.

UIRR expressed **4 preconditions to the use of eFTI** as a means of information exchange in the context of the Combined Transport Directive that is presently under revision:

1. Development of eFTI **intermodal business cases**,
2. **Revision of the intermodal data model** based on the current subset that conforms to the Combined Transport Directive revision that is presently under way,
3. The inclusion in the Combined Transport Directive of a **definition and role of the intermodal operator**, and
4. The stable functioning of enabling IT systems, the so-called eFTI platforms, with **competitive commercial conditions**.

Development projects

EDICT

UIRR has successfully concluded the EDICT project on facilitating the **data exchange and interoperability** for Combined Transport (CT). Collaborating within a broad consortium, UIRR contributed to further **harmonisation, standardisation and innovation** in the intermodal freight sector improving its efficiency and digital connectivity.

The following achievements have been reported during the final conference held by UIRR in February 2025:

- **Terminal Integration:** harmonised timestamps, enhanced data exchanges, and integration into RNE TIS based on the common interface (CI)
- **Quality Management:** definition of a collaborative quality management system for monitoring regular CT trains using standardised reason codes for delays and cancellations.
- **CESAR-NEXT** application was fully redesigned for better tracking and tracing of intermodal loading units.
- Easy plugin solutions with the DXI's **KV4.0 data hub**, which help intermodal transport stakeholders exchange information and connect with the RNE TIS application.
- The **UIRR Code Data Management** website was redesigned and updated with additional standardised codes.
- The **ILU-Code website** was upgraded with new features such as the ILU Tech database.
- **Standardisation and Regulation:** through the results, UIRR contributed to the Commissions' proposal on TSI Telematics by defining the most appropriate data sharing solutions for the intermodal freight community.

EDICT – Enhanced Data Interoperability for Combined Transport stakeholders - is a CEF co-funded project that aims to remove barriers from TAF-TSI-related CT data messages, in particular by integrating terminals in the exchange of information and by improving the data flows between CT stakeholders.

More information on **https://edict-project.eu/**

REMUNET

The development of a **standardised framework for European intermodal freight transport** is UIRR's main objective within the ReMuNet-project. Through better understanding of statistical methodologies and data compilation used by Authorities and Associations, UIRR carried out an intermodal statistical benchmark exercise with the support of the German Association SGKV. A proper statistical framework for intermodal freight transport does not exist or has not been transposed into national practice today, even though several EU legislations reference it.

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 transhipment points and optimises capacity allocation, minimising damage and shortening the recovery time. The project was launched in July 2023 and will last until the first quarter of 2026.

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

TRANS4M-R

UIRR's contribution has been to support the design, implementation and testing of adequate **DAC technologies for intermodal transport** with the creation of an intermodal task force and to provide the necessary requirements for a harmonised enhanced digital ecosystem for Combined Transport integrating for example the deliverables of 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. Two technological clusters, "Full Digital Freight Train Operation (FDFTO)" and "Seamless Freight Operation", will develop, validate and demonstrate FP5-TRANS4M-R technologies in line with an integrated cross-sector systemic approach. FP5-TRANS4M-R brings together 71 partners from across the rail sector including end-users, industrial partners, railway undertakings, operators, wagon keepers, SMEs and academia. The project started in 2022 and will last 45 months.

More information on
https://projects.rail-research.europa.eu/eurail-fp5/

ESEP4FREIGHT

As the leader of work package 2, UIRR has conducted a **detailed analysis of the prevailing contractual arrangements within the intermodal freight sector**. UIRR has interviewed key logistics stakeholders to gain a better understanding of how intermodal freight transport is currently transposed into transport contracts. UIRR has proposed harmonised general terms and conditions for fixing the rules between various intermodal actors. The so-called **UIRR contractual toolbox** will be available on the ESEP4FREIGHT web portal by September 2025.

ESEP4freight (European Shift Enabler Portal 4 Freight) is a project financed under the Horizon Europe program, and aims to provide 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 various modules including a CO_2 calculator, a timetable viewer, a contract toolbox and a matchmaking tool. The project was launched in September 2023 and will last 24 months.

More information on
https://www.esep4freight.eu/

BLUE SUPPLY CHAINS

In October 2024, UIRR organised with its partner SGKV an online webinar to showcase the **best environmental practices implemented by ports and terminals across Europe**. This webinar was based on the catalogues on greening policies, projects and innovative practices collected from key European ports and terminals. UIRR has also coordinated various promotional actions for the rail ferry line operated by Stena Line on the Rostock (DE) to Trelleborg (SE) route.

The "**Blue Supply Chains**" 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.

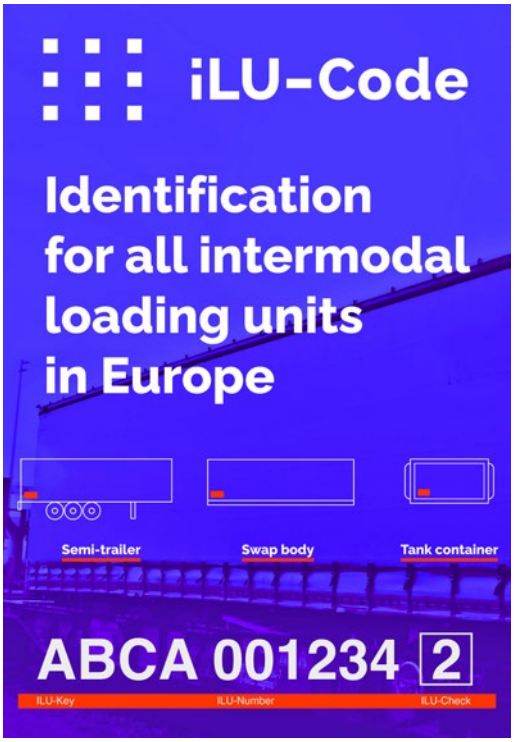
More information on
https://interreg-baltic.eu/project/blue-supply-chains/

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 – transported in a Combined Transport operation must be identified with a unique identifyer called ILU-Code, which was introduced by the EN 13044-1 standard in 2011. UIRR is the Administrator of the ILU-Key, a crucial component of the ILU-Code. More than 1.200 ILU-Keys have been reserved by owners and/or keepers of intermodal loading units. The successful implementation of an online payment system supported well a very high annual renewal rate in 2024.

The **Technical ILU Register** – a future mandatory new reference file of TSI Telematics – will provide detailed parameters such as codification plate data, railway compatibility, weights and dimensions per category of equipment (swap body, semi-trailer and tank container). Two options are available for encoding the technical data of ILUs: manual data entry and bulk upload. The application is accessible to registered users.



EDIGES

UIRR promotes and disseminates the EDIGES **CT data exchange format**. The EDIGES vision is a standarised communication system that integrates every actor in the intermodal transport chain and provides 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 Consortium (**info@ediges.org**).

RFP
ris-online.rne.eu

The Rail Facilities Portal (RFP) provides quick access to **information on every type of rail service facility**, in particular the installations used by rail freight operators. **The RFP is a business support tool to aid the planning and operation of freight trains**. The portal offers an efficient and user-friendly means of compliance of rail service facilities with the obligations defined in Directive 2012/34/EU and Implementing Regulation (EU) 2177/2017. The RFP is jointly developed and maintained by RNE and UIRR where UIRR's focus is on transhipment terminals. The RFP presently contains more than 20.000 service facilities.

The RFP application has been fully redesigned and integrated into the RNE RIS (Railway Infrastructure System). RIS is a single digital infrastructure system capable of serving every railway actor and is envisioned to be a central source of digitalised railway infrastructure information and supports a series of other operational support systems within the Railway Sector, especially targeting sales, capacity planning and daily operations.

UIRR CODE MANAGEMENT PLATFORM (UIRR CDM)
cdm.uirr.com

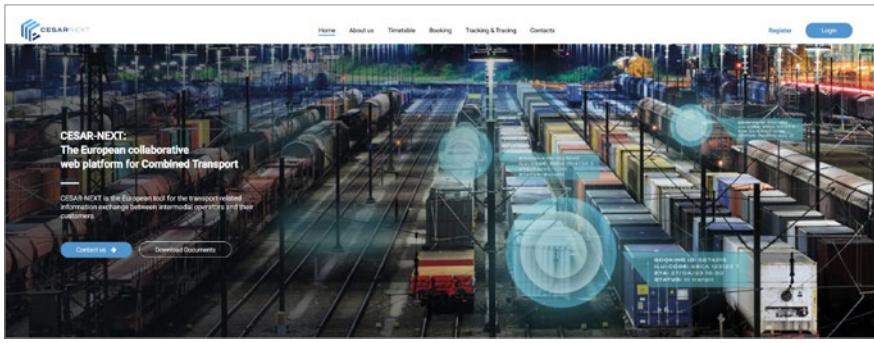
Data exchange formats such as EDIGES depend on the use of standardised codes, alike waste and dangerous goods as mandated by law. They also use sectoral codes for customers and terminals managed by UIRR. These codes facilitate the automatic integration of transport information into third-party systems such as CESAR, RNE TIS, KV 4.0.

The UIRR Code Management platform, upgraded in 2024, is designed to be **a neutral one-stop shop for every relevant code to be used in standardised data exchange messages**. Codes for terminals, customers, damages, waste, dangerous goods, loading units, used in daily operations are accessible to every interested stakeholder. Synchronisation with existing IT platform providers (CIS, RNE, Simply Deliver) has also been programmed.

The security of the application has been enhanced by creating more detailed and user-specific roles and access rights. The administrator interface has also been adapted to the needs of the administrator (UIRR).

CESAR-NEXT
www.cesar-next.com

The IT-Service company CESAR Information Services (CIS), based in Brussels, is responsible for the functioning of the CESAR system, a widely used **intermodal tracking and tracing information solution**. CIS 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 between the different CT operators. UIRR is responsible for the overall administration of the company and for the dissemination of information on CESAR.



The free of charge tracking and tracing service is used by more than 1.600 CT customers triggering more than 17,6 million transport events per year on 2,7 million transport operations. CESAR-NEXT is EDIGES-compliant. CESAR-NEXT also offers a B2B service allowing the users to integrate all the relevant status information into their own data processing systems through a simple EDI interface.

UIRR Galaxy

Growing together

PARTNERS

UIRR OPERATORS

INDUSTRY ASSOCIATION PEERS

MOU PEERS

UIRR TERMINALS

GOVERNMENTAL BODIES

The year of UIRR

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

UIRR together with its allies pursues the mission of **building a competitive, efficient and sustainable freight 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

Rémi Penet
Junior Project Officer

Ákos Érsek
Chief Policy Advisor

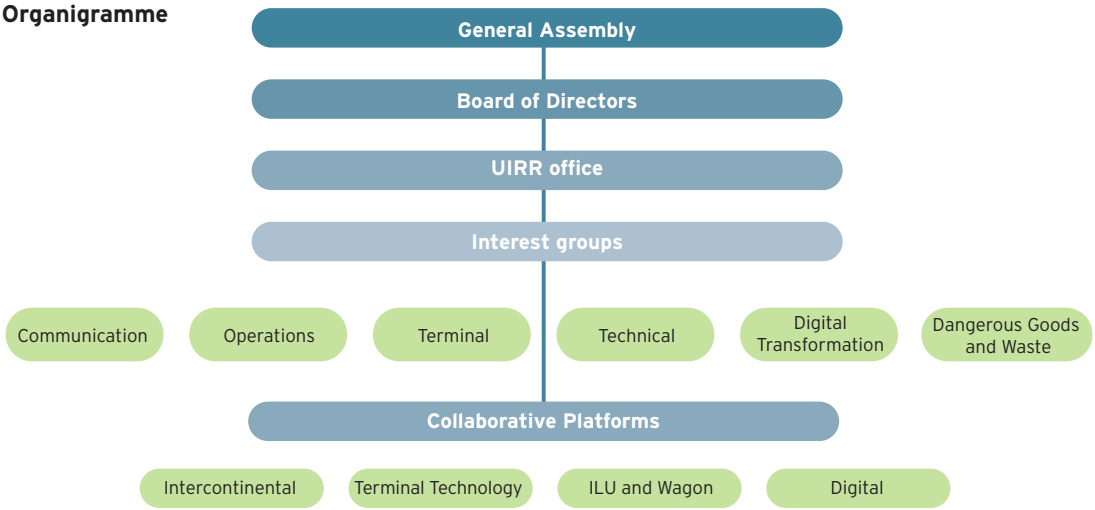
Ralf-Charley Schultze
Director General

Mateusz Nowak
Digital Project Officer

Eric Feyen
Technical Director

Pekiye Biçici
Assistant to the Management

Organigramme



HIGHLIGHTS OF 2024/2025

- 5th European Intermodal Summit
- Study on the Efficiencies of Combined Transport (January 2025)
- Study on the Safety assessment of pocket wagons – Safe trailer transport (April 2025)
- CT Exhibition in the European Parliament (November 2024)
- UIC-UIRR 2024 Report of Combined Transport (November 2024)
- Combined Transport's Policy Expectations 2024-2029 (December 2024)
- Relaunch of the Combined Transport for Europe Campaign - CT4EU (November 2024)
- The issuance of 3 position papers on legislative proposals relevant to Combined Transport
- The joining of 4 new members, 4 new technology partners and 6 new MoU Peer associations
- Election of new Board of Directors and a new Chairman
- The restoration of the Gotthard Base Tunnel after the accident of August 2023 (September 2024)
- The restoration of the Fréjus line (Lyon-Turin) after the landslide of August 2023 (March 2025)

UIRR GENERAL ASSEMBLY AND CONSULTATION WITH EUROPEAN COMMISSION OFFICIALS (May 2025)

COMBINED TRANSPORT EXHIBITION IN THE EUROPEAN PARLIAMENT (November 2024)

HOMAGE

Two intermodal personalities passed away recently.

Jean-Claude Brunier
Openmodal/T_3M

Robert Lohr
Lohr Industries

THE COMBINED TRANSPORT FOR EUROPE CAMPAIGN 2024-2026 www.CT4EU.eu

Door-to-door Combined Transport offers the most affordable, efficient, sustainable and lowest risk path to realising the

Policy objectives of the European Union in

- **REPowerEU**: energy efficiency and decoupling from imported fossil fuels
- **Competitiveness**: boosting labour efficiency
- **Road safety targets**: 90% reduction in road accident fatalities
- **Fiscal Compact**: reduction of the deficits of Member State budgets by lowering road maintenance expenses
- **Zero Pollution Action Plan**: improving air quality to reduce the number of premature deaths caused by air pollution by 55% until 2030
- **Climate Law**: 90% reduction of greenhouse gas emissions (until 2050)
- **European way of life**: improved work/life balance for employees

European citizens avoid damages while securing healthy and prosperous life:

- **Road congestion**: thousands of hours lost in road congestion year after year
- **Road accidents**: fatalities, serious injuries, economic damage, collateral congestion
- **Health concerns**: respiratory diseases caused by air pollution, nervous disorders due to noise emissions
- **Work/life balance**: more time at home – increased free time

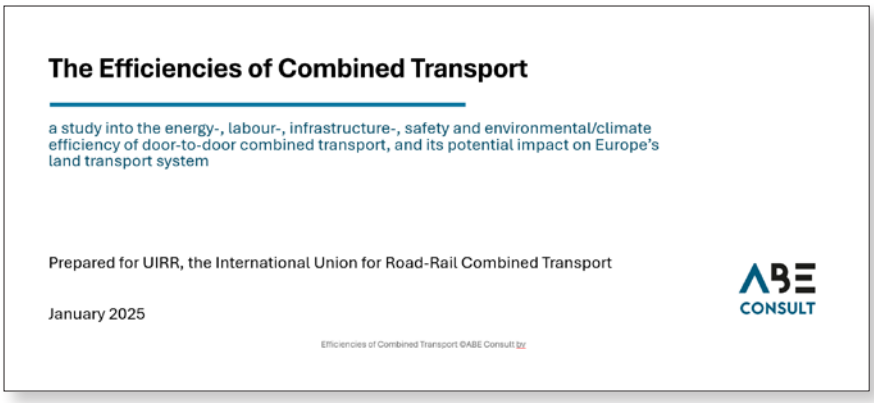
Economic actors also have aims:

- **Boost cargo security**: reduction of cargo theft
- **Tackle truck driver shortage**: guarantee resilient and competitive freight transport chains
- **Reduce carbon footprint**: to ensure sustainable operations

STUDY

The campaign is based on the results of the study on The Efficiencies of Combined Transport

https://www.uirr.com/en/media-centre/leaflet-and-studies/2025/mediacentre/3037-study-the-efficiencies-of-combined-transport-.html


The Efficiencies of Combined Transport

a study into the energy-, labour-, infrastructure-, safety and environmental/climate efficiency of door-to-door combined transport, and its potential impact on Europe's land transport system

Prepared for UIRR, the International Union for Road-Rail Combined Transport

January 2025

ABE CONSULT

CT4EU CAMPAIGN MISSION

The UIRR Community together with CT4EU Supporters and MoU Peer associations, who act as the campaign national coordinators, will convey the efficiencies and capabilities of door-to-door Combined Transport to policymakers within the EU bubble and in national capitals, as well as to economic decisionmakers and the public at large.

CT4EU COMBINED TRANSPORT FOR EUROPE 2024-2026

SUPPORTERS

The CT4EU campaign is supported by a wide range of stakeholders, of which there were 17 at the time of the publication of this report, and whose number is dynamically expanding.

ermewa · ADRIA KOMBI · CODOGNOTTO · VEGA · AGIEREN · TOP RAIL · INFORM · DREES & SOMMER · CESARNEXT · GIGOM · DB Cargo · PORTS of GENOA · Stena Line · ECO CONTAINERTRANS · TRAFIKVERKET · Rail-Flow · LTE logistics & transport

Member Company Information

UIRR welcomes membership applications from Combined Transport Operators (as Operator Members) and Transhipment Terminals (as Terminal Members).

For full membership conditions, please contact: **headoffice.brussels@uirr.com**

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

Adria Kombi is an 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.

AFLUENT ARAD SOUTH TERMINAL
www.afluent.com

Afluent is en route to becoming a major intermodal terminal operator, with a key role in rail-freight access in the western part of Romania and in creating logistical and operational development opportunities.

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 rail-road intermodal operator, offering door-to-door services in Europe. The company operates through its intermodal terminals located in Italy, France, Belgium and Germany.

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 & craneable semi-trailers based on their proprietary horizontal transhipment solution. The company also develops and operates transhipment 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 transhipment terminal in Bettembourg-Dudelange, which is capable of handling any types of intermodal loading units based on vertical and horizontal transhipment technologies.

CLIP GROUP
https://clip-group.com/en/home/

CLIP Group S.A. is a group of entities running logistics activities in the field of storage, transport and associated services. The company has an intermodal terminal with a capacity of 10.000TEU. The company provides railway siding services, container and intermodal semi-trailer handling, storage and road transport (first and last mile). We can also transport non-craneable trailers.

COMBIBERIA S.A.
www.combiberia.com

Combiberia s a leading wholesaler in the rail transport sector, providing shippers with the necessary space on the trains we sell. Since the company began operations in September 1992, they have been offering multimodal rail transport services to both the Spanish and European markets for over 30 years.

COMBINANT NV
www.combinant.be

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

CONTARGO
www.contargo.net

Contargo, is an operator of cross-border and domestic intermodal transport services by barge and by rail. The company also manages 22 bi- or trimodal transhipment terminals in France, Germany and Switzerland. Contargo celebrates 20 years of existence in 2025.

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 logistcs 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 innovative operator offering rail transport, maritime container, swap body, craneable semi-trailer and wagon group solutions. Customer satisfaction is of the utmost importance to DELTA RAIL and it is constantly working towards ecological transition.

DUISBURGER HAFEN AG
www.duisport.de

Duisport on the river Rhine offers 9 intermodal transhipment 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 transhipment terminals in Europe: 22 terminals equipped with vertical and horizontal transhipment technologies. The terminals cater to both port hinterland and continental intermodal traffic.

DRY PORT TERMINALS
www.dpterminals.rs/en

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).

EAST-WEST INTERMODALIS LOGISZTIKAI ZRT.
www.eastwestil.com/en

EWG operates the largest state-of-the-art road-rail transhipment terminal on the Hungarian-Ukrainian border, capable of receiving both 1520mm and 1435mm wagons. The terminal handles maritime hinterland and continental transport, including non-craneable trailers, and owns a fleet of intermodal wagons while providing customs clearance services.

FELB LTD.
www.felb.world

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

GRAND PORT MARITIME DE MARSEILLE - GPMM
www.marseille-port.fr

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

GYSEV CARGO ZRT.
www.gysevcargo.hu

GYSEV Cargo provides efficient intermodal services, combining rail, road, and other transport modes for flexible, cost-effective freight solutions. Gysev operates intermodal freight trains, as well as 2 transhipment terminals in Hungary.

HAVEN GENK
www.havengenk.be

Haven Genk is a strategic logistics hub in Belgium, offering efficient transportation solutions via road, rail, and water. With modern infrastructure and strong connectivity, it serves as a key gateway for international trade, supporting seamless supply chains for various industries.

HUPAC GROUP
www.hupac.com

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
www.hupac.com

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

INTERPORTO BOLOGNA SPA
www.interporto.it

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

JOHN G RUSSELL LTD.
www.johngrussell.co.uk

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

KTL KOMBI-TERMINAL LUDWIGSHAFEN GMBH
www.ktl-lu.de

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

LAHAYE GLOBAL LOGISTICS
www.lahaye-global-logistics.com

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).

LIÈGE LOGISTICS INTERMODAL
www.liegelogisticsintermodal.com/home

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

LOTRAS S.R.L.
www.lotras.it

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

LTG GROUP
www.ltg.lt/en/home

LTG Cargo operates 3 intermodal terminals in Vilnius, Kaunas, and Šeštokai. Kaunas and Šeštokai feature 1520mm broad gauge and 1435mm UIC gauge railway tracks. LTG Cargo operates intermodal trains in Lithuania and offers a regular intermodal connection between Kaunas and Duisburg, with a stopover in Łódź.

LUGO TERMINAL S.P.A.
www.lugoterminal.com

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 S.P.A.
www.mercitaliaintermodal.it

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

METRANS A.S.
www.metrans.eu

METRANS operates one of Europe's largest neutral intermodal rail freight networks. With 20 intermodal terminals and a modern rail fleet, it connects major European hubs via cross-border–including intercontinental–and domestic services. Metrans focuses on efficient port hinterland logistics, offering door-to-door solutions and prioritizing sustainability.

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 facilties in France and intermodal wagons. The company also holds a railway licence.

NOVATRANS-GREENMODAL
novatrans-greenmodal.eu/en/

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 transhipment terminals in France.

ÖBB-INFRA AG - TSA
infrastruktur.oebb.at

ÖBB-Terminal Service Austria operates 7 intermodal transhipment terminals in Austria, which includes RoLa - horizontal transhipment - capabilities as well as vertical transhipment 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
pimkrail.eu/en

PIMK Rail operates intermodal freight trains to/from Bulgaria as well as an intermodal transhipment 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 easter half of Europe, as well as towards intercontinental relations. RCO also manages 5 transhipment terminals outside Austria.

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

RCT BILK operates a transhipment 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 a private multimodal operator that provides logistical services for intermodal transport, offering a safe and efficient interchange between road and rail. RHT manages a transhipment terminal in Western Transylvania and connects Western Europe and the Black Sea.

RAILPORT ARAD SRL
www.railportarad.ro

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

TERMINAL CONTAINER ATHUS - TCA SA
www.tca.be

TCA operates domestic and cross-border intermodal rail freight services to/from Belgium and manages a transhipment 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 transhipment terminals throughout Italy offering a large variety of services.

VAN DER VLIST LOGISTICS B.V.
www.vandervlist.com/en-gb

Van der Vlist is a Dutch family-owned logistics provider with nearly 100 years of experience, offering out-of-gauge transport by road, sea, rail, air and inland waterways, along with technical services, storage, port operations, project management and 4PL solutions. The Power to Care.

VIIA
www.viia.com

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

WIENCONT CONTAINER TERMINAL GMBH
www.wiencont.com

WienCont manages a large capacity intermodal transhipment 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 transhipment 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. 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.

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 freight railcar leasing with the aim of ensuring the success of modal shift to rail. The company offers a fleet of 50,000 railcars, which includes a high number of specialised equipment for Combined Transport to industrial companies, railway operators, freight forwarders and CT operators.

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 30,000+ 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 270+ customers to focus on their core business.

GREENBRIER

Greenbrier specializes in innovative engineering, premium freight wagon manufacturing, leasing solutions, and comprehensive maintenance services. The company, headquartered in the USA, is a major supplier of intermodal freight wagons in Europe.

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.

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

Menlo79's mission is to strengthen the competitiveness of the rail industry and accelerate its digital transformation thanks to their Saas solution WILSON. Menlo brings 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, cryo and liquid tanks, dry bulk containers and chassis) and intermodal 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.

REKENCENTRA

Operating successfully since 1983 as software- and solution provider, **Rekencentra** supervises projects from the consultation and conception, system development, integration and administration to the point of training and support.

SCHMITZ-CARGOBULL

SCHMITZ-CARGOBULL manufactures trailers and semi-trailers for commercial road vehicles, offering a wide range of equipment for all cargo types and forwarding systems—particularly intermodal loading units like craneable trailers compatible with rail wagons.

TATRAVAGONKA

Tatravagonka Poprad specialises in producing railway vehicles, focusing on freight wagons, passenger cars, and rail industry components. Founded in 1947, the company is known for its engineering and manufacturing expertise, high-quality rail solutions, and involvement in railway infrastructure development and modernisation.

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.

WASCOSA

Wascosa is a pioneer in the freight wagon market, specialising in the rental of rail freight wagons for core industries and rail operators throughout Europe. A young fleet, customer focus, high service quality as well as investments in innovation and digitalisation drive Wascosa's sustainable business model.

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 such associations. Contact **headoffice.brussels@uirr.com** for inquiries.

APS

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.

AROSRAIL

AROSRAIL was founded on 10 August 2010 in Bratislava as the professional Association of Railways Operators of Slovakia with the abbreviation AROS. The aim of the association is cooperation with state administration bodies, domestic and foreign institutions and other partners in the interest of further development and prosperity of railway freight transport in the conditions of a transparent and non-discriminatory environment.

AET

AET is a private non-profit association (No. 50691 in the National Registry of Associations), founded in 1983 as a think tank and networking space for all modes of transportation. It brings together professionals, entities, and companies in the sector to promote collaboration and pursue the best benefit from their combined interaction.

ASSOFERR

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

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.

BIC

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.

CCTT

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.

CETM

CETM Multimodal is a non-profit business organization dedicated to the promotion of multimodality in freight transport, both at national and European level.With the backing of the largest association of freight transport companies in Spain, CETM (Confederación Española de Transporte de Mercancías). Their mission is to promote the efficient use of various modes of transport, contributing to a more competitive and sustainable sector.

CLUB FEROVIAR

Club Feroviar 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

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 transhipment equipment, etc.). CombiNet was created out of the need to set stronger initiatives for combined transport in practice.

DIE GÜTERBAHNEN

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).

ECTA

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

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.

GELPA

The Association of Rail Services Providers "**Gelpa**" is an autonomous association of companies providing railway transport and its development, modernization, construction, maintenance, publicity and other services. The Association was established on 1 June 2000. The founding members were four companies: JSC Vestaka, JSC Vitras, JSC Šiauli ranga and JSC Kybartų gelžbetonis. Today, Gelpa unites almost several dozen companies.

GNTC

Created in 1945, the Groupement National des Transports Combinés (**GNTC**) is the professional organisation representing France's combined transport sector. It brings together operators and carriers of road-rail and water-way-road transport, along with platform managers, ports, leasers, and manufacturers. GNTC promotes and defends intermodality in freight transport, supporting a sustainable, ecological, and civic approach.

GROUPEMENT FER

Groupement Fer brings together transport and logistics companies based in Switzerlandwith 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.

HGK/CCE

The Croatian Chamber of Economy (**CCE**) represents its Affiliation for Intermodal Transport and Logistics, promoting cooperation among carriers in combined transport and logistics. It advises state authorities on regulations and incentives to develop the sector in Croatia and collaborates with educational, scientific, national, and international organisations.

HHM

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

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

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 communicty and drives industry success.

IBS

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.

IGTL

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.

LIMOWA

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.

MLSZKSZ

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.

MSZSZ

MSZSZ, the Association of Hungarian Forwarders is an organisation that represents the interests of members of the forwarding industry in Hungary, including companies dealing with freight forwarding, logistics, and customs activities. The Association represents the professional interests of companies registered in Hungary, articulating the consensus of freight forwarders on the issues of operating conditions and directions of development in both forwarding and transportation.

RAIL CARGO INFORMATION NETHERLANDS

Rail Cargo Information Netherlands, is committed to building a positive image for rail freight with its 100+ members consisting of seaports, RUs, CTOs, terminals, LSPs, suppliers and ProRail. The focus is on modal shift to rail-based transport solutions.

RAILGOOD

RailGood provides the management of public affairs and external relations for rail freight companies in the Netherlands, working with government agencies, port authorities, and the Dutch rail infra-manager. It aims to improve conditions for competitive rail freight, including combined transport, and promote a level playing field with other transport modes internationally.

RFG

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.

SGKV

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

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.

TTLA

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 developement of sustainable, transparent and responsible transport and logistic business.

UIC

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.

UKRAINIAN LOGISTICS ALLIANCE

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.

UOTC

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

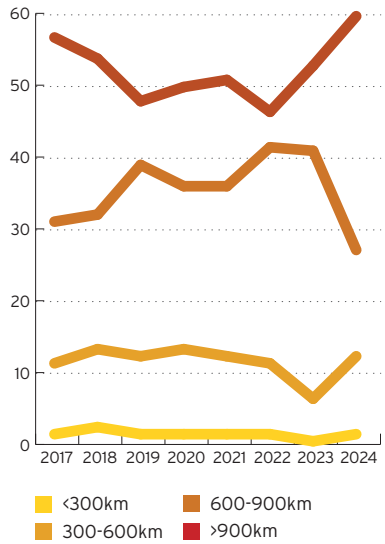
USER is a professional organization founded in 1993 that brings together companies with activities covering all modes of transport and related services, including logistics operators and customs brokers. The aims are to safeguard the economic, financial and technical aspects of their member companies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

ZESNAD

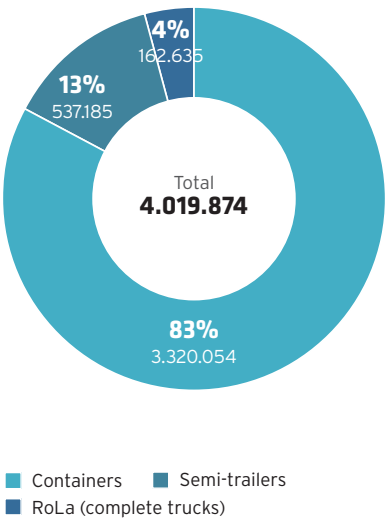
ŽESNAD.CZ is the professional association of the Association of Railway Freight Carriers of the Czech Republic was founded on 19 May 2016 in Pruhonice with the abbreviation ŽESNAD.CZ. The association aims to help the development of railway transport in the Czech Republic as well as to become a partner to the state authorities in the field of rail freight transport, including expert opposition and an active promoter of the legitimate demands of carriers in the field of rail freight transport development.

STATISTICS 2024

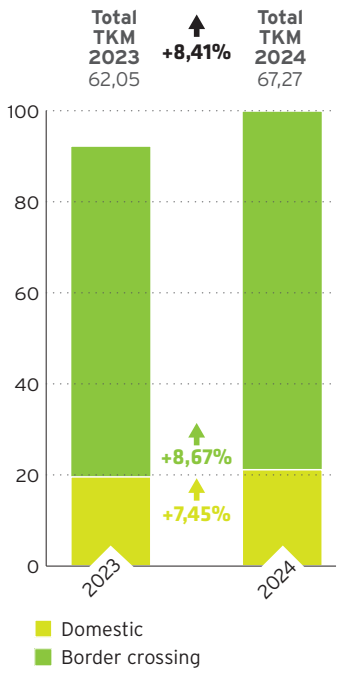
DISTANCE MATRIX (TERMINAL-TO-TERMINAL)



TYPES OF INTERMODAL LOADING UNITS (ILUs)



TONNE-KILOMETRES 2023-2024

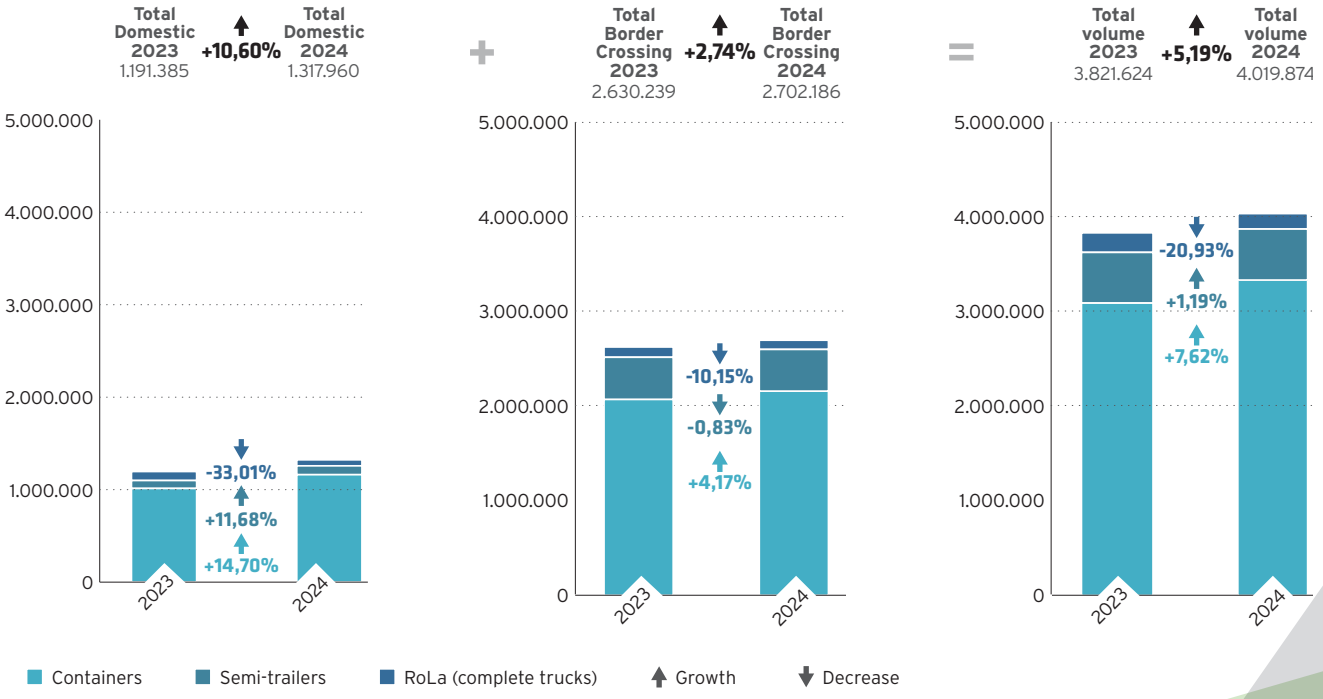


2024 OVERVIEW

Key figures		Y-o-Y change
Number of trains	133.996	+5,19%
Total number of consignments	4.019.874	+5,19%
Total number of TEU	8.039.748	+5,19%
Total tonne-kilometres (billion TKM)	67,27	+8,41%
Gross tonnes transported (billion tonnes)	83,46	+11,96%
Number of country relations	185	-11,06%
Average rail distance (km)	806	-1,35%

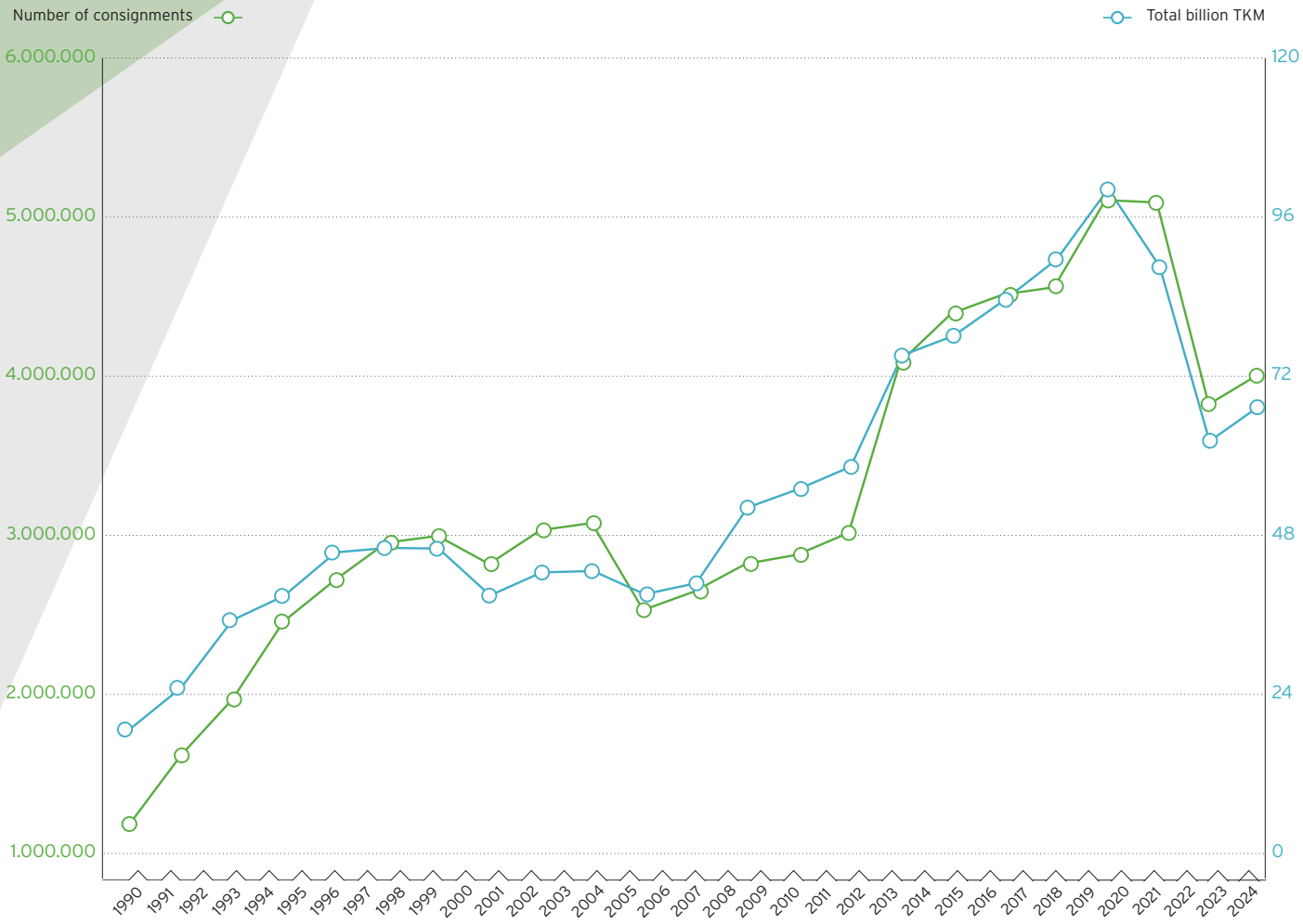
More detailed figures are available on **www.uirr.com**.

NUMBER OF CONSIGNMENTS TRANSPORTED 2023-2024



Evolution of Combined Transport Traffic

1990 - 2024



Country relations: most relevant changes in 2024

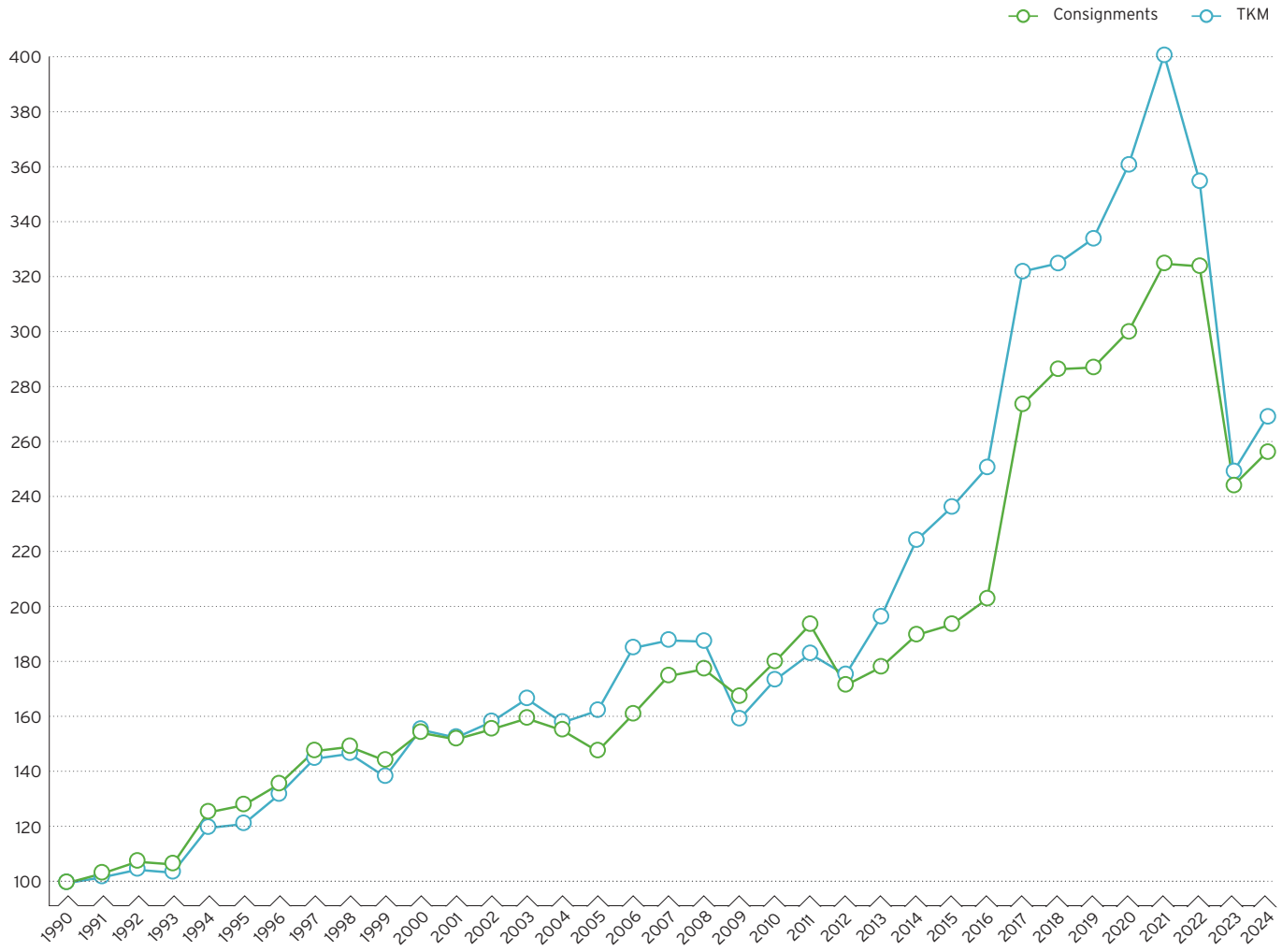
Relations	in %	in consignments
CZ-PL	192%	4.805
DE-LU	120%	9.719
DE-NL	91%	43.602
BE-DE	84%	18.312
NL-CH	82%	9.176

Relations	in %	in consignments
DE-RO	46%	9.264
AT-DE	27%	11.232
FR-LU	26%	24.187
NL-PL	17%	10.194
DE-IT	7%	36.304

Relations	in %	in consignments
FR-IT	-16%	-7.548
FR-IT	-16%	-7.548
SI-SK	-20%	-10.375
AT-HU	-20%	-8.856
AT-SI	-26%	-8.339

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).

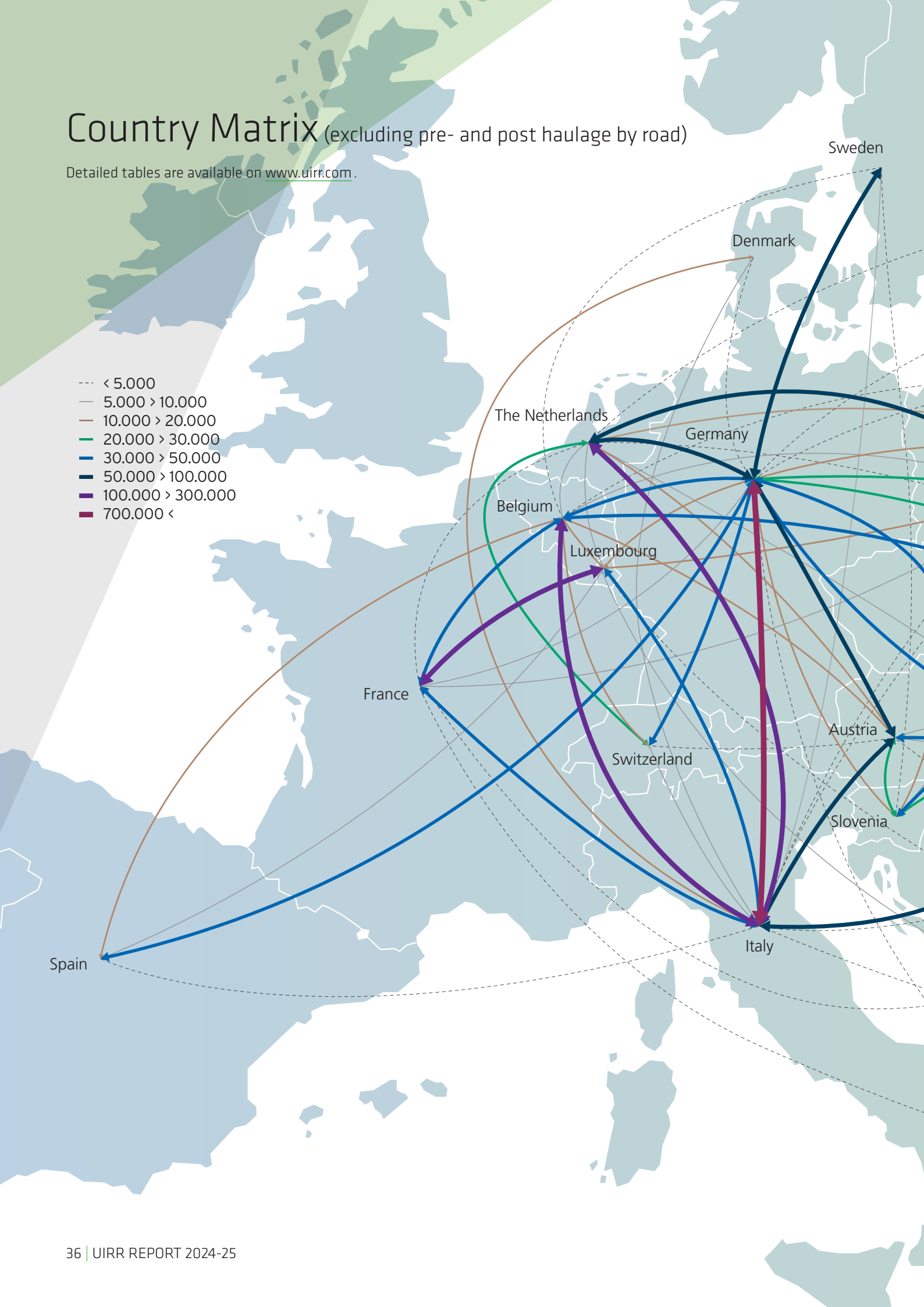
The UIRR statistics include only the rail section of the Road-Rail Combined Transport chain (terminal to terminal).

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)

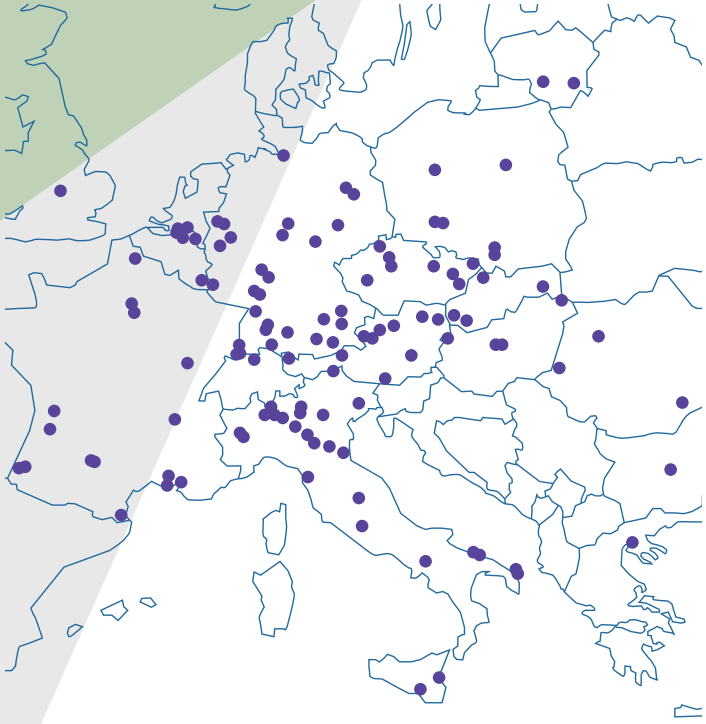
Detailed tables are available on www.uirr.com .



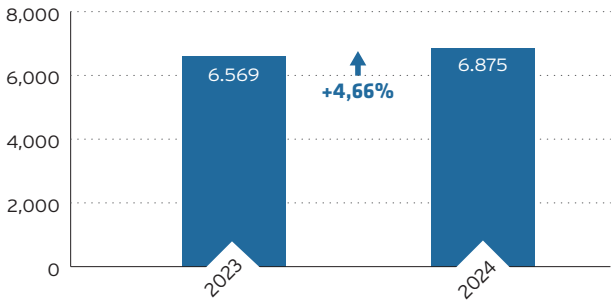

Russia
Belarus
Poland
China
Czech Republic
Slovak Republic
Ukraine
Hungary
Romania
Croatia
Bulgaria
Turkey
Greece

Terminals

TRANSHIPMENT TERMINALS MANAGED BY UIRR MEMBER COMPANIES



Number of units handled (in million)



Key terminal figures in 2024

Number of terminals	168
Number of scheduled trains	201.000
Number of scheduled destinations	570
Total number of handlings (in million)	6.875
Total number of tracks	535
Total number of cranes (gantry/mobile)	453
Number of RFCs involved	all

Wagons

owned or under lease
by UIRR members

Key intermodal wagon figures in 2024

Total number of wagons	**14.080**
- container wagons	10.121
- pocket and horizontal wagons	3.959

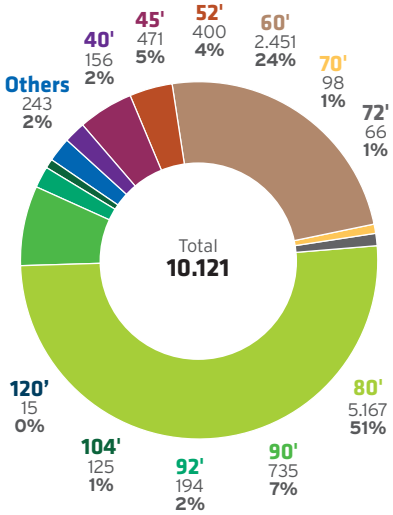
CONTAINER WAGONS
(per length in feet)

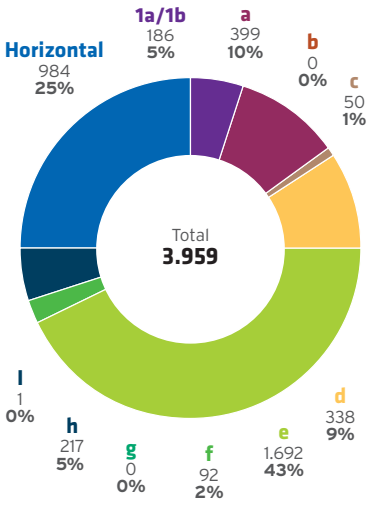
\+

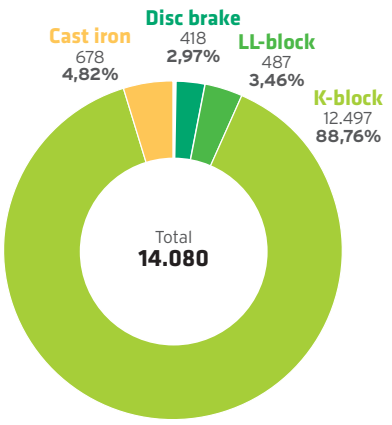
POCKET WAGONS
(per compatibility code)
AND HORIZONTAL WAGONS

=

TOTAL INTERMODAL WAGONS
(per type of brake block)








UIRR 2025
Combined Transport
Map of the codified lines for Swap bodies
Legend:
Width ≤ 2550mm
Width >2550 ≤ 2600mm
C 22
C 341
C 32
C 351
C 349 (SNCF)
C 45
C 364
C 70
C 400
C 80
C 400
C 80
C 410
see remarks (directly on the route or as additional text box)
The admissible edge heights (cm) of the loading units carried on the wagons are calculated as follows:
C 77 Codification number added by the numer '245'
(example: C 22 = 22+245 = 267 cm)
C 7?? Codification number reduced by the number '85'
(example: C 341 = 34 1-85 = 256 cm)
For more information on terminals refer to the Rail Facilities Portal https://railfacilitiesportal.eu
Transhipment facility / terminal
Cities
Copyright by UIRR - 2025
For the UK traffic through the Channel the mentioned codifications are only valid for loaded
swap bodies:
Wagon
Lignes
Width (mm)
2500
2550
2600
a
S 18 (521)*
S 18 (521)*
-
b
S 32
S 30
S 360
c
S 32
-
-
a
S 30 (534)*
S 21 (525)*
-
b
S 44
S 42
-
c
S 44
-
-
* only with flat roof
UIRR
INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT
The UIRR maintains this codification map to enhance public access to information related to Combined Transport. UIRR accepts no responsibility or liability whatsoever with regard to the information contained in this document.
The railway profiles might be higher than those indicated in the map upon verification by the infrastructure manager and authorisation for an exceptional transport.
Some CT profiles are extracted from the RINF and CIP database.

UIRR

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FOR ROAD-RAIL
COMBINED TRANSPORT

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