



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

2021-22

UIRR Report

EUROPEAN ROAD-RAIL COMBINED TRANSPORT

UIRR IS AN INDUSTRY ASSOCIATION ITS MISSION IS TO

*advance the development and to actively promote
competitive Zero-Carbon Combined Transport for Europe*

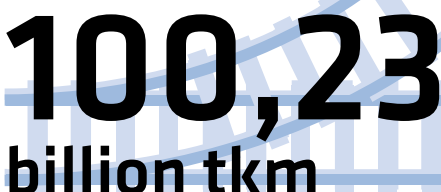
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IMPRESSUM

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Key Figures of Combined Transport



100,23
billion tkm

MARKS A HISTORIC HIGH FOR UIRR MEMBERS TO HAVE TRANSPORTED IN A CALENDAR YEAR

UIRR Operators carried 5,08 million UIRR consignments equal to 10,16 million TEUs in 2021, which represents a historic record for the membership of the association. The related traffic performance exceeded 100 billion tonne-kilometres, which is also a record.



71%

IS THE PRO-RATA ENERGY EFFICIENCY ADVANTAGE OF DOOR-TO-DOOR COMBINED TRANSPORT OVER UNIMODAL TRUCKING

A study published in November 2021 found that door-to-door Combined Transport requires up to 71% less energy than its pure road equivalent using a EURO6 diesel truck. The related carbon footprint may be up to 90% smaller. The mid-term potential of door-to-door Combined Transport is to become fully zero-carbon.



1 million TEU

WAS THE NUMBER OF CONTAINERS CARRIED ON INTERCONTINENTAL RELATIONS


A historic performance was achieved along by Asia-Europe intermodal rail transport, as the traffic level exceeded 1 million TEU in 2021. The war in Ukraine casts doubts whether the performance can be repeated in 2022, or during the following years.

CT PERFORMANCE IN



2021

UIRR member CT Operators realised a **growth of 10.94% in 2021** after growing by 6.8% during the preceding year. The growth in the number of consignments carried amounted to **8.15%**. 2021 was the second year in a row when the growth rates of the European intermodal sector outpaced that of the economy [GDP].



BOTH UIRR'S
10 MILLION TEU AND THE
100 BILLION TKM STRATEGIC
PERFORMANCE TARGET FIGURES
HAVE BEEN EXCEEDED IN 2021 –
REPRESENTING HISTORIC HIGHS.

THE STATE OF AFFAIRS FROM THE PRESIDENT

European Road-Rail Combined Transport (CT) delivered a very strong growth of **10.94%** in terms of tonne kilometres, while **8.15%** in terms of number of consignments transported in 2021. The year was impacted by the pandemic, as well as several other negative factors such as supply chain disturbances, extreme weather phenomena and the energy crisis. The outstanding performance came on top of a 6.77% tonne kilometre growth and a 1% increase in the number of consignments in 2020.

Combined Transport needs to outperform if we are to meet the decarbonisation objectives of the European Union. Contemporary door-to-door Combined Transport has been found to outperform its unimodal Euro 6 road haulage alternative in both energy efficiency terms, where a recent study has found 40-70% greater economy, while leaving behind a 60-90% smaller carbon footprint.

**RALF-CHARLEY
SCHULTZE,**
PRESIDENT

The most dynamically growing segment of Combined Transport of intercontinental relations between Asia and Europe achieved a historic high at **over 1 million TEU** in 2021. Combined Transport's rate of growth outpaced that of the overall economy [GDP] for the second year in a row. Combined Transport delivers cargo presently carried by trucks to freight trains. Every second freight train is a Combined Transport train. Combined Transport must uphold a 7-8% annual growth rate if the doubling of electric rail freight's market share in Europe is to be achieved.

The UIRR Sentiment Index of 12-month business outlook set a record of four straight quarters in the **"POSITIVE"** setting. The outbreak of the war in Ukraine in February 2022 came on top of the already significant supply chain disruptions caused by the COVID pandemic. Economic actors did not have to face comparable levels of uncertainty for many decades. It remains to be seen how policymakers and the markets will react to the mix of challenges presented by our times.

UIRR membership was reinforced by the joining of Delta Rail of France, PCC Intermodal from Poland and Railhub Transylvania from Romania (for details see p.26-29). New technology partners include Camco, Eurowagon, Menlo 79 and Transporeon (see p.30), while new MoU Peers are CCTT, Club Feroviar, Hafen Hamburg Marketing, IGTL, Limowa, Shift 2030 and UOTC-Astic (see p.31).

REGULATORY FRAMEWORK

UIRR launched the **Combined Transport for Europe Campaign** [www.CT4EU.eu] in November 2021. The concentrated communication effort is designed to accompany the legislative and policymaking processes that will impact freight transportation on the European stage during the coming 18 months. Intermodal actors on both the EU level and acting as part of national delegations will simultaneously deliver the messages of Combined Transport within the EU bubble and in Member State capitals.

The intermodal sector's confidence is reinforced by Combined Transport's superior attributes as viewed from the challenges facing Europe's societies.

The ongoing revision of the TEN-T Regulation, which will impact the future of transportation infrastructure, as well as the soon to come revisions of the state aid guidelines, weights and dimension rules, the Rail Freight Corridor Regulation and the Combined Transport Directive should all reflect favourably on Combined Transport.

CT OUTLOOK

UIRR aims to unite, organise and efficiently represent the European intermodal sector as its industry association. Combined Transport Operators and Terminal Managers are becoming direct members in increasing numbers, while technology providers join as Partners and national associations committed to promoting Combined Transport through the signing of a Memorandum of Understanding.

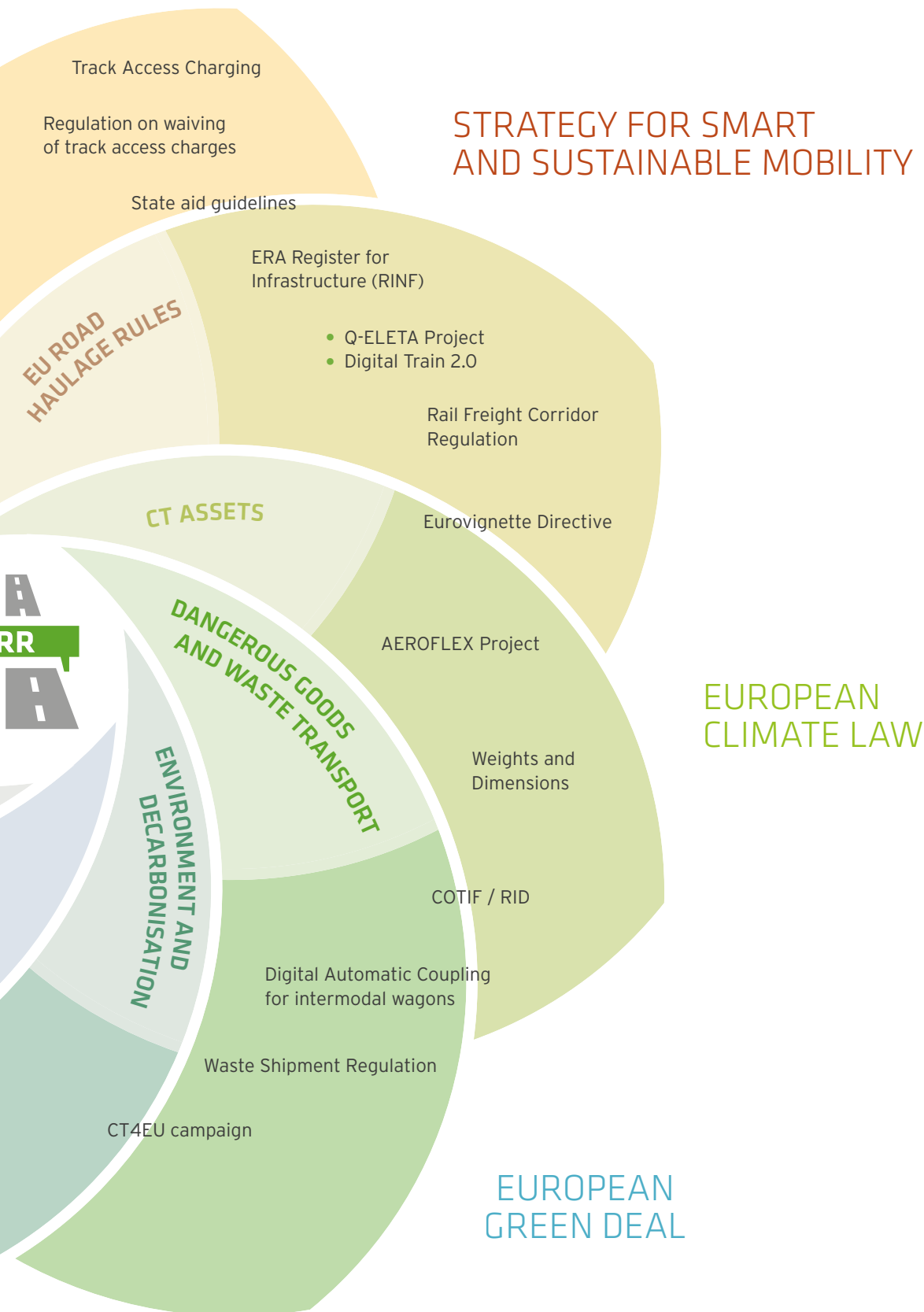
The CT4EU Campaign will help organise national intermodal delegations in many Member States, which can efficiently communicate the capabilities and requirements of Combined Transport with a country-specific tone.

The decidedly positive capabilities of Combined Transport will help Europe overcome its challenges. The relatively modest requirements that are needed to make this happen should make Combined Transport easy to embrace. Tailoring Combined Transport to the specificities of each Member State will prove productive. Overall, my expectations for a continued positive performance of Combined Transport are very strong.

Summary of the year



UIRR's strategy focuses on implementing **Zero-Carbon Combined Transport**, which is a solution for the challenges facing freight transportation in Europe, as well as on enhancing the **regulatory and operating environment** of Combined Transport, and on developing **practical services** to support its daily operations.



Rail freight: infrastructure and quality

Rail freight performance, which covers the longest section of intermodal transport-chains, deteriorated over the course of 2021. The punctuality performance of the months of pandemic lockdown, when many passenger trains were suspended, gradually declined. Extreme weather and the extensive works in several Member States caused a rapid decline in the level of service intermodal freight trains received on the infrastructure.

UIRR delivered notices to the European Commission and the other EU policymakers concerning the difficulties that emerged. The **cohabitation of the tracks by passenger and freight trains**, as well as the design and management of maintenance and reconstruction works needs EU-level regulation.



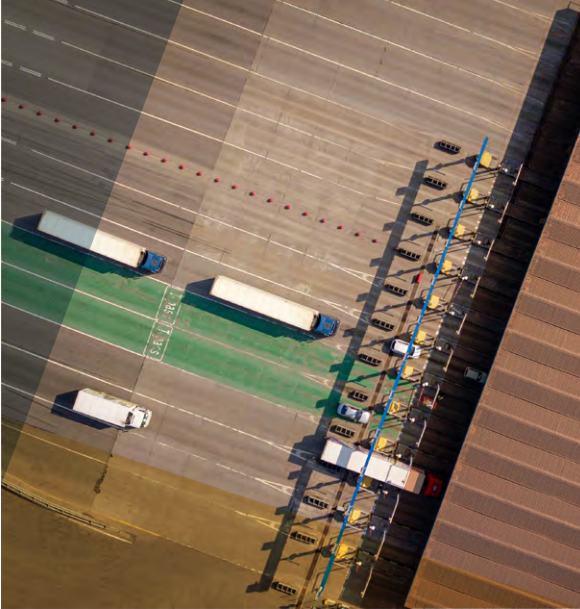
HOW TO IMPROVE THE SITUATION?

The revision of the TEN-T and the Rail Freight Corridor regulations should provide the opportunity to enact meaningful changes to how the rail network is developed and traffic is managed. The following measures are deemed necessary:

- **Socio-economic cost-benefit analysis:** the concept was introduced in the TEN-T revision by the European Commission; an implementing regulation should contain the technical details how it is to be applied.
- **The RNE Handbook on Contingency Management:** the handbook should be adapted and made mandatory to manage every kind of temporary capacity restriction throughout the network.
- **Passenger and freight cohabitation:** the punctuality standard for all train types should be harmonised at 5 minutes or less. European level train path categories should be defined and their hierarchy set in EU legislation.
- **Network development:** emphasis should be shifted in case of conventional lines from maximum track speed (160km/h) to timetable speed, while focus should be given to 740m train length, 22,5t axle load, electrification and P400 loading gauge on the lines used by freight trains.
- **Transparency and cross-border cooperation:** meaningful open communication is needed, while cross-border services should get priority in both train path allocation and traffic management.



EU road haulage rules



The role of Member States will become stronger. 2021 delivered the amended Eurovignette Directive, which leaves correcting the discrepancy between road tolling and track access charging in the hands of the ministries of transport. The trend of leaving solutions to Member States continues after Mobility Package 1, which authorised Member States to take the option to deviate from Article 4 of the Combined Transport Directive should they uncover evidence of any abuse of the provision.

The much desired European-level regulatory harmonisation, needed for a Single Market to function fairly and efficiently, did not improve in 2021.

Intermodal transport has been consistently delivering services to make up for the shortage of long-distance truck drivers, and offering obstacle-free border-crossing when the pandemic forced closures and checks.



HOW TO IMPROVE THE SITUATION?

The intermodal sector actively participates in regulation and standardisation work. UIRR proposes several solutions:

- **Track access charge discounts** to non-diesel freight trains should be introduced to match road toll discounts allowed – in case Member States see fit to subsidise non-diesel powertrains in heavy goods vehicles – to avoid a reverse modal shift.
- **Suspension of Article 4 compliance** should be regularly evaluated based on the evidence provided by the Member State, and compensation should be offered wherever the use of domestic haulage threatens a reverse modal shift.
- **A Transport Information Portal** should be created by the European Commission as part of the TEN-T digital infrastructure, wherever Member State-specific rule is clearly shown to reduce information obstacles to organising cross-border transport-chains.
- **Intermodal compatibility** should be maintained when revising Weights and Dimensions or other technical and infrastructure standards, so as not to close the door on the collaboration of modes.

Combined Transport Assets

Standardisation facilitates interoperability, efficiency and safety in Combined Transport through commonly agreed industry best practices and voluntary standards.

JNS Procedures at the EU Agency for Railways (ERA) aim at EU-wide harmonisation of any action taken after any safety issue, e.g. accidents or incidents in railways. UIRR was involved in two recent cases:

- **Great Belt Bridge accident/incident:** the JNS Task Force did not achieve in 2021 the lifting of the harsh temporary mitigation measures imposed by the Danish safety authority, in particular the additional 14t weight rule.
- **Extreme effects of thermal overload in special cases of freight operation:** an urgent procedure has been initiated by ANSFISA, the NSA Italy and, as a reaction, immediate measures to LL-brake block equipped wagons were imposed. A mitigation short-term action-plan was developed.

The final reports of both procedures have been published on the ERA website https://www.era.europa.eu/activities/joint-network-secretariat_en

ERA on Combined Transport: the comprehensive revision of all TSIs was launched by the European Commission in 2020. The ERA Technical Working Group on Combined Transport has proposed new essential requirements to TSI INF, TSI OPE and TSI WAG. A transversal application guideline has also been drafted with the determination of acceptable means of compliance.

Digital Automatic Coupling (DAC) is an innovative component to automatically couple and decouple the rolling stock in a freight train both physically (the mechanical connection and the air line for braking) as well as digitally (electrical power and data connection). The benefits of the DAC from an intermodal perspective are not yet fully demonstrated and the technical compatibility of the selected DAC solution is not guaranteed for all intermodal wagons, in particular for the low-floor wagons for the transport of semi-trailers.

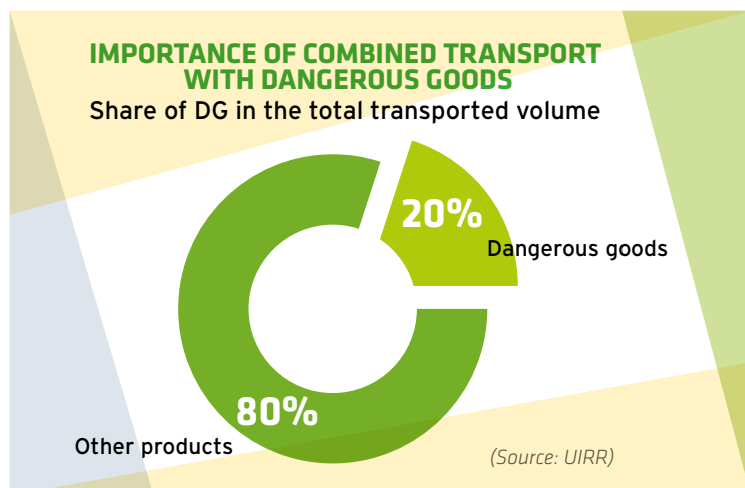


Weights and Dimensions of heavy goods vehicles will be revised with the amendment of the current Directive with the intention to increase the efficiency (longer vehicles) and the productivity (additional weight) of the road sector. Changing technical parameters may affect the interoperability and compatibility between the various modes of transport, which should be upheld for obvious reasons.

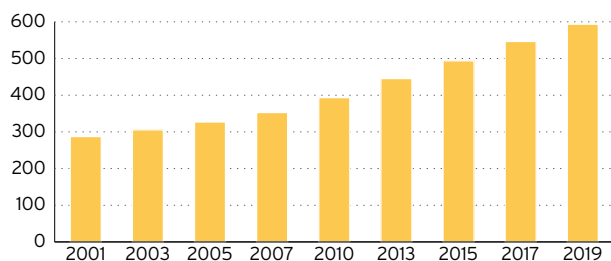
MEASURES NEEDED TO MAKE THE CT ASSETS MORE EFFICIENT

- Policy measures to stimulate harmonized standard rules for Combined Transport (conclusions from the CACTUS study)
- Dissemination measures to promote the results of various technical groups (JNS, EURA TWG)
- Sectorial measures to support the concept of 'intermodal compliance'

Dangerous goods and waste transport



TRANSPORT OF WASTE - EU IMPORT/EXPORT TRAFFIC BETWEEN 2001 AND 2019 IN MILLION OF TONNES



(Source: EUROSTAT)

Combined Transport is a preferred means of transporting dangerous goods due its safety record and because a majority of transshipment terminals are authorised to handle most of the dangerous cargo classes in all types of loading units and packages. In case of liquids with heavier weight, Combined Transport offers a very good value for chemical supply chains.

Waste is the most dynamically **growing commodity type** that needs to be transported from collection and sorting points to processing facilities. Waste can be also dangerous cargo, which means that Combined Transport is well suited for its transportation.

Waste Shipment Regulation (WSR) will require Member States to ensure that shipments of waste and their treatment operations are managed in a manner that protects the environment and human health against any adverse effects. The WSR sets out control mechanisms for the export and import of waste between the EU and third countries, and for shipments between Member States.

The upcoming amendment of the WSR aims to increase the level of protection from the impact of crossborder shipments of waste. The EU-wide electronic exchange of documents and information will also be created.

MEASURES RELATED TO THE INTERMODAL TRANSPORT OF WASTE AND DANGEROUS GOODS

UIRR will develop the Dangerous Goods and Waste Portal with the support of its experts, is actively preparing the launch of a portal dedicated to the transport of dangerous goods and waste. This portal will propose the following options:

- Catalogue of national, European and international legislation
- Best practice guidelines in at least 10 languages
- Direct access to the latest versions of ADR, ADN and RID
- An online label order service
- An online support tool for marking the loading units with dangerous goods

The portal will be officially launched in January 2023 with the release of the new version of the RID.

Environment and decarbonisation

Intermodal freight transport was introduced to Europe as a means of connecting continents. This solution of freight transportation really caught on when Europe was hit by the oil crises in the 1970s. Using fewer imported fossil fuels was a strong motivator behind the first EEA Directive on Combined Transport, which was adopted in 1975.

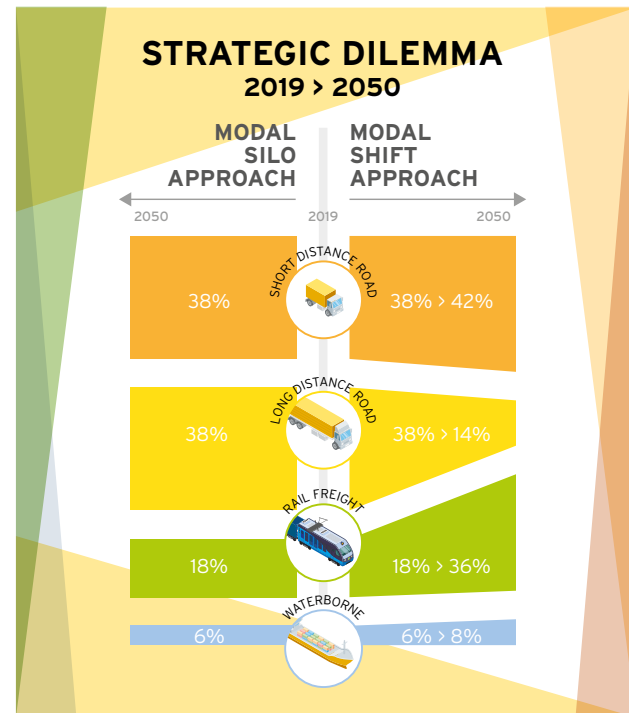
Environmental considerations motivated the preference for Combined Transport thereafter, ranging from the need to prevent acid rain, to limit the emission of harmful pollutants, to limit road noise, or to reduce land-fragmentation caused by the excessive construction of motorways.

Modal shift has been invented in the 2001 EU Transport White Paper as an indicator (KPI) to describe the transfer from polluting modes of transport to energy efficient modes that offer a smaller environmental footprint.

The *modal silo* approach was proposed in parallel to describe the efforts within the confines of a particular mode aiming to improve energy efficiency or to reduce the environmental impact. Examples include the Euro emission-norms of road vehicles, which resulted in a better fuel economy and a reduced emission of pollutants. In aviation, improved jet engines resulted in lower fuel consumption.

Peak performance of the measures that fall under the *modal silo* approach has been achieved. Further improving the performance of particular modalities has reached a technical plateau.

Measures that belong to the *modal silo* approach have been preferred by policymakers during the past decades over the solutions that would have resulted in *modal shift*. The substantial progress required by the decarbonisation and energy independence objectives of the European Union can only be achieved if meaningful policy changes are implemented to deliver *modal shift*. The aim to double the market share of rail freight is a *modal shift* synonym.



MEASURES TO DELIVER MODAL SHIFT

European policymakers will have numerous opportunities to make changes to deliver *modal shift*:

- **Infrastructure rules** can be updated in the revision of the TEN-T Regulation
- **Operation rules** could be optimised within the revision of the Rail Freight Corridor Regulation and the related amendments of the Single European Railway Area Directive
- **Incentive schemes** should be refined in the amendment of the Combined Transport Directive and the State Aid Guidelines of the European Union
- **Technical standardisation** could add to the optimisation of the horizontal connection of modes within the revision of the Weights and Dimensions Directive or the eFTI Regulation.

Digital transformation



The digital activities of UIRR are all based on the Intermodal Digitalisation Roadmap published in 2019. The focus was set on developing reference files and disseminating the intermodal industry standard data exchange format.

To facilitate the exchange of information, UIRR has developed a specific interface to manage the relevant codes to be used in data exchanges such as the codes for customers and terminals. In 2021, UIRR has decided to revitalise this application by extending the scope of the current application with all necessary codes in CT (damages, ILU type, dangerous goods, waste, gateway transport). The new release will be available in the second half of 2022 and will be accessible for every user of the intermodal community.

UIRR has continued to promote the use of the industry standard XML-based EDIGES data message exchange. Currently more than 150 companies are using this format on a daily basis. A new version (4.1) will be released at the end of 2022. It will be fully compatible with TAF TSI.

DIGITAL REQUIREMENTS IN THE EU LEGISLATION

The intermodal sector is active in several working groups towards the European Commission as well as with other international organisations to advance the cause of digital transformation in intermodal transport. UIRR's most prominent activities include:

- **TAF TSI Regulation:** the last adopted text consolidates significant improvements regarding the data exchanges in Combined Transport with a particular attention to the terminal operators. The TSI revision package 2022 will contain additional requirements such as the ILU Single Reference Database which will compile technical information on intermodal loading units marked with an ILU-Code.
- **eFTI Regulation:** the Regulation 2020/1056 imposes the use of digital means in a business-to-authority (B2A) environment. The ad-hoc eFTI Joint Sector Group (JSG), in which UIRR is involved, consolidates the railway requirements towards the Commission within the Digital Transport and Logistics Forum (DTLF).
- **RINF Implementing Regulation:** UIRR proposed modifications to integrate all possible types of Combined Transport profile codes (semi-trailers, swap bodies, ISO containers and roller units).

Intermodal transportation

Intermodal freight transportation is a multi-modal transport operation where the cargo is contained in an intermodal loading unit - container, swap body or semi-trailer. The use of the intermodal loading unit makes the transshipment between the different modes of transport quick and efficient.

Intermodal loading units correspond to the unit of cargo that most economic actors prefer to ship in a single consignment, which is also referred to as a *truckload* [e.g. 45-foot container] or half-truckload [e.g. 20-foot container]. The intermodal transshipment technique helps open the door to multimodal transportation opportunities for cargo types presently carried only in trucks.

Unimodal trucking could best be compared to using a taxi in passenger transportation. At the same time, multimodal transportation resembles a combination of mostly public transport solutions to complete a single longer distance journey. Just as taxis are not optimal for long passenger journeys, so should unimodal trucking not be used for the transportation of cargo over longer distances. The current regulatory framework of freight transportation is shaped in a way that shippers often resort to using unimodal trucking for long distance transport.

DOOR-TO-DOOR COMBINED TRANSPORT OFFERS EFFECTIVE SOLUTIONS TO

- Reducing the dependence of Europe on imported energy
- Shrinking the carbon footprint of inland freight transport by up to 90%
- Easing the impact of the 600.000 missing truck drivers on Europe's economy
- Offering high productivity jobs that feature a competitive work/life balance
- Cutting back on harmful noise, particulate matter and other pollutant emissions
- Slowing the degradation of the road infrastructure
- Mitigating road congestion through the shifting of trucks to trains and waterborne vessels



MEASURES NEEDED TO MAKE INTERMODAL TRANSPORTATION EASIER TO USE

Several measures should be implemented by policymakers to make the use of intermodal transportation easier for economic actors:

- **Digitalisation measures** such as the eFTI Regulation, the Timetabling Reform (TTR) initiative of the railway sector, ETA prediction algorithms and transparency requirements
- **Standardisation measures** to enhance interoperability, to make easier the building of bridges between the various modes of transport
- **Infrastructure measures** that enable the transportation of cargo contained in all types of intermodal loading units using every energy efficient and more sustainable mode of transportation

Transshipment terminals



Transshipment terminals are the intermodal-specialised infrastructure components of the Trans European Transport Network, which serve as the access points for most types of cargo carried in trucks to rail and waterway transportation.

When Member States reconstruct railway lines (often using European Union funding) the works typically undertaken include the modernisation of passenger stations, but rarely do they extend to the access points for freight.

The efficiency of transshipment terminals is determined by numerous factors:

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

Transshipment terminals, such as dry ports or multimodal logistics platforms, require special consideration as they are typically several sizes smaller than a seaport. Terminals are small and medium size enterprises [SMEs] of strategic importance requiring the same attention of policymakers as granted to SMEs and to strategic industries at the same time.



WHAT SHOULD BE DONE TO IMPROVE TERMINALS?

UIRR recommends several measures to enhance the access of freight to the TEN-T infrastructure as well as the efficiency of transshipment between the modes:

- **European Union and Member State funding** should be granted to modernise existing terminals and to construct new terminals
- **Rail infrastructure managers and port authorities** should be required to designate suitable plots for the construction of terminals and to ensure a suitable density of terminals
- **The last mile infrastructure** should be part of the comprehensive transport planning of cities and regions which host the terminals
- **Involvement of terminals** in the planning of transportation capacities and methods of operation of a city or within a region

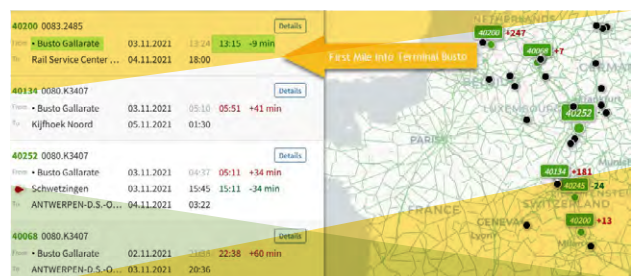
Development projects



DIGITAL TRAIN 1.0

The Action Digital Train 1.0, co-funded by the CEF programme and coordinated by RNE, has been successfully closed with the organisation of a webinar at the end of April: <https://rne.eu/news/recording-and-slides-of-digital-train-1-0-webinar-now-available>.

- The benefits of combining the train composition data and train running data have been demonstrated to link national train numbers.
- The computation of ETAs based on AI-systems have been extensively tested on 44 CT routes. These ETAs have shown the best accuracy based on the agreed ETA qualifier. The user has access to ETA information directly from the RNE TIS application.
- The action demonstrates the capabilities of terminal operators such as Hupac and DUSS to share first and last mile information with the RNE TIS system based on EDIGES or TAF TSI messages.
- The Rhine-Alpine corridor successfully closed the feasibility study on the Railway Collaborative Decision Making (Rail-CDM). The study demonstrated that the airport CDM is transferable and that it could contribute to resolve key rail challenges.



DIGITAL TRAIN 2.0

The Action Digital Train 2.0 is the continuation of the successful Action Digital Train 1.0. It continues to address and to solve concrete operational open points from the Issues Log Book on train composition and real-time communication.

UIRR's aim in this project is to align all stakeholders behind the strategic intention of setting up the Q-ELETA Quality Management System (QMS) for European Combined Transport operations. Successfully completed in early 2022, the feasibility of Q-ELETA has been investigated by means of a wide stakeholder consultation. A clear demand for better quality management in the entire CT market has been expressed. Stakeholders expect that Q-ELETA will lead to increased predictability and, for the long-term, punctuality. The output of this analysis has been integrated into a new CEF proposal under the coordination of UIRR.



COMBINE

COMBINE

The COMBINE project, which ended in June 2021, explored the potential of Combined Transport in the Baltic Sea Region. The last task undertaken by UIRR for the project was the design of a database on national rules applicable to Combined Transport.

AEROFLEX



The objective of the H2020 project AEROFLEX is to develop and demonstrate new technologies, concepts and architectures for complete vehicles with optimised aerodynamics, powertrains and safety systems, and flexible and adaptable loading units. The intermodal compliance of the new features was ensured in the project by UIRR. In this context, with the support of CFL and UIC, an intermodal test was carried out on the line Bettembourg-Le Boulou. The mounted devices did not show any deformation or damage during the railway transport. In addition, loading tests on four various rail systems have been performed at the terminal Bettembourg. The trailer could meet the requirement for rail loading only on one system (Modalohr) whereas, for the other three, adjustments are necessary to the lower part of the fitted devices.

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

FENIX



FENIX (European Federated Network of Information eXchange in LogistiX) is a 3-year-long Connecting Europe Facility project aiming to support the development, validation and deployment of the digital information systems along the TEN-T Core Network. It will develop an architecture for data sharing of digital corridor information systems serving the European logistics sector.

UIRR participates in the use cases on e-gates and on intermodal B2A exchanges within the Dutch pilot site: (i) UIRR develops the ILU Single Reference Database and the CT Code Management Platform compiling all necessary codes for an easy CT data exchange. (ii) UIRR coordinates a business case on the digitalisation of the information exchange related to dangerous goods and waste.

More information on <https://fenix-network.eu>

PLANET



PLANET, co-funded under the H2020 program, addresses the challenges of emerging global trade corridors on the TEN-T network and ensuring effective integration of the European context into the Integrated Green EU-Global Transport and Logistics Network (EGTN).

UIRR conducted a detailed analysis of the possible impacts of international, European and national legislative/policy initiatives (TEN-T regulation, Maritime Single Window, Rail Freight Corridor,...) on the development of the EGTN. As part of the Living Lab 2 (railway-related demonstrator to enhance transcontinental transport from Europe to Asia, UIRR has developed, with the support of its subcontractors Consilis, Hupac and VTG, the technical specifications of a shared document platform for which Block-Lab is responsible. Initiated in 2021, UIRR will continue to organize a regular intercontinental platform with key actors of the market.

UIRR Services

RFP

www.railfacilitiesportal.eu



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

The Portal is operated by RNE with the support of UIRR. Both associations are committed to develop the RFP jointly further by actively participating in its governance, administration, technical, functional and data quality management. The Portal contains more than 16,000 facilities, has attracted more than 20,000 visitors last year and registered more than 400 users. These positive figures are the result of numerous communication actions performed in 2021 by both organisations.

A market research study has been launched in 2021 to analyse and evaluate the business needs of all relevant stakeholders and to develop recommendations on the best possible business scenarios and models. It is vital for the sustainable future of the portal to transform it into a community platform integrated into an existing environment. For this reason, RNE and UIRR have decided to integrate the RFP into a larger digital project known under the acronym DRIIS (Digital Railway Infrastructure Information System). A public tender has been launched and the selection of the IT service provider will be effective by June 2022. UIRR is member of the evaluation committee.



ILU-CODE

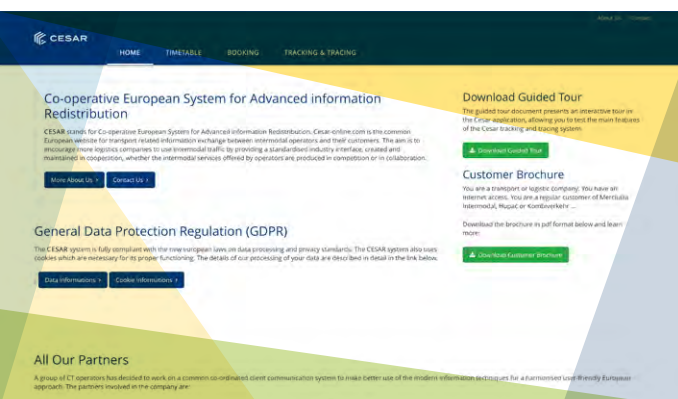
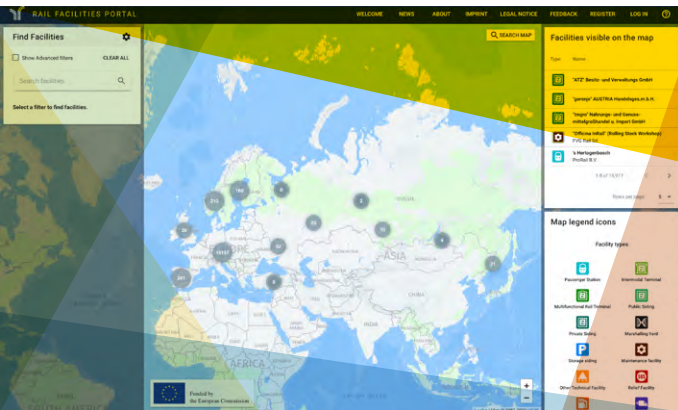
www.ilu-code.eu



Intermodal Loading units such as non-ISO containers (swap bodies) and semi-trailers (craneable or not) must be identified with a unique identification code: the so-called ILU-Code which has been introduced in the EN 13044-1.

The application offers a large variety of services: from the reservation of an owner-key, production of physical labels (stickers and/or metal), calculation of the check digit to the consultation of the public register of all valid owner-keys and the use of specific webservices. In the future release - to be expected in September 2022 - additional functionalities such as new payment methods, improved webservices and the ILU Single Reference Database will be implemented.

UIRR has been named the official Administrator of the ILU-Code Owner-key in 2011. More than 1050 owner-keys have been reserved by owners and keepers of intermodal loading units.



CESAR www.cesar-online.com

CESAR stands for “Co-operative European System for Advanced Information Redistribution” between Combined Transport operators and their customers. As a single access point, CESAR provides the most up-to-date status information on trains, wagons and intermodal loading units used in Road-Rail Combined Transport.

The IT-Service company CIS SCRL - CESAR Information Services, based in Brussels, ensures the functioning of the CESAR system, coordinates the integration of further operators and is responsible for the set-up of functionalities for trans-European communication with the customers (B2B communication) and amongst the CT operators. UIRR is responsible for the overall administration of the company.

EDIGES & CODE MANAGEMENT

The digital transformation of Combined Transport relies on a strong integration of all CT stakeholders based on common reference files and data exchange standards.

UIRR promotes and disseminates the EDIGES CT data exchange format. The objective of EDIGES is to realize a standard communication system to integrate all actors in intermodal logistics chain and information related to every single process of the CT chain (booking, first/last mile road operations, terminal activities, train running information and ETA/ETP).

EDIGES is managed and developed by a specific EDIGES Consortium (info@ediges.org) where members are represented by intermodal operators such as Kombiverkehr, Hupac and Mercitalia Intermodal. The version 3.3.2 is the last published version whereas the new version 4.1 released at the end 2022 will be TAF TSI compliant.

EDIGES is based on standardised codes defined by UIRR and other official institutions (terminals, customers, damages, ILU codes, dangerous goods...) and is the standard for automatic integration of transport information with third-party systems such as CESAR, RNE TIS, KV 4.0... UIRR is currently developing a platform as a one-stop-shop for all relevant codes used in CT operations.

UIRR Galaxy

Growing together

PARTNERS



UIRR OPERATORS



INDUSTRY ASSOCIATION PEERS

MOU PEERS



UIRR TERMINALS



European
Logistics
Platform



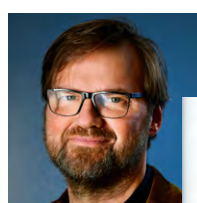
GOVERNMENTAL BODIES

The year of UIRR

UIRR is the European industry association of Combined Transport. The association binds together Combined Transport Operators, Transshipment Terminal Managers, technology providers and various associations committed to coordinate the development of intermodal freight transport in Europe. UIRR and its allies collectively pursue the mission of advancing the development and actively promoting competitive zero-carbon Combined Transport for Europe.

BOARD OF DIRECTORS

The Board of Directors serves on a mandate until May 2024.



Ben Beirnaert
Managing
Director,
COMBINANT



Bernhard Ebner
CEO, Rail Cargo
Operator



**Thibault
Fruitier**
CEO, Novatrans/
Greenmodal



Peter Kiss
CEO,
METRANS



Alexander Ochs
CEO, Kombiverkehr

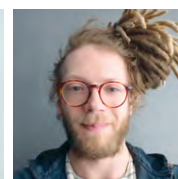
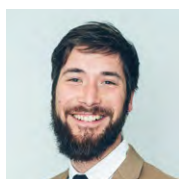


**Ralf-Charley
Schultze**
President,
UIRR



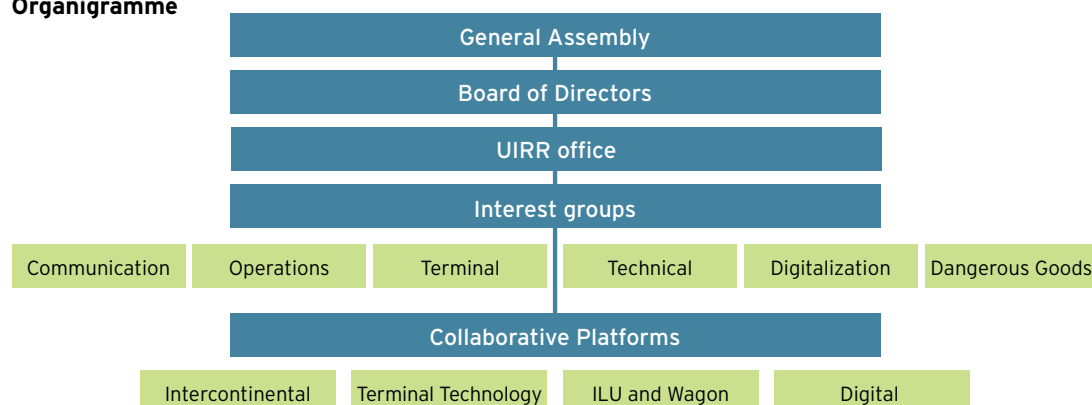
Michail Stahlhut
CEO, Hupac

THE UIRR TEAM



From left to right: Mateusz Nowak, Digital Project Officer, Ákos Érsek, Chief Policy Advisor, Ralf-Charley Schultze, President, Pekiye Biçici, Assistant to the Management, Eric Feyen, Technical Director, Mattia Liseri, Project officer

Organigramme



HIGHLIGHTS OF 2021

2021 was the second year of the pandemic, predominantly spent in distance working, online meetings and videoconferencing. The most notable developments were:

- Repeated JNS meetings to discuss the reactive measures to two safety incidents [see p.10]
- Project completions: ICONET Project and COMBINE Project [see p.17]
- Rail Facilities Portal development sessions such as the Governance Board and Technical Change Control Board [see p.18]
- A year of studies: on craneability of trailers, on the carbon emission and energy efficiency of contemporary Combined Transport operations, on zero-carbon Combined Transport, Rail Collaborative Decision Making, the impact of new EU road haulage rules on Combined Transport, Combined Transport in view of the European Green Deal
- CACTUS Project completion and issuance of final report and dedicated ERA Working Party launch [see p.10]
- CEN TC119 meetings on the revision of EN13044
- First meeting of the PLANET Project Inter-continental Platform [see p.17]
- Events: The EU Year of Rail activities and Freight Event, Charging for the access to state-owned transport infrastructure
- Launching of the CT4EU Campaign at the European Intermodal Summit Conference [see p.5]
- Regional events: Nordic Seminar, Journée du Transport Combiné, Combinet Tagung, Club Feroviar Railway Days, Ferrmed Conference, SGKV Teminaltag
- Crisis management: COVID impact, extreme weather, port-congestion and works-related traffic congestion and energy crisis
- The issuance of 22 position papers and press releases, as well as 4 studies
- Recruitment of 3 new members, 4 new technology partners and 7 new MoU Peers

ING. EUGENIO MUZIO

31 January 1944 - 5 May 2022

UIRR has lost one of its greatest supporters and a friend.



UIRR had to share the sad news on 5 May 2022 with its members and partners of the passing of Eugenio MUZIO. UIRR has lost one of its Pillars, an unwavering supporter of Combined Transport, to which he dedicated his whole life. Up until recently, he was working on several projects for our sector.

His name is indeed inextricably linked to that of Combined Transport. Eugenio MUZIO was the General Manager of CEMAT from 1976 to 2006 and Director of the consulting company COMBITEC. He was also Chairman of UIRR between 2003 and 2009, and president of the INTERUNIT Technical Commission until 2009.

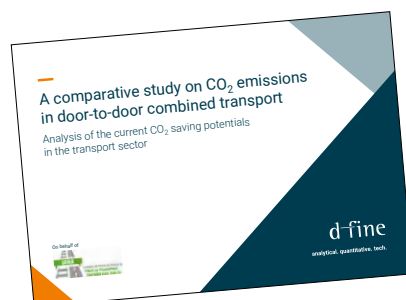
We at UIRR will continue the work in his spirit and remember him for his tenacious character, direct and lively, and as someone always ready to lend a hand. We are grateful for all that he brought and taught us.



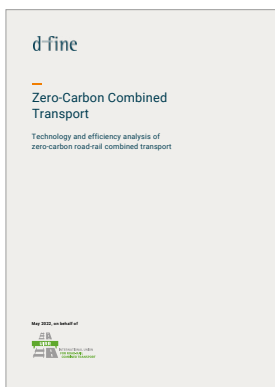
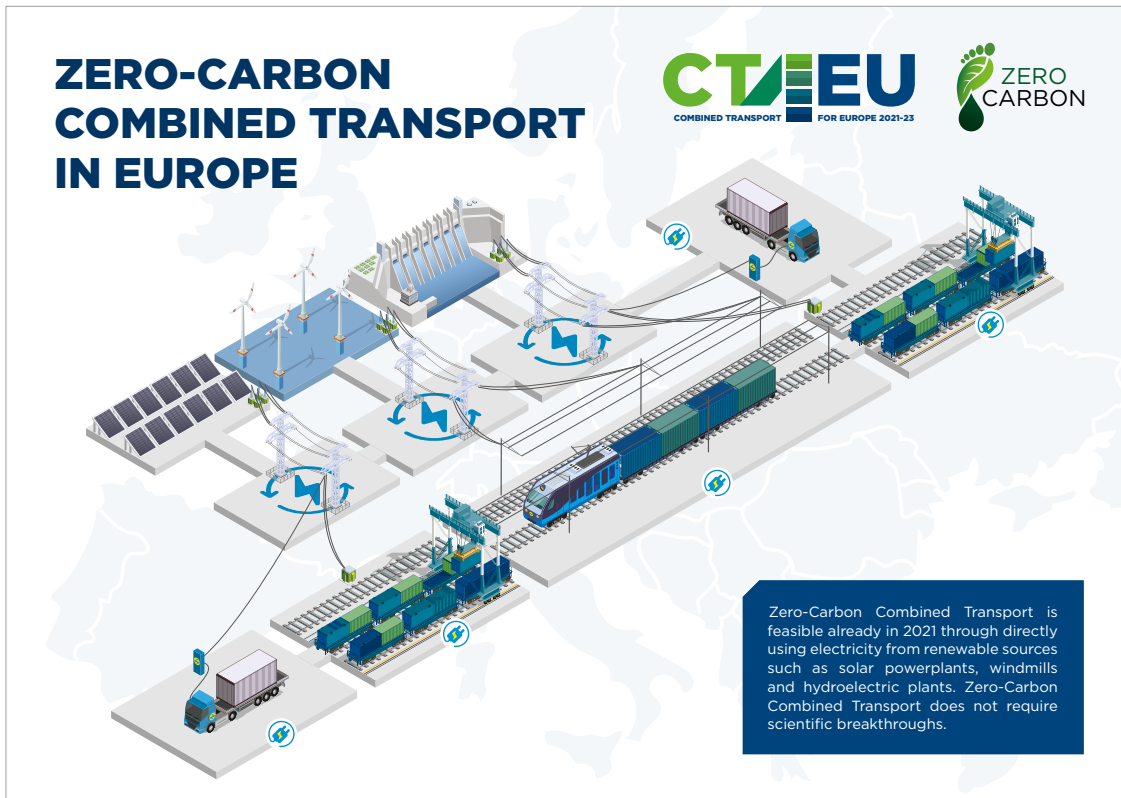
THE COMBINED TRANSPORT FOR EUROPE CAMPAIGN

www.CT4EU.eu

Door-to-door Combined Transport is the future of freight transport in Europe. Through the intelligent interconnection of rail, road and waterways, intermodal freight transport stands for a sustainable greenhouse gas reduction of up to 90% and a reduction of energy demand of up to 70%. At the same time, intermodal transport leads to better working conditions for truck drivers and sustainable relief of congested roads and their residents. Zero Carbon Combined Transport (ZCCT) will deliver the decarbonisation of inland freight transport on a well-to-wheel basis by 2050. The study, based on deep interviews with top level decisionmakers at 25 European intermodal actors, as well as on data analysis, has been conducted in the second half of 2021.



The study on the Energy Efficiency and Carbon Footprint of Contemporary Combined Transport - by consulting company d-fine GmbH of Frankfurt Germany has effectively been an update of the PACT study of 2003. The new study, unveiled in November 2021, found that the energy efficiency of door-to-door Combined Transport grew substantially since 2003: Combined Transport uses up to 70% less energy per tonne-kilometre than its unimodal long distance trucking alternative. The carbon footprint of Combined Transport may be as much as 90% smaller at the same time.



A second study was completed by d-fine GmbH and published in May 2022 on the technical feasibility and comparative performance of Zero-Carbon Combined Transport. The study found that the technologies and products needed to fully electrify door-to-door combined transport, enabling it to be efficiently powered by renewable electricity, are all available today. The comparative performance of zero-carbon door-to-door Combined Transport exceed that of the promoted alternatives, especially hydrogen-powered unimodal trucking.

The CT4EU Campaign has commenced with the publication of the first study in November 2021 and will accompany the European legislative dossiers on the revision of

- the TEN-T Guidelines Regulation,
- the State Aid Guidelines Regulation,
- the Rail Freight Corridor Regulation and
- the new CountEmissionsEU Regulation, as well as
- the Combined Transport Directive and
- the Weights and Dimensions Directive

National Delegations of intermodal stakeholders will convey the capabilities of Combined Transport in Member State capitals in parallel to UIRR leading the communication effort towards the European Commission and Parliamentarians within the Brussels bubble. Sponsorship by intermodal technology producers and shippers committed to using intermodal transport will aid the effort.

Member Company Information



ADRIA KOMBI D.O.O.

Tivolska 50
SLO - 1000 Ljubljana
Tel.: +386 1 23 45 280
Fax: +386 1 23 45 290
infor@adriakombi.si
www.adriakombi.si

Activities: UCT - RoMo - RSO - RH - ECM
Agency: SI
Total traffic: 239,784 TEU
Revenue: € 37 million



ALPE ADRIA S.P.A.

Via S. Caterina da Siena, 1
I - 34122 Trieste
Tel.: +39 040 9712 611
amministrazione@alpeadria.com
www.alpeadria.com

Activities: UCT - RoMo
Agency: IT
Total traffic: 132,228 TEU
Revenue: n/a



AMBROGIO TRASPORTI S.P.A.

Via Tognasca 5
I - 21013 Gallarate
Tel.: +39 0331 707 500
Fax: +39 0331 776 366
ambrogio@ambrogiointermodal.com
www.ambrogiointermodal.com

Activities: UCT - TTM - RH - ECM
Agencies: IT - BE - FR - DE
Total traffic: 107,800 TEU
Revenue: € 87 million



BALTIC RAIL AS

Tulika 15/17
EE - 10613 Tallinn
Tel./Fax: +372 661 3118
Booking@BalticRail.com
www.balticrail.com

Activity: UCT
Agencies: PL - SLO
Total traffic: 15,000 TEU
Revenue: n/a



BOHEMIAKOMBI, SPOL. S R.O.

Opletalova 6
CZ - 113 76 Praha 1
Tel.: +420 2 42 444 560
Fax: +420 2 42 444 924
info@bohemiakombi.cz
www.bohemiakombi.cz

Activity: UCT
Agencies: CZ - SK
Total traffic: 3,704 TEU
Revenue: € 5.4 million



CARGOBEAMER AG

Kreuzstraße 12
D - 04103 Leipzig
Tel.: +49 (0) 341 652339 - 00
info@cargobeamer.com
www.cargobeamer.com

Activities: UCT - RSO - ECM - TTM
Agencies: DE - FR - IT - CH
Total traffic: 52,048 TEU
Revenue: n/a



CFL INTERMODAL S.A.

100, Z.A.E. Wolser E
L - 3437 Dudelange
Tel.: +352 4996-0001
Fax: +352 4996-0150
info@cfl-intermodal.lu
www.cfl-intermodal.lu

Activity: UCT
Agency: LU
Total traffic: 178,942 TEU
Revenue: n/a



CFL TERMINALS S.A.

100, Z.A.E. Wolser E
L - 3437 Dudelange
Tel.: +352 4996 - 0001
info@cfl-terminals.lu
<https://www.cfl-mm.lu/fr-fr/organisation/cfl-multimodal/cfl-terminals>

Activities: TTM - UCT - Rail
Motorway
Agency: LU
Total handlings: 179,040 units
Revenue: n/a



COMBIBERIA S.A.

Rafael Herrera, 11 Pta 203
E - 28036 Madrid
Tel./Fax: +34 91 314 98 99
info@combiberia.com
www.combiberia.com

Activity: UCT
Agency: ES
Total traffic: 56,070 TEU
Revenue: € 4.532 million



COMBINANT NV

Scheldelaan 800 - haven 755
B - 2040 Antwerpen
Tel./Fax: +32 3 250 62 62
info@combinant.be
www.combinant.be

Activity: TTM
Agency: BE
Total handlings: n/a
Revenue: n/a



CTE CONTAINER TERMINAL ENNS LTD.

Ennshafenstrasse 45
AT - 4470 Enns
Tel.: +43 7223 81347
customer-service@ct-enns.at
www.ct-enns.at

Activity: TTM
Agency: AT
Total traffic/handlings: n/a
Revenue: n/a



DELTA 3 SPL

7 Boulevard Louis XIV
F - 59000 Lille
Tel.: +33 3 281 690 70
delta@delta-3.com
www.delta-3.com

Activities: UCT - TTM - ECM
Agency: FR
Total handlings: 132,204 units
Revenue: n/a



DELTA RAIL

345 rue Louis de Broglie
F-13100 Aix-en-Provence
Tel.: +33 4 42 70 71 80
<https://www.deltarail.fr>

Activity: UCT
Agency: FR
Total handlings: 4.567 TEUs
Revenue: n/a

DELTA RAIL joins UIRR! As an innovative operator that offers solutions for rail transport, sea containers, swap bodies, craneable semi-trailers and wagon groups, DELTA RAIL makes it a point of honour to satisfy its customers and, through its activities, works daily towards the ecological transition.

Bernard Meï, President



DUSS GMBH

Am Kümmerling 24
D - 55294 Bodenheim
Tel.: +49 6135 81 91 - 0
duss-zentrale@deutschebahn.com
<https://www1.deutschebahn.com/ecm2-duss>

Activities: TTM - RoMo
Agency: DE
Total handlings: 3,1 million TEU
Revenue: € 88 million



EAST-WEST GATE
INTERMODAL TERMINAL
HUNGARY

EAST-WEST INTERMODALIS LOGISZTIKAI ZRT.

Robert Karoly avenue 59
H - 1134 Budapest
Tel.: +36 1 431 0221
info@eastwestil.com
<https://eastwestil.com/en>

Activity: TTM
Agency: HU
Total traffic/handlings: n/a
Revenue: n/a



FELB LTD.

Rivergate Handelskai 92 Gate 2/3.
OG/TOP G
A - 1200 Vienna
Tel.: +43 (1) 890 63 39 0
Fax: +43 (1) 890 63 39 63
sales@felb.world
www.felb.world

Activity: UCT
Agencies: DE - PL
Total traffic: 96,958 TEU
Revenue: n/a



GRAND PORT MARITIME DE MARSEILLE - GPM

23, place de la Joliette
F - CS 81965 - 13226 Marseille
Cedex 02
Tel.: +33 4 91 39 40 00
ecoute.clients@marseille-port.fr
<https://www.marseille-port.fr>

Activity: maritime port
Agency: FR
Total traffic/handlings: n/a
Revenue: n/a



GYSEV CARGO ZRT.

Mátyás király utca 19.
H - 9400 Sopron
Tel.: +36 99 577 206
Fax: +36 99 577 401
info@gysevcargo.hu
www.gysevcargo.hu

Activities: RU - TTM - UCT - RSO - RH
Agency: HU
Total traffic: 162,788 TEU
Revenue: n/a



HUPAC GROUP

Viale R. Manzoni 6
CH - 6830 Chiasso
Tel.: +41 588558000
Fax: +41 588558001
info@hupac.com
www.hupac.com

Activities: UCT - TTM - RSO - ECM - RU - CA
Agencies: BE - CH - DE - IT - RO - PL - NL - RU
Total traffic: 1,9 million TEU
Revenue: € 502 million



HUPAC INTERMODAL NV

Albert Plesmanweg 107C
3088 GC Rotterdam
Tel.: +31 10 495 25 22
Fax: +31 10 495 0915
info.nl@hupac.com
www.hupac.nl

Activity: UCT
Agency: NL
Total traffic: 245,904 TEU
Revenue: n/a



INTERPORTO BOLOGNA SPA

Via Santa Maria in Duno
IT - 40010 Bentivoglio (BO)
Tel.: + 39 051 291 3011
Fax: +39 051 221 505
info@bo.interporto.it
<https://www.interporto.it>

Activity: UCT
Agency: IT
Total handlings: 5,000 units
Revenue: n/a



JOHN G RUSSELL LTD.

Deanside Road, Hillington,
Glasgow. G52 4XB UK
Tel./Fax: +44 141 810 8200
sales@johngrussell.co.uk
www.johngrussell.co.uk

Activities: UCT - TTM - RH
Agency: UK
Total handlings: 40,392 units
Revenue: £69 million



KOMBIVERKEHR GMBH & CO. KG

Zum Laurenburger Hof 76
D - 60594 Frankfurt
Tel./Fax: +49 69 79 50 50
info@kombiverkehr.de
www.kombiverkehr.de

Activities: UCT - TTM - RSO - ECM - RU
Agencies: AT - BE - CZ - DE - ES - IT - NL - SE - TR
Total traffic: 1,72 million TEU
Revenue: n/a



KOMBI-TERMINAL LUDWIGSHAFEN GMBH - KTL

Am Hansenbusch 11,
D - 67069 Ludwigshafen/Rhein
Tel./Fax: +49 621 659 13 0
info@kti-lu.de
www.kti-lu.de

Activity: UCT
Agency: DE
Total handlings: 366,860 units
Revenue: € 31 million



LANFER LOGISTIK GMBH

Dieselstraße 10
D - 49716 Meppen
Tel.: +49 5931 8002-0
info@lanfer-logistik.com
<http://www.lanfer-logistik.com>

Activity: TTM
Agencies: DE - BE - IT - ES
Total traffic/handlings: n/a
Revenue: n/a



LINEAS INTERMODAL NV

4 Roderveldlaan
B - 2600 Berchem
Tel.: +32 3 270 27 00
Fax: +32 3 226 26 26
sales.im@lineas.net
www.lineasintermodal.net

Activities: UCT - TTM - ECM - CA - RH - RSO
Agencies: BE - NL - FR - DE - IT - ES
Total traffic: 567,802 TEU
Revenue: n/a



LUGO TERMINAL S.P.A.

Via della Dogana 5
I - 48022 Lugo (RA)
Tel.: +39 0545 216411
Fax: +39 0545 210987
info@lugoterminal.com
www.lugoterminal.com

Activities: TTM - UCT
Agency: IT
Total traffic: 33,872 TEU
Revenue: € 18 million



MERCITALIA INTERMODAL S.P.A.

Via Valtellina 5-7
I - 20159 Milano
Tel.: +39 02 668 951
Fax: +39 02 668 00 755
www.mercitaliaintermodal.it

Activities: UCT - RSO - ECM
Agency: IT
Total traffic: 643,772 TEU
Revenue: € 194,5 million



METRANS A.S.

Podleska 926/5
CZ - 104 00 Praha 10
Tel.: +420 267 293 111
info@metrans.eu
www.metrans.eu

Activities: UCT - TTM - RSO - ECM - RU - CA - RH
Agencies: CZ - SK - PL - HU - AT - SI - IT - NL - DE - RO
Total traffic: 1,380,000 TEU
Revenue: € 490,6 million



NAVILAND CARGO SAS

26 Quai Charles Pasqua CS 10095
F - 92309 Levallois Perret Cedex
Tel.: +33 1 41 05 33 01
Fax: +33 1 40 87 08 20
contact@naviland-cargo.com
www.naviland-cargo.com

Activities: UCT - TTM - RSO - RU
Agency: FR
Total traffic: 518,000 TEU
Revenue: € 120 million



NOVATRANS

10 rue Vandrezanne - CS 91397
F - 75634 Paris Cedex 13
Tel.: +33 1 85 34 49 00
www.novatrans.eu

Activities: UCT - TTM - RSO - ECM - RH
Agencies: FR - IT
Total traffic: 346,880 TEU
Revenue: n/a



ÖBB-INFRA AG - TSA

Praterstern 3
A - 1020 Wien
vertrieb.tsa@oebb.at
infrastruktur.oebb.at

Activity: TTM
Agency: AT
Total handlings: 874,000 units
Revenue: n/a



PIMK RAIL EAD

36 Rogoshko Shose St
BG - 4003 Plovdiv
Tel.: +359 32 901 102
office@pimkrail.eu
www.pimk.eu/en

Activities: TTM - UCT
Agency: BG
Total handlings: 47,399 TEU
Revenue: € 17,043 million



PCC INTERMODAL

ul. Hutnicza 16
PL - 81-061 Gdynia
Tel.: +48 58 58 58 208
Fax: +48 58 58 58 200
sales.intermodal@pcc.eu
<https://www.pccintermodal.pl>

Activities: UCT - RU - TTM - RH
Agency: PL
Total traffic: 331,090 TEU
Revenue: n/a

In these difficult times, there seems to be need to explain the value of intermodal transport.

Unfortunately, intermodal is like health: nobody knows its taste until it breaks down.

All we need is common sense and a little effort to live a healthy intermodal life in harmony with the environment.

Dariusz Stefanski, CEO



RAIL CARGO OPERATOR

Žerotínova 1132/34
CZ - 130 00 Praha 3
Tel.: +420 220 193 200
www.railcargo.com/cs

Activities: UCT - TTM - RoMo - RSO - CA
Agencies: CZ - AUT - SK - HU
Total traffic: 1,356,596 TEU
Revenue: € 328 million



RAIL CARGO TERMINAL - BILK ZRT.

Europa utca 4.
H - 1239 Budapest
Tel./Fax: +361 2896000
info.rct.bilk@railcargo.com

Activity: TTO
Agency: HU
Total handlings: 122,144 units
Revenue: € 9,16 million



RAIL HUB TRANSYLVANIA

Vladimirescu, street Garii, no. 122
RO - 317405 Arad
Tel.: +40 746 016 044
intermodal@trsgroup.ro
railhubtransylvania.ro

Activity: TTO
Agency: RO
Total traffic: n/a
Revenue: n/a

The market increasingly depends on Combined Transport to carry grain and other produce - especially to overseas buyers.

Hence, we started our transshipment terminal to open a new gate for freight to rail transport.

Railhub Transylvania looks forward to being your partner.

Luisa Gorban, Managing Director

GLOSSARY

ACTIVITIES:

UCT: Unaccompanied Combined Transport

RoMo: Rolling Motorway

TTM: Transshipment Terminal Management

RSO: Rolling Stock Operator (owner / lessee)

ECM: Entity in Charge of Maintenance

RU: Railway Undertaking

CA: Customs Agent

RH: Road Haulage

**RAILPORT ARAD SRL**

P.O. Box 10.
RO 315200 - Curtici FN
Tel.: +40 357 100 189
Fax: +40 357 100 190
office@railportarad.ro
www.railportarad.ro

Activity: TTM
Agency: RO
Total handlings: 96,052 units
Revenue: n/a

**RALPIN AG**

Römerstrasse 3
CH - 4601 Olten
Tel.: +41 58 822 88 88
office@ralpin.com
www.ralpin.com

Activities: RoMo - ECM
Agencies: CH - DE - IT
Total traffic: 137,226 TEU
Revenue: n/a

**ROCOMBI SA**

Blvd. Dinicu Golescu 38
RO - 010873 Bucharest
Tel.: +40 21 312 23 14
info@rocombi.ro
www.rocombi.ro

Activities: TTM - UCT
Agency: RO
Total traffic: 2,880 TEU
Revenue: n/a

**SAMSKIP MULTIMODAL B.V.**

Waalhaven O.Z. 81
NL - 3087 BM Rotterdam
Tel.: +31 88 400 1000
rotterdam@samskip.com
www.samskip.com

Activities: UCT - TTM - RH
Agency: n/a
Total traffic: 124,498 TEU
Revenue: n/a

**SINDOS RAILCONTAINER SERVICES - SRS S.A**

Industrial Area of Thessaloniki
GR - 570 22 Sindos, P.O. Box 1099
Tel.: +30 2310576991
Fax: +30 2310576997
Antonia.Giannakopoulou@srs-sa.gr
<http://srs-sa.com>

Activity: TTM
Agency: GR
Total traffic: n/a
Revenue: n/a

**T3M**

11 rue Maryse Bastié - ZI de la Lauze
F - 34430 St Jean de Vedas
Tel.: +33 4 67 27 18 51
info@t3m.fr
www.t3m.fr

Activities: UCT - TTM - RH - RSO
Agencies: FR - IT
Total traffic: 228,916 TEU
Revenue: € 50 million

**TERMINAL CONTAINER ATHUS - TCA SA**

Rue du Terminal 13
B - 6791 Athus
Tel.: +32 63 38 00 20
Fax: +32 63 37 01 92
infotca@tca.be
www.tca.be

Activities: UCT - RSO - CA - RH - TTM
Agencies: BE - FR - LU - NL - DE
Total handlings: 49,333 units
Revenue: n/a

**TERMINALI ITALIA S.R.L.**

Piazza della Croce Rossa 1
IT - 00161 Roma
Tel.: +39335263220
info@terminaliitalia.it
www.terminaliitalia.it

Activity: TTM
Agency: IT
Total traffic: 887,143 units
Revenue: € 32 Million

**VIIA**

Espace Seine,
26 quai Charles Pasqua
FR - 92300 Levallois-Perret
Tel.: +33 1 56 76 75 77
www.viia.com

Activity: RoMo
Agencies: FR - ES - IT - LU
Total traffic: 292,996 TEU
Revenue: n/a

**WIENCONT CONTAINER TERMINAL GMBH**

Freudenauer Hafenstrasse 8-10
A - 1020 Vienna
Tel.: +43 1 727 72-0
office@wiencont.com

Activity: UCT
Agency: AT
Total handlings: 488,000 units
Revenue: n/a

GLOSSARY**COUNTRIES:**

AM (=Albania), AT, AZ (=Azerbaijan), BE, BG, BiH (=Bosnia), BZ (=Belarus), CH, CZ, DK, DE, EE, EL, ES, FI, FR, GE (=Georgia), HR, HU, IE, IT, LT, LU, LV, ME (=Montenegro), NL, PL, PRC (=China), PT, RO, RS (=Serbia), RU (=Russia), SI, SK, SE, TR, UK

UIRR CONSIGNMENT:

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

Partners of UIRR

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 the most performing available on the market. Camco Technologies solutions have been implemented in +250 terminals across the globe.

COMBIPASS



COMBIPASS is professional in the rental of intermodal loading units and mobile storage equipment. With more than 25 years of experience, COMBIPASS provides intermodal transporters and producers with a selection of quality equipment which meet constantly evolving demands and the latest norms whether for ADR, road, rail, barge or maritime transport.

DEN HARTOGH



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

ERMEWA



ERMEWA is a European leader in **rail wagon leasing** with the aim of ensuring the success of a rail-based supply chain. The company offers a fleet of over 45,000 railcars, which includes a high number of specialised equipment for Combined Transport, to freight forwarders, CT Operators, railways and industrial companies.

EQUIMODAL



Founded in 1992, **Equimodal** began its activity as a manufacturer of transport containers offering customization in design and small series, mainly intended for intermodal traffic. The difference in width of the European pallet with respect to the ISO pallet maintained a market that due to its size was not especially interesting for large manufacturers until the early 2000s.

EUROWAGON



As the largest independent Polish railway car pool, our mission 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.

GATX RAIL EUROPE



GATX Rail Europe operates a fleet of more than 23,200 tank and freight wagons in Europe. The company is present in the most important railway markets in Europe. We do not follow market developments - we want always to be one step ahead. GATX operates two own plants for maintenance and construction of new freight wagons.

HACON



HACON provides cutting-edge **software solutions for public transportation, mobility and logistics**. The consulting department assists its customers with projects in rail freight transport and Combined Transport in particular.

KRONE



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

LIS



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

LOHR INDUSTRIE



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

MENLO79



At **Menlo79**, our mission is to help companies successfully implement digital projects and create sustainable business value through outstanding solutions. From the development of a strategy and roadmap to solution design along the core problems to flexible software development and the transformation of your processes, we offer you everything from a single source.

MFD RAIL



As team of intermodal specialists, we provide a modern, highly available intermodal wagon fleet and focus on the procurement, rental and maintenance of intermodal wagons. We build our business from scratch, this enables us to focus all resources exclusively on the intermodal business to offer the customer "intermodal tailor-made" and cost-efficient services.

MODALIS



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

RAILWATCH



RailWatch is a German company specialised in providing solutions for the predictive maintenance of freight wagons using advanced sensor technology.

RailWatch also designs and installs photogates at intermodal terminals.

SCHMITZ-CARGOBULL



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

TRANSPOREON

Our mission is to bring transportation in sync with the world! We power the largest global freight network of 1,200 shippers, 100 large retailers plus 120,000 logistic service providers and carriers. They execute about 100,000 transports per day and tender about €20bn freight volume per year - 60% land, 30% ocean, 10% air.

UNIT45



UNIT45 concentrates its activities on the **development, construction, financing and delivery of 45-foot containers** meeting the specific requirements of the client. The 45-foot container concept is considered to be the most efficient solution in European intermodal logistics.

VTG RAIL EUROPE



VTG is the largest private **wagon leasing company** in Europe with 80,000 freight wagons made up of about 1,000 different wagon-types. A large portion of the VTG fleet are intermodal wagons designed for the transport of containers, swap bodies and craneable semi-trailers.

WECON



WECON is a specialist in **commercial vehicles and container technology for the transportation of goods by road and rail**. The company is one of the leading manufacturers of swap bodies and trailers for intermodal transport.

MoU Peers



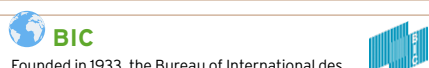
Allianz pro Schiene is a non-profit and independent association. Our mission is to promote eco-friendly and safe rail traffic. We work on the German national level, with European orientation.



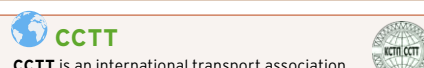
ASSOFERR was formed in 2000 by merging the two associations ASSOCARRI and SUNFER to better represent the railway wagon keepers and railway operators. In 2002 ASSOFERR also took over the inheritance of ASSOCOMBI.



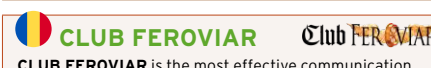
Founded in 1947, **Assologistica** is the associative reality of logistics companies, general and refrigerated warehouses, port, interport and airport terminal operators. Assologistica guarantees a 360° logistic integration.



Founded in 1933, the Bureau of International des Containers is a neutral, non-profit international organization promoting safe, secure and sustainable expansion of containerization and intermodal transportation. **BIC** enables professional dialogue amongst its members, standards bodies, governments and industry organizations.



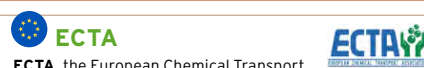
CCTT is an international transport association aiming to attract transit and foreign trade cargo on Trans-Eurasian routes through the territory of Russia, including on the ITC East-West, North-South.



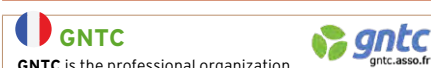
CLUB FERROVIAR is the most effective communication tool of the railway business environment in Romania, tailored for the specific needs of railway professionals and investors in order to provide them with the latest news and information on the market. The emphasis is put on the national and international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



CombiNet was founded in 2007 by more than 30 companies from all sectors of combined transport in Austria. The association's mission is to represent the interests of combined transport, strengthen networking between members, provide information to the media and the public and improve the conditions for CT.



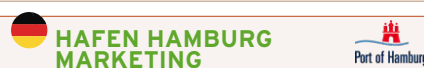
ECTA, the European Chemical Transport Association, speaks for the chemical transport industry to all its stakeholders and organises the Responsible Care Initiative for the European land transport industry. The association provides the chemical transport industry with a voice at the EU level.



GNTC is the professional organization of Combined Transport stakeholders in France and aims to defend the interests of its members and to promote combined transport with the European Community, public authorities, transport, shippers and the general public.



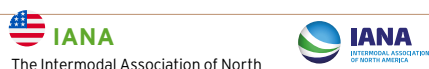
Groupeement Fer brings together Swiss freight forwarding and logistics companies to handle the transport of goods between the North Sea and Mediterranean ports and Switzerland by using the environmentally friendly railway mode which includes Combined Transport.



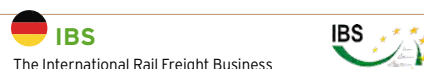
For more than 35 years, we, Hafen Hamburg Marketing e.V. (**HHM**), have been helping to strengthen the competitive position of the Port of Hamburg and the ports of the metropolitan region through competent location marketing.



The Croatian Chamber of Economy proposes to State Authorities incentive regulations to develop Combined Transport and solutions for CT operations, tariffs, legal regulators, transport cost methodologies, and cooperation with educational and scientific institutions, national and international organisations.



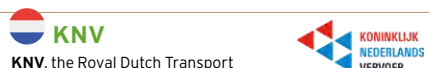
The Intermodal Association of North America, **IANA**, represents the combined interests and promotes the benefits of the intermodal freight transportation industry in North America. IANA educates industry stakeholders, provides a neutral discussion forum and positively influences the legislative and regulatory environment.



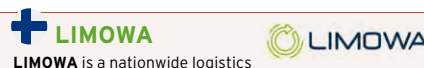
The International Rail Freight Business Association (**IBS**) aims to create framework conditions to promote the position of companies interested in rail freight and Combined Transport: promoting, improving the capacity of railways, standardization and simplification of its legal foundations, bundling of users of EU rail freight.



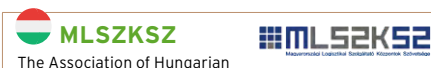
Since 1995, the **Land Transport Economic Chamber**, an organization of economic self-government, operates under the Act on Chambers of Commerce. It aims to protect the interests of member companies and to cooperate with national and EU institutions in the field of regulations on rail transport and investments.



KNV, the Royal Dutch Transport Federation, is the umbrella organization for professional passenger transport and rail freight in the Netherlands. KNV Rail Freight Transport promotes the use of more rail freight, including Combined Transport, to make Dutch transport and logistics more sustainable and safe.



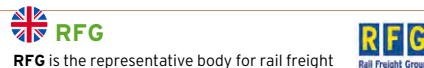
LIMOWA is a nationwide logistics development and cooperation network. Our members are companies, associations, educational institutions, other public bodies dealing with logistics. Our mission is to promote Finnish logistics and increase competitiveness.



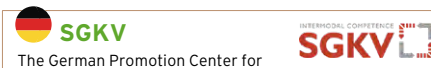
The Association of Hungarian Logistics Service Centres connects almost 90% of the logistics service centres in Hungary. **MLSZKSZ** is the only association in this country that represents all aspects of the service chain, including numerous intermodal stakeholders.



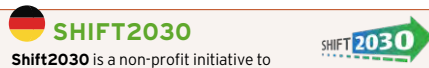
Netzwerk Europäischer Eisenbahnen is the industry association of private railway companies, fostering cooperation to further develop the prerequisites for fair competition and to support non-discriminatory regulations in the areas of infrastructure, energy supply, vehicles, international transport and regulations.



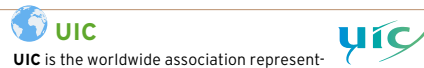
RFG is the representative body for rail freight in the UK. Membership includes rail freight operators, logistics companies, ports, equipment suppliers, property developers, support services, and retailers, construction companies and other customers, who share the mission to increase the volume of goods moved by rail.



The German Promotion Center for Intermodal Transport (**SGKV**) is a non-profit organisation founded in 1928. Grounded in its members' origins in practice, administration and science, SGKV provides a neutral platform of knowledge and communication for those who want to develop combined transport.



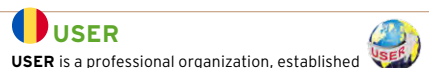
Shift2030 is a non-profit initiative to connect those who are committed to work on a modal shift from road to rail and to achieve the climate targets for 2030. Shift2030 follows a hands-on, action-oriented approach in close cooperation with the market and decision makers, focusing on demonstration and best-practices.



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



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

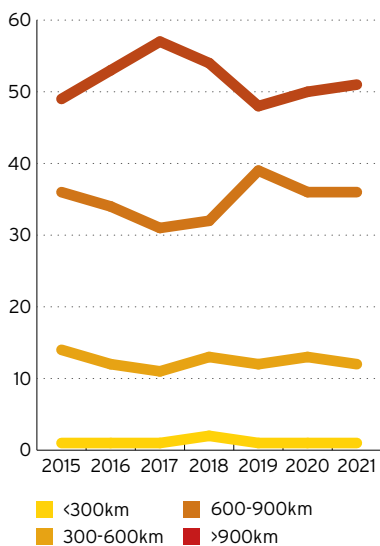


USER is a professional organization, established in 1993, which brings together companies with activities covering all modes of transport and related services, including intermodal transport operators, logistics operators and customs brokers.

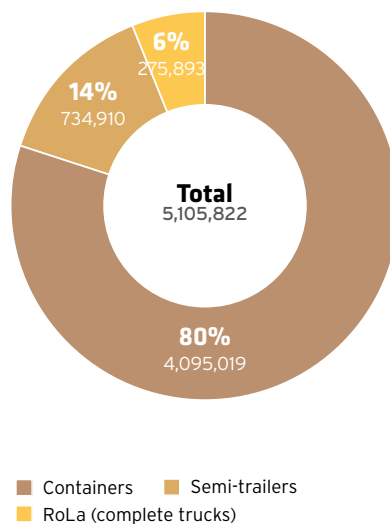


STATISTICS 2021

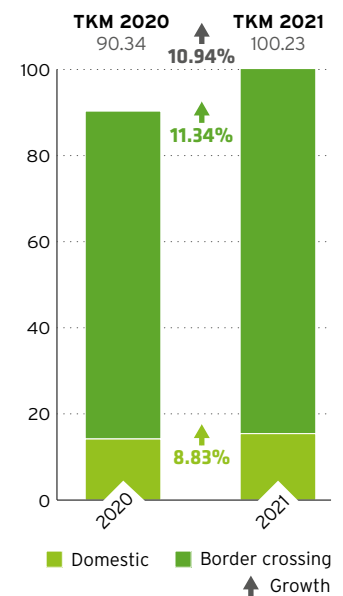
DISTANCE MATRIX (TERMINAL-TO-TERMINAL)



TYPES OF INTERMODAL LOADING UNITS (ILUS)



TONNE-KILOMETRES 2020-2021

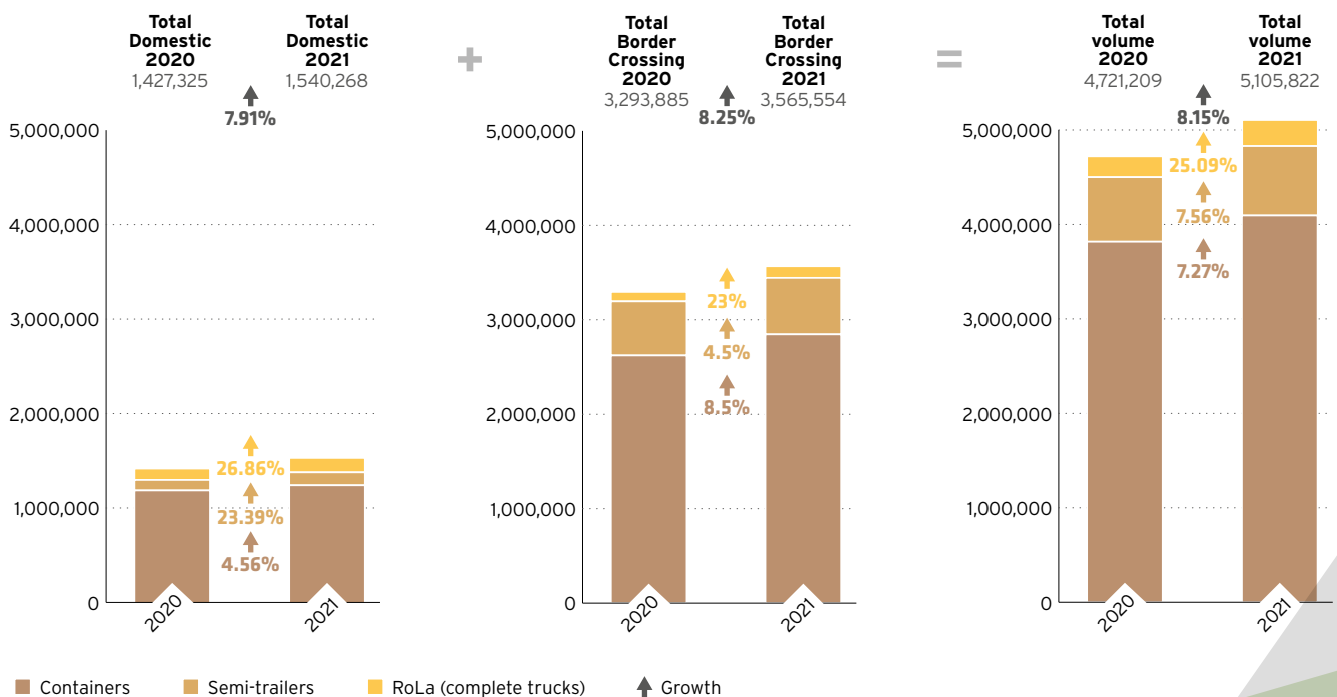


2021 OVERVIEW

Key figures		Y-o-Y change
Number of operators	27	+2
Number of trains	170,000	+8.15%
Total number consignments	5,105,822	+8.15%
Total number of TEU	10,211,643	+8.15%
Total tonne-kilometres (billion TKM)	100.23	+10.94%
Gross tonnes transported (billion tonnes)	111.91	+9.84%
Number of country relations	229	-8
Average rail distance (km)	895	unchanged

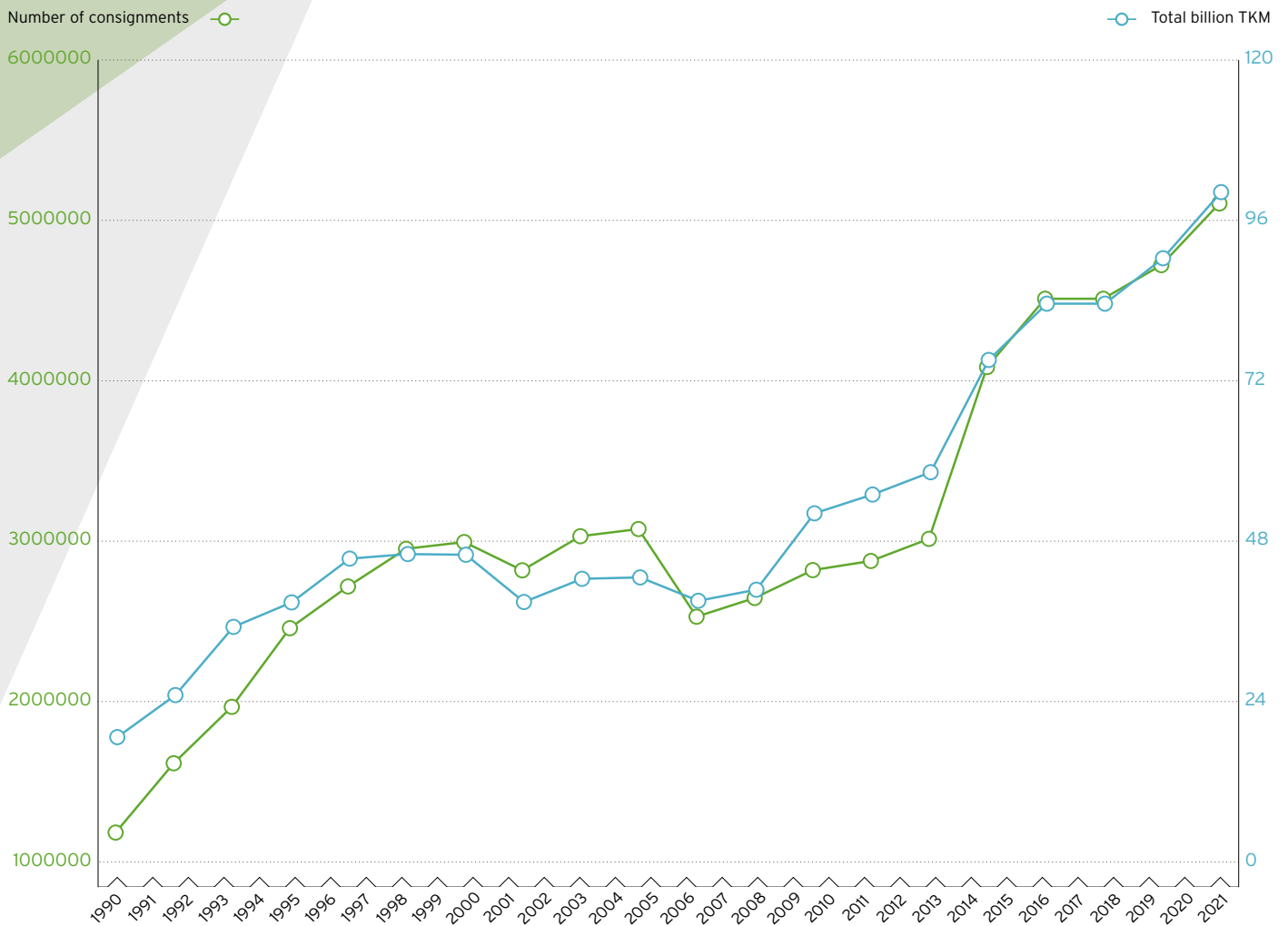
More detailed figures are available on www.uirr.com.

NUMBER OF CONSIGNMENTS TRANSPORTED 2020-2021



Evolution of Combined Transport Traffic

1990 - 2021



Country relations: most relevant changes in 2021

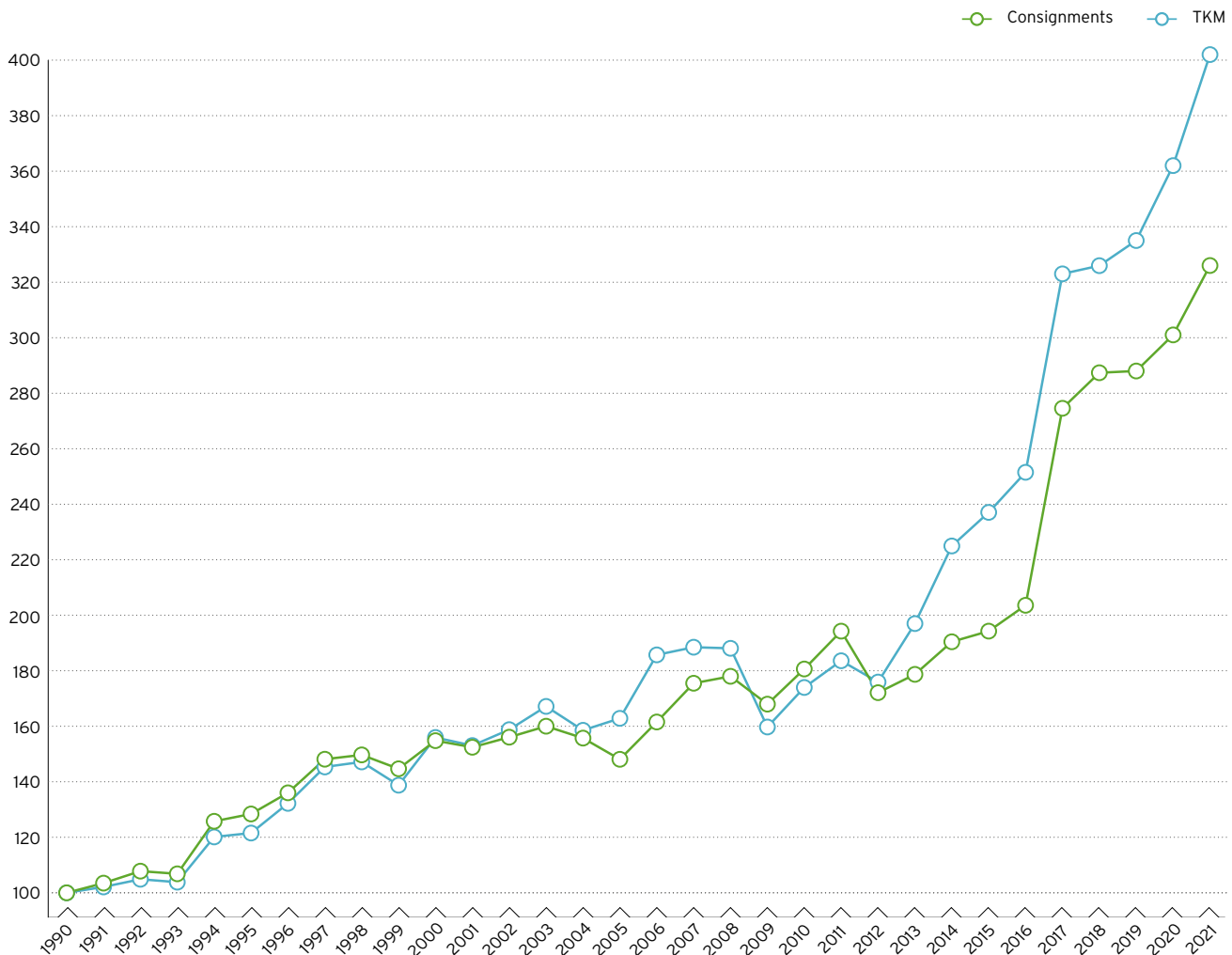
Relations	in %	in consignments
NI-PL	+3090%	+33000
DE-PL	+213%	+26000
AT-BE	+181%	+10000
BE-DE	+161%	+31000
LU-IT	+75%	+14000

Relations	in %	in consignments
LU-FR	+42%	+35000
AT-IT	+25%	+13000
BE-FR	+20%	+13000
DE-IT	+13%	+90000
DE-NL	+13%	+15000

Relations	in %	in consignments
NL-IT	+7%	+11000
BE-IT	+6%	+14000
DE-SE	-13%	-14000
BE-LU	-28%	-9000
CZ-DE	-34%	-26000

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 of the number of consignments transported and the tonne-kilometres realised by UIRR members over the years, which has been neutralised of membership effects (of companies joining or leaving the association); hence the growth rate of only those members were taken into account in one year that were able to provide data for the previous year as well. It is assumed that prevailing UIRR membership in any year since 1990 has been representative of the trends of the entire European CT sector.

GENERAL CONSIDERATIONS

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

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

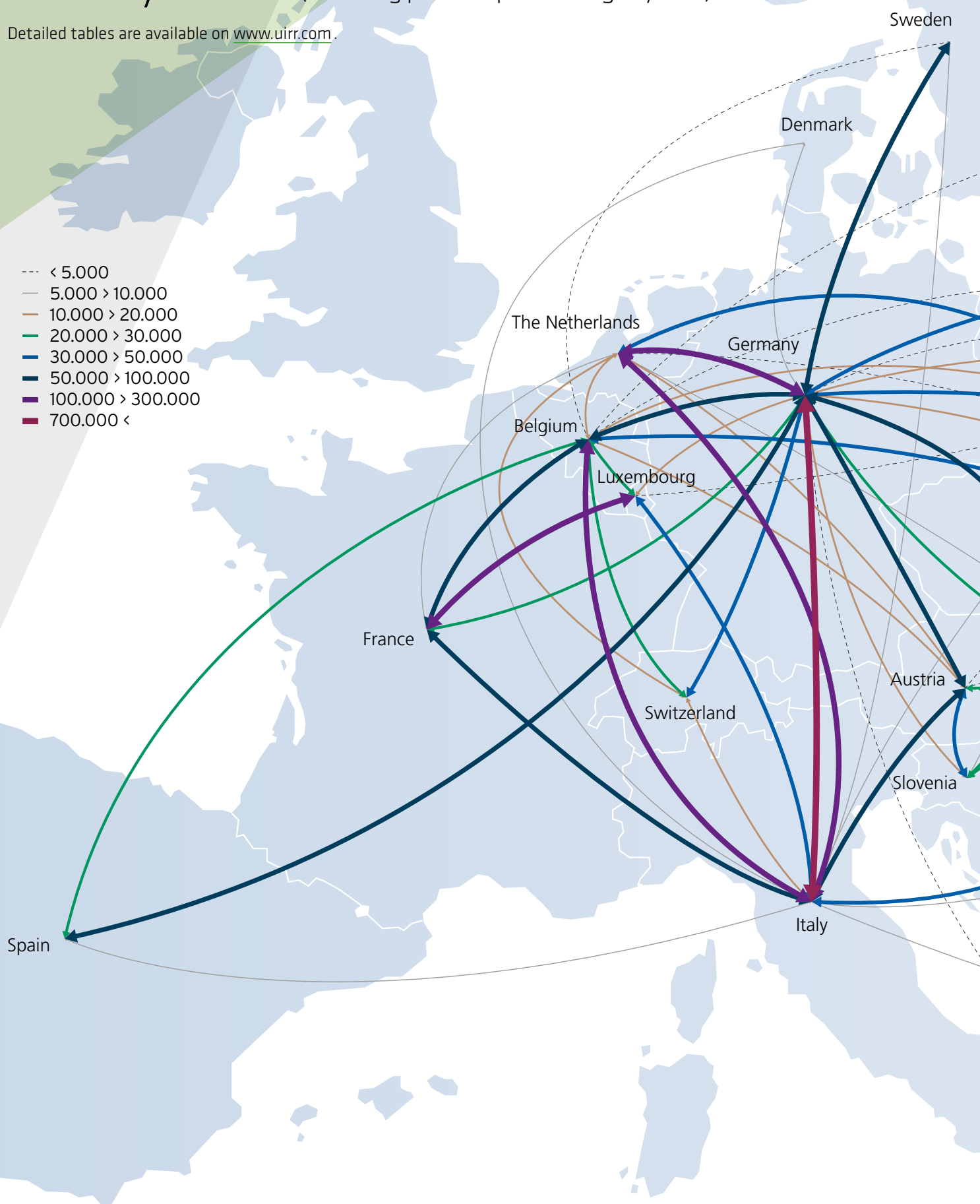
The UIRR statistics include only the rail section of the Road-Rail Combined Transport chain (terminal to terminal).

Abbreviations

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

Country Matrix (excluding pre- and post haulage by road)

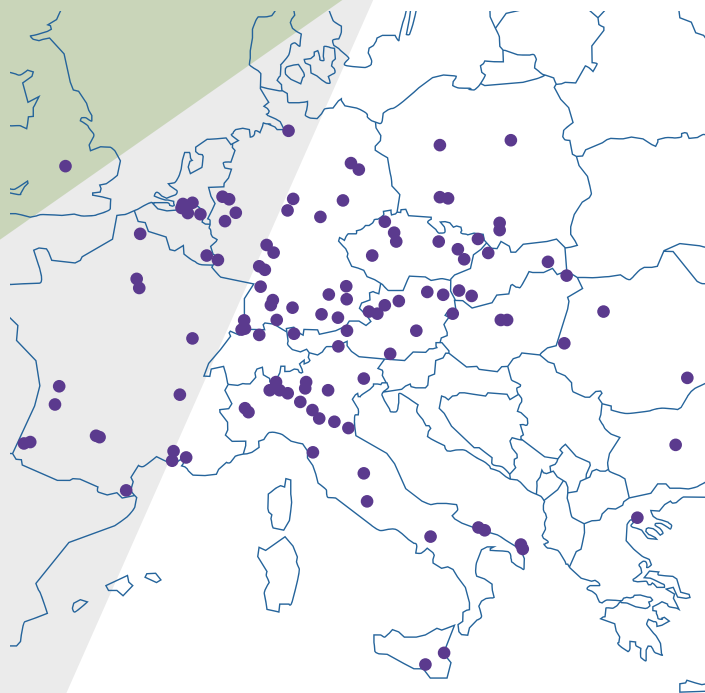
Detailed tables are available on www.uirr.com.



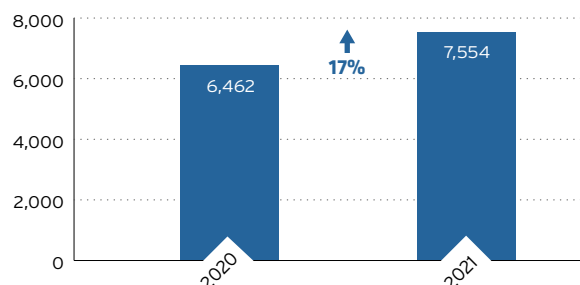


Terminals

TRANSHIPMENT TERMINALS MANAGED BY UIRR MEMBER COMPANIES



Number of units handled (in million)



Key terminal figures in 2021

Number of terminals	124
Number of scheduled trains	220,000
Number of scheduled destinations	600
Total number of handlings (in million)	7,554
Total number of tracks	480
Total number of cranes (gantry/mobile)	410
Number of RFCs involved	all

Wagons

OWNED OR UNDER LEASE BY UIRR MEMBERS

Key wagon figures in 2021

Total number of wagons	11,785
Intermodal flat-wagons	8,813
Pocket wagons	2,972

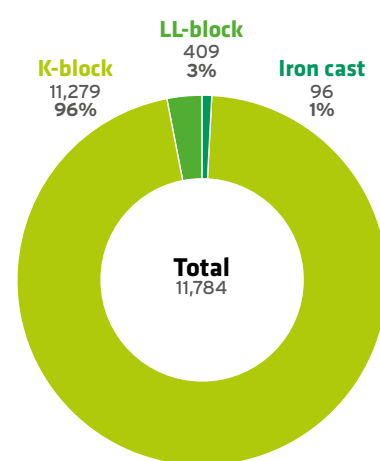
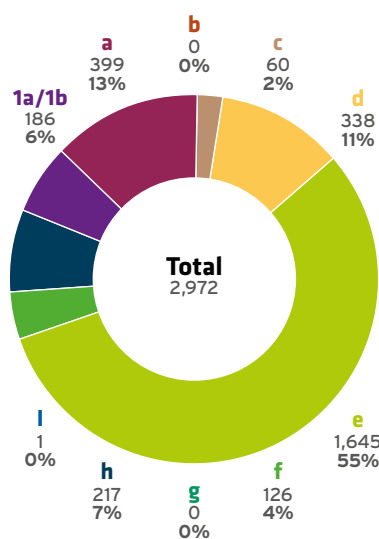
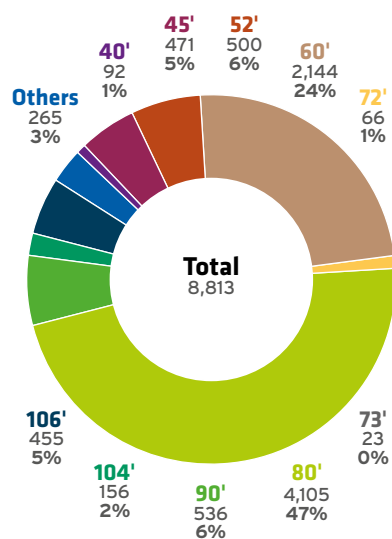
CONTAINER WAGON (PER TYPE)

+

POCKET WAGONS (PER COMPATIBILITY CODE)

=

TOTAL WAGONS (PER TYPE OF BRAKE BLOCK)



UIRR 2022

Combined Transport

Map of the codified lines for Semi-Trailers

Legend:

Width	Width
≤ 2550mm	P 22
>2550 ≤ 3600mm	P 31
	P 330 (SNCF)
	P 331
	P 349 (SNCF)
	P 364
	P 359 (SNCF)
	P 400
	P 80
	P 410

are remarks directly on the route or as

Lines without codifications for semi-trailers

The admissible edge height (cm) of the loading units

carried on the wagons are calculated as follows:

Pair Codification number added by the corner "330"

Pair Codification number is equal to the given number

(example: P400 + 400 cm)

For more information on terminals refer to the

Rail Facilities Portal <https://railfacilitiesportal.eu>

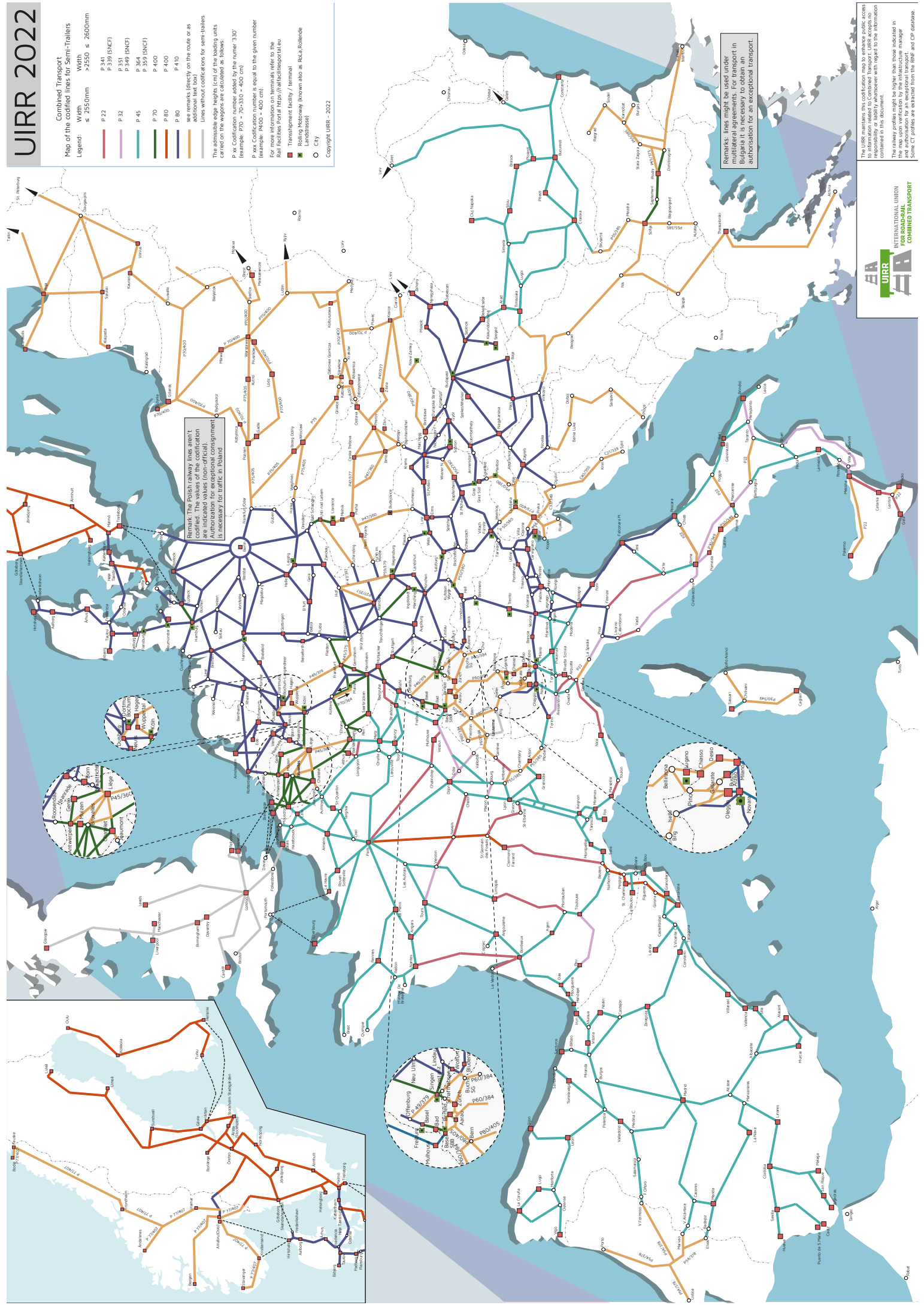
Transshipment facility / terminal

Rolling stockway (known also as Rula Rollande)

Landstrasse

City

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Remarks: lines might be used under
multilateral agreements. For transport in
Bulgaria it is necessary to obtain an
authorisation for an exceptional transport.

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INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

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