



### Brussels continues

European road-rail Combined Transport continues to look into the future positive expectations, as reflected in the UIRR CT Sentiment Index through which members signalled a mixture of neutral outlook and cautious optimism for the coming 12 months.

The new Brussels landscape - that is to emerge after the European elections in late May - will soon be settled with the selection of the European Parliament's functionaries and the rapporteurs of open dossiers. The new Commission President is scheduled to be voted upon on 16 July, whereas in a final move, the new commissioners are foreseen to be confirmed by the end of October.

The change of the European Council's Presidency has placed leadership from Greece into the hands of Italy, which is the first of a new Presidency Trio of Member States complemented by Latvia and Luxembourg. The trio programme in transport foresees until the end of 2015 the completion of the Fourth Railway Package and the conclusion of the amendment of Directive 96/53 concerning the weights and dimensions of commercial road vehicles.

The European Commission has also continued amidst all these changes, as it published several reports - road haulage, rail transport, evaluation of infrastructure charging and an update to the externalities handbook - while preparations continued on the recast of the Combined Transport Directive, 92/106, as well as the drafting of the Commission's new Freight Logistics Action Plan.

In June, the European Railway Agency (ERA) celebrated the 10-year Anniversary of its founding. During the past decade, and with the support of the sector that included UIRR, ERA delivered a meaningful contribution towards ensuring the continued safety of the railway sector, while improving its interoperability. The Fourth Railway Package will expand the roles and responsibilities of the Agency, towards which UIRR will continue to represent the interests of CT Operators, transshipment terminal managers, and ultimately every rail freight client.

The DESTINY Project held its final conference. It aimed at - among others - aiding the proliferation of the EN13044 standard which also defines the ILU-Code. The CT sector's self-imposed deadline for ILU-Code introduction on 1 July 2014 has also been reached. It may be observed with satisfaction that the marking of semi-trailers and swap-bodies which take part in European Combined Transport progressed well, as loading units not bearing a BIC- or ILU-Code become an ever rarer sight today.

UIRR held its annual general meeting in May, followed by the customary gala dinner. The six month management-transition process of the association has ended with the farewell, by prominent sector representatives, to UIRR's Director General, Martin Burkhardt. Herewith, the entire UIRR team wishes him a long and healthy retirement.

Ralf-Charley Schultze - Director General

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*Business outlook for the 12 months between 1 July 2014 – 30 June 2015*



### Save the date!

**Conference on Intermodal Transport and UIRR's Extraordinary General Assembly**

**4 - 5 December, 2014**

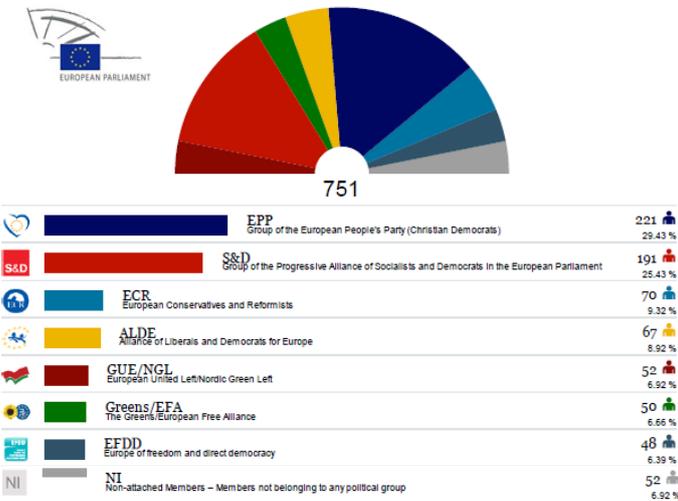
**in Brussels**



**IT solutions for Green and Efficient Terminals**

## The newly Elected European Parliament

1 July 2014



The European election of May 2014 yielded a new Parliament that retains the European People's Party (EPP) as its largest political grouping, closely followed by the Alliance of Socialists and Democrats (S&D). These two parties together have 412 MEPs, which places them in control as a simple majority requires 376 votes. The remaining 339 MEPs are divided into six groups of largely similar size, the last being that of the non-attached.

## The new European Council Presidency: Italy

1 July 2014

The European Council Presidency passed from Greece to Italy, with which a new presidency trio will take the helm of this European legislative body.

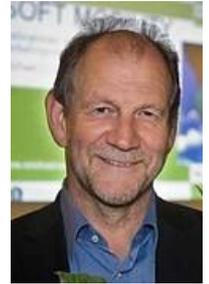
The Greek Presidency delivered first reading positions on the Technical Pillar of the Fourth Railway Package, as well as on the Weights and Dimensions (Directive 96/53) dossier. Deliberation of the Governance Pillar within the Fourth Railway Package, concerning homogeneously structured rail infrastructure managers and the Chinese Wall measures for vertically integrated (holding) companies, was also started.

The new Italian-Latvian-Luxembourgish presidency trio promises to achieve a political compromise with the European Parliament on the entire Fourth Railway Package (in a "holistic fashion"), as well as the Weights and Dimensions dossier by the end of 2015.

## The new European Commission

1 July 2014

The European Council nominated the EPP's supreme candidate Jean-Claude Juncker for Commission President. The European Parliament is set to take a vote on his confirmation on 16 July. Member States will have until September to coordinate their



Michael Cramer MEP  
TRAN Chairman

The Transport and Tourism Committee (TRAN), most relevant to UIRR and the cause of transport and logistics, emerged as the 11th most popular of all parliamentary committees among MEPs.

TRAN is chaired by transport veteran Michael Cramer of the Greens/Europe Free Alliance; the committee is made up of 49 permanent members and 47 substitutes:

### TRAN Committee structure

EPP:	15 members,	14 substitutes
S&D:	13 members,	13 substitutes
ECR:	5 members,	4 substitutes
ALDE:	5 members,	4 substitutes
GUE/NGL:	5 members,	4 substitutes
Greens:	3 members,	3 substitutes
EFDD:	2 members,	3 substitutes
NI:	<u>3 members,</u>	<u>3 substitutes</u>
<b>Total:</b>	<b>49 members,</b>	<b>47 substitutes</b>

UIRR will follow and actively support the work of the TRAN Committee, with a special focus on the open dossiers: the Fourth Railway Package and Directive 96/53 on Weights and Dimensions.



In terms of internalisation of external costs, the consideration of the 2011 Commission proposal to reform the taxation of energy products has been promised. The trio's programme can be found here: <http://issuu.com/it2014eu/docs/18-months-programme/1?e=12483200/8420851>.

Besides the strategic aims of the trio, the Italian Presidency proposes to stimulate a strategic debate on the possibilities of attracting private capital to use it to finance major cross-border projects of EU interest.

Italy will act with the aim of reducing energy consumption and CO<sub>2</sub> emissions when focusing on reinforcing intermodal transport during the triparty talks that the Presidency will begin with the Parliament to finalise the amendment of Directive 96/53 concerning Weights and Dimensions. The full Italian Presidency programme can be found here: <http://italia2014.eu/media/1227/programma-ena-def.pdf>



nominees for Commissioners and the desired portfolios with the Commission President elect. Confirmation hearings and the parliamentary approval of the new College of Commissioners is expected to be completed by the end of October.

## 10-year anniversary: European Railway Agency

March-April 2014



The first 10 years of the European Railway Agency (ERA, the Agency) have been a success: railways in the EU are becoming safer, technical barriers between countries are gradually taken down. Since its creation, the Agency has consistently pursued its vision 'to make the railway system work better for society'.

A videofilm depicting ERA's achievements can be found here:  
[https://www.youtube.com/watch?v=VeF\\_ms3\\_uvs](https://www.youtube.com/watch?v=VeF_ms3_uvs)

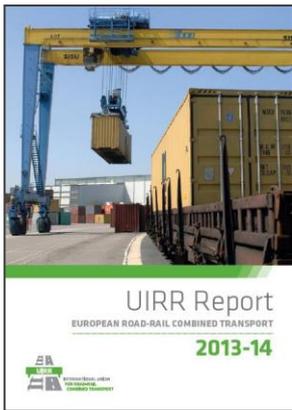
ERA offers all interested parties – railway operators, infrastructure managers, manufacturers of railway rolling stock and equipment, passengers' and workers' organisations, national regulators, safety authorities and accident investigating bodies – the opportunity to meet and share their experiences, contributing to the better functioning of the European railways.

ERA will see a major increase in its competences once the legislative procedure for the 4th Railway Package is finished. The 4th Railway Package gives ERA the power to issue EU-wide authorisations for railway vehicles and safety certificates for railway operators. This should cut the administrative costs of rail companies and facilitate the entrance of new operators into the market. According to the Commission, the new procedures coupled with the increased role of ERA should lead to a saving for companies of €500 million by 2025.

UIRR has the status of "representative (stakeholder) body" towards the Agency, and it has been an active participant and contributor to ERA's tasks. UIRR will continue in this constructive capacity in the future.

## UIRR General Assembly and Gala Dinner

15 May 2014



<http://www.uirr.com/en/media-centre/annual-reports/annual-reports/mediacentre/651-annual-report-2013-2014.html>

European Combined Transport Operators and Terminal Managers belonging to UIRR concluded a successful year in 2013 delivering 3.84% growth in terms of consignments and 4.25% in tonne-kilometres in a difficult business environment. Three new members were also admitted into the association: Far East Land Bridge, and Trans Eurasia Logistics, which specialise in organising extreme long-range CT transport-chains, while Lugo Terminal is an entity that manages two CT terminals in Italy.

The Gala Dinner, which followed the General Assembly, celebrated the 26-years of service to the cause of CT and UIRR by retiring Director general, Martin Burkhardt.

The Deputy Director General of DG MOVE, Fotis Karamitsos, recalled the decades of intermodal transport in Europe, acknowledged its achievements and underlined the European Commission's commitment to enable its further development. CT is viewed as a prime means of achieving the European Union aims to meaningfully enhance the productivity of freight transport, while reducing its energy intensity, CO<sub>2</sub> emissions, and other externalities at the same time.

UIRR will continue its mission of promoting, enhancing and supporting this economically and ecologically sustainable means of long(er) distance freight transport, thus making Europe a more livable place.



## Status of the amendment of Directive 96/53

10 June 2014

Ministers of Transport of the Member States adopted their first reading position on the proposal to amend the Directive 96/53 concerning the Weights and Dimensions of commercial road vehicles, which can be found here: <http://register.consilium.europa.eu/doc/srv?l=EN&f=ST%2010761%202014%20INIT>

Analysing this Council position from the perspective of UIRR's assessment and recommendations with regards to the original Commission proposal (<http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2013/mediacentre/578-weights-and-dimensions-should-aid-modal-shift.html>), the following may be observed:

- The Council amended the definition of "intermodal transport" provided by the Commission, but kept it (in contrast with the Parliament, which rejected the idea to provide such a definition in this particular Directive).
- UIRR welcomes the clear declaration that "exceedances of maximum lengths shall not lead to an increase in the load capacity".
- The Council included swap-bodies, along "containers", when defining which vehicle combinations count as performing intermodal transport operations.

- The 44t gross vehicle weight allowance of vehicle-combinations which perform intermodal transport operations.

The Council position does not fall far from the first reading consensus of the European Parliament. Moreover, the EP rapporteur of the dossiers, Mr Jörg Leichtfried, has been reelected and will likely retain responsibility for the dossier, which he knows very well.

Considering the firm intentions of the Italian Presidency to finalise the adoption of the amended Directive, as well as the readiness and competence of the Parliament to negotiate it, UIRR is confident that the trialogue to begin in September will rapidly result in a consensus.



MEP Jörg Leichtfried  
Substitute Member of the TRAN  
Committee

## Updating the Commission's Freight Logistics Action Plan

4 July 2014

The process of updating the Freight Transport Logistics Action Plan has progressed - following the conference in November 2013 - with a stakeholder workshop coordinated by the consultants who are to produce the preparatory study.

The first Freight Transport Logistics Action plan was adopted under Commissioner Jacques Barrot in 2007: [http://ec.europa.eu/transport/logistics/freight\\_logistics\\_action\\_plan/action\\_plan\\_en.htm](http://ec.europa.eu/transport/logistics/freight_logistics_action_plan/action_plan_en.htm).

The updated Action Plan will contain an important list of measures

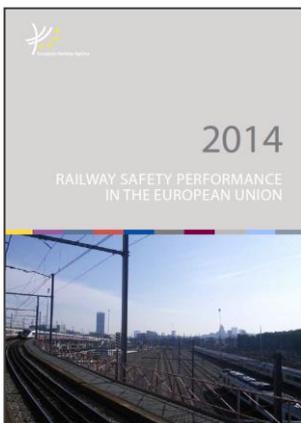
that will feed into the mid-term review of the European Commission's Transport White Paper that is due in 2015.

UIRR supports the initiative through active participation in the updating of the Freight Transport Logistics Action Plan, as it provided a response to the related public consultation and participated in both the Commission's Logistics Conference and the stakeholder workshop on 4 July 2014.



## ERA 2014 Rail Safety Report

30 June 2014



<http://www.era.europa.eu/Document-Register/Documents/SPR2014.pdf>

The European Railway Agency (ERA) published its biennial report on the safety of the European railway system. The Report provides statistics attesting to the superior safety performance of rail transport, as well as an overview of the investigative and regulatory efforts to boost safety.

The statistics reflect a near 10% reduction in accident occurrences from 2.226 in 2011 to 2.068 a year later, which is a good indicator of progress.

The Report must be praised for its comprehensive presentation of the subject, including the very important analysis of economic impact of accidents.

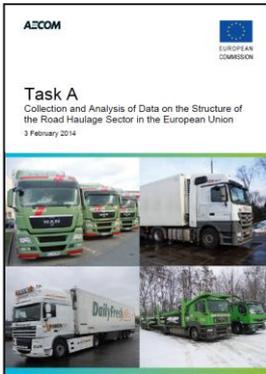
A similar report should be produced for other modes of land transport to enable fair and transparent comparison of safety performance. Specifically, the establishment of an agency dealing with road safety, to harmonise and coordinate the presently Member State level activities, would be needed.

UIRR, which delegates the representative advocating for rail freight clients to the Administrative Board of ERA, has repeatedly asked that safety statistics are collected separately for passenger and freight trains; it is hoped that this data will also be presented in future reports.



## Report on the status of the Road Haulage Market

February 2014



The Report, issued in two volumes of 300 pages together, provides a comprehensive insight into the state of the European Road Haulage Market:

[http://ec.europa.eu/transport/modes/road/studies/road\\_en.htm](http://ec.europa.eu/transport/modes/road/studies/road_en.htm)

The shortcomings of implementation of legislation, as well as its enforcement are accurately depicted in detail.

It is observed that "market distortion is caused by the high level of non-compliance with road haulage legislation in the industry". "Non-compliant companies can gain a competitive advantage as their operating costs tend to be lower", which is explained by "intense competitive pressures".

UIRR wishes to point out that the road haulage sector ("73% of total land transport" when measured in tonne-kilometres) should be examined in two segments: day-trucking and long-distance haulage. While the former should be enhanced within the mode, the latter is subject to competition by ecologically sustainable modes: rail, IWW and SSS.

## Commission Report: Railway Market (RMMS)

13 June 2014

A 160-page RMMS Report has been compiled based upon data delivered by the Member States in response to the questionnaire that is viewed as imperfect and incomplete: <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52014DC0353&from=EN>.

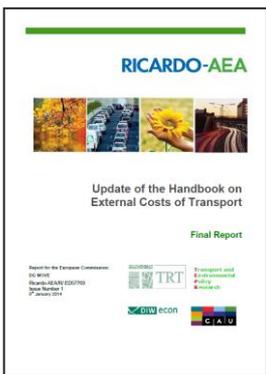
Rail freight volumes dropped significantly from 2011 to 2012 with only 3 Member States (UK, Italy and Ireland) showing a growth that could by no means counterbalance the significant shrinkage experienced in all other countries.

The SERAC Rail Market Monitoring Scheme Working group has only finalised the new questionnaire that will provide more comprehensive data from this year on; hence a much more interesting report may be expected in 2015.



## Update of the Handbook on External Costs of Transport

January 2014



Internalisation of the external costs of transport is imperative to achieve correct (fair) prices enabling competition based on the merits and capabilities of each transport mode.

Understanding the magnitude of externalities is essential to grasp the extent of the price corrections to be expected, when these externalities (functioning as subsidies) are ultimately eliminated (internalised).

Moreover, any temporary relief measure that may be offered to those ecologically sustainable modes of transport (rail, IWW, SSS) disadvantaged by the failures of internalisation would also have to be derived from the data. Hence the importance of this report: [http://ec.europa.eu/transport/themes/sustainable/studies/sustainable\\_en.htm](http://ec.europa.eu/transport/themes/sustainable/studies/sustainable_en.htm).

UIRR has been calling for the designation of the 'cost of oil dependency' of the European economy, largely attributable to transport, as an externality (<http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2010/mediacentre/403-pos-pap-infra-externalities-fair-competition.html>), which remains missing from the current update of the original Externality Handbook dating back to 2008.

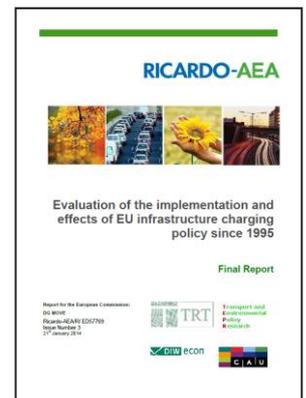
## Evaluation of EU Infrastructure Charging Policy

January 2014

The Report looks at the efficiency of EU road infrastructure charging, or road tolling, policy since 1995: <http://ec.europa.eu/smart-regulation/evaluation/search/download.do?documentId=10296156>.

Presently 22 Member States employ some kind of tolling scheme on their highway networks, however 12 of these are time-based vignette systems, viewed as unfair from the perspective of the user-pays principle; 6 Member States do not charge users anything. The Report recommends a shift to the introduction

of distance-based electronic tolling, which should ideally be interoperable. Moreover, the tolling systems should allow for the internalisation of congestion through "time-varying charging", as well as other surcharges to reflect the "environmental burden of transport".



## DESTINY Project Final Conference

18 June 2014

The DESTINY Project held its final conference, reporting on and discussing the results of this common learning project with experts and stakeholders of Combined Transport.

The attending European transport organisations agreed that "standardisation by the sector for the sector" is a much more desirable (voluntary) method of coming to a common platform - indispensable for freight transport to function efficiently - than the alternate forms of government imposed regulation.

DESTINY, which stands for DEployment of STandards for INtermodal efficiency, is a project co-funded under the European Union's Marco Polo Programme, which aimed to improve the efficiency of intermodal transport-chains.

For more information please visit the DESTINY website: [www.destiny-project.eu](http://www.destiny-project.eu)



## EcoHubs Project update

April 2014

Industry trends and stakeholder analysis carried out in EcoHubs Project ([www.ecohubs.eu](http://www.ecohubs.eu)) indicate (i) the economic need for intermodal terminals to change their passive role within transport-chains, and corridors, into an active one, and (ii) the need to adopt environmental performance linked as much as possible to operational efficiency improvements.

The successful terminal of the future should assume an active value-adding role in the transport-chain. It should act as an economically and ecologically sustainable link contributing measurably to the overall efficiency of intermodal transport-chains. Furthermore, terminals should be capable of quickly adapting their service offerings to changing demands and requirements. This shift from a passive role to an active one should be based on four pillars: (1) collaborative environment and models (2) ICT infrastructure (3) CO<sub>2</sub> assessment and (4) measuring tools.



Though terminals within a region compete with each other, there are occasions on which they should find it advantageous to collaborate, such as the support of innovative bundling networks, sharing of resources and assets, coordinated use of external resources, and exchange of information.

The EcoHubs Consortium is developing generic solutions for all terminals in Europe in this spirit. UIRR members Adria Kombi and IFB are currently presenting applications for the last mile operation on road (terminal to freight forwarder/LSP and intermodal operator), and for the creation of a maritime-continental platform for improved crane handling and operations. Interporto Bologna will demonstrate an IT capability to improve collaboration between terminals in order to combine their assets and offer services they would not otherwise be able to [e.g. maintenance workshops and/or crane repair units].

## ILU-Code success story: Schmitz Cargobull

June 2014

Schmitz Cargobull has implemented a new classification procedure for all rail-transportable curtainsider that it produces. This classification is valid for eight different wagons with an expanded envelope space. Special feature: Schmitz Cargobull achieved a 2,700 mm interior height while fulfilling the required classification height of P386 for the lower classification profiles of wagon types 'P' a to h, which allows the semi-trailer to travel along a wider route network, e.g. in transport to Busto Arsizio, Milan through Switzerland.

Each semi-trailer is classified in accordance with the new, internationally valid ILU-Code for the identification of European intermodal loading units (both swap-bodies, semi-trailers), which is compatible with the globally used BIC Code [produced in accordance with ISO 6346].



## CESAR Tracking Tracing: 10-year Anniversary

June 2014



The Annual General Meeting on 4 June 2014 in Brussels marked the 10-year anniversary of Cesar Information Services (CIS), which was founded in 2004 by the European Combined Transport operators Cemac, Hupac, Kombiverkehr, and Novatrans together with their industry association, UIRR.

The purpose of CIS is to offer to the customers of Road-Rail Combined Transport a European web-based information platform ([www.cesar-online.com](http://www.cesar-online.com)) with accurate status information regarding every consignment. Currently over 6,000 transport status requests are handled every day by the CESAR system.

## ERA: Freight Focus Group meeting

22 May 2014



An important objective of this group is to treat all aspects related to the wagon maintenance, in particular the ECM implementation in the various European countries, and all the related measures after the Viareggio accident in Italy. One of the resolutions was that the participating National Safety Authorities (NSA), fully supported by the involved stakeholders UIP, CER, ERFA and UIRR, decided that the pan-European EVIC tracing program should now be suspended, and that ERA should be reporting on the monitoring of the EVIC implementation by ECMs until 2019.

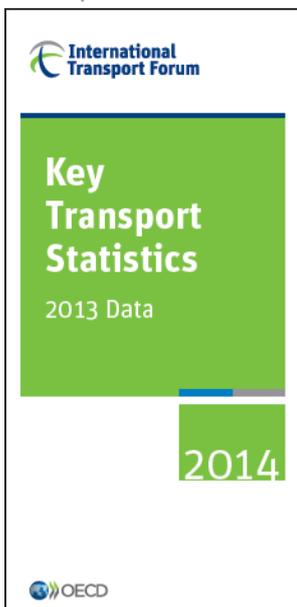
The rail freight sector acknowledges that accidents caused by technical defects of the rolling stock should be ruled out as far as possible. Hence, the balance in technical, organisational and financial effort can and should be found in order to further improve the already high level of rail freight safety. Any additional measure that would drive costs upwards is likely to deliver a relatively marginal improvement on what is already a very high level of safety, while it would be feared to considerably undermine the competitive position of rail freight.

A report on the study 'A comparative study from a competition perspective of mileage-related accidents caused by technical failure in vehicles/rolling stock and resulting in personal injury' ([http://www.uiprail.org/userfiles/20131031\\_hwh%20-%20Study%20Comparison%20en%20final\\_V3\\_1.pdf](http://www.uiprail.org/userfiles/20131031_hwh%20-%20Study%20Comparison%20en%20final_V3_1.pdf)), commissioned by the UIP and VIP, was also discussed. The study demonstrates that the prevailing price environment of transport is extremely tight, and effective profit margins for operators tend to be in lower single-digit figures. Hence, even a slight change on the overall cost of railway transport can contribute to a significant deterioration in the competitive position of rail, as a means of forwarding.

ERA has initiated the impact assessment of the ECM Regulation (445/2011) in order to draft recommendations to the Commission for its upcoming revision. Two initiatives have already been taken: an industry consultation on the ECM implementation has been launched, and a report of the wagon data in the National Vehicle Registers (NVRs) is being drafted. For the NVR, it must be noted that currently 97,75% of the wagons are covered by certified ECMs, whereas the remaining 2,5% are either maintained by an ECM that is not yet certified, or in a worse case by no ECM at all. Some NSAs have decided to suspend the authorisation of those wagons that are not covered by an ECM in case this condition was not changed by the end of June 2014.

## OECD / ITF Transport Statistics 2013

June 2014



The first statistics of 2013 land transport performance were published by the International Transport Forum of OECD: <http://www.internationaltransportforum.org/Pub/pdf/14KeyStat2013.pdf>

The domestic performance of road haulage declined somewhat over the course of 2013, which was adequately counterbalanced on cross-border relations within the EU, resulting in an overall growth of 0,3%.

Whereas it was reported that national rail freight performance in the EU grew somewhat during 2013, this could not counterbalance the decline on cross-border relations, hence overall rail freight declined by about 1% in the EU. Combined Transport, on the other hand, was reported by UIRR to have gained more than 4% in tonne-kilometre terms in the past year.

Inland waterway transport grew both in domestic and over cross-border relations, resulting in a 1,3% expansion for this mode.

The relative position of the competing transport modes was hardly changed during 2013, just as transport growth mirrored that of the European Union's GDP, which stood at +0,1%.

As a prerequisite of proper policy action, UIRR has been calling for more reliable transport statistics to be collected, and published in a more timely manner. UIRR has also been a pioneer industry association in land transport for the production of statistics collected through its members. The UIRR statistics can be found in the association's annual reports, as well as on the [www.uirr.com](http://www.uirr.com) website.

## Recent Appointments

### CROKOMBI

May 2014



Mr Slavko Mamić has been appointed the Director General of Crokombi. Mr Nenad Kojić, who served as Director General previously continues in the capacity as Head of Operations.

### COUNCIL OF EUROPE

July 2014



Mr Maurizio Lupi, Minister of Transport of the Italian Government, has taken over Chairmanship of the Transport Council of Europe - under the Italian Presidency of the Council of Europe - until 31 December 2014.

### EUROPEAN PARLIAMENT

July 2014



Mr Michael Cramer, member of the Greens/European Free Alliance Group of the European Parliament, became the Chairman of the EP Committee on Transportation and Tourism (TRAN). Mr Cramer has been a member of the European Parliament and the TRAN Committee since 2004.

## Members' News

### HUPAC

12 May 2014

First batch of own wagons for 1520mm gauge operations received by the Russian subsidiary of HUPAC.

Click: [http://www.hupac.com/index.php?MasterId=g1\\_436&id\\_item=436&lng=2&node=345&rif=11ffa6e4a3](http://www.hupac.com/index.php?MasterId=g1_436&id_item=436&lng=2&node=345&rif=11ffa6e4a3)

### KOMBIVERKEHR

24 June 2014

New IT system "CAT" launched to optimise Capacity and Train Management.

Click: [http://www.kombiverkehr.de/neptun/neptun.php/oktopus/page/2/207?sid=hu6g1l76n50c1v7n1jon2bi85&version=&show\\_article=5275](http://www.kombiverkehr.de/neptun/neptun.php/oktopus/page/2/207?sid=hu6g1l76n50c1v7n1jon2bi85&version=&show_article=5275)

## Key Dates & Events

25-26 August, Ljubljana	SMARTRAIL Project Final Conference
3-5 September, Yekaterinburg	Trans Sib Conference (CCTT)
4-5 September, Düsseldorf	European Chemical Transport Conference (ECTA)
18-19 September, Amsterdam	3rd European Ports and Shipping Conference
23-26 September, Berlin	InnoTrans 2014 Fair and Conference
1 October, Brussels	EFIP 20th Anniversary
7-8 October, Nürnberg	Connecting Europe by Intermodal Transport Conference (VDV)
13-18 October, Istanbul	FIATA World Congress
9 October, Lille	ERA Freight Focus Group meeting
6 November, Brussels	CLECAT Rail Freight meeting and Freight Forwarders' Forum
11-13 November, Rotterdam	Intermodal 2014 Conference and Exhibition
20-21 November, Duisburg	European Freight and Logistics Leaders' Forum
4-5 December, Brussels	Intermodal Transport Conference and UIRR Extraordinary GA



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