

The last quarter in brief



UIRR's Combined Transport Operator and Transshipment Terminal Manager members expressed uncertainties, which clouded their cautious optimism for the business outlook on the 12 months ahead as indicated in the UIRR CT Sentiment Index, which is now downgraded to neutral - signalling a weakening of recovery.

Initiatives to enhance the quality of rail transport, as well as to correct the imbalances of land transport's regulatory framework remained on the agenda, and achieved some progress. Discussions of the Technical Pillar (of the Fourth Railway Package) advanced on a promising manner in both the European Council and the Parliament. Finalisation of the TEN-T Guidelines and the Connecting Europe Facility has reached the final stretch.

Deliberations of the road vehicle weights and dimensions proposal of the Commission, which includes such topics as the cross-border circulation of megatrucks, the authorisation of protruding aerodynamic devices and enforcement measures, began in the European Parliament. At the same time the revision of the Eurovignette (E-toll) Directive has apparently been postponed until after next year's European elections.

The Commission is getting closer to issuing an implementing act on railway statistics (RMMS), while the proposal to amend the Rail Statistics Regulation has also been tabled, which both could considerably contribute to the clearing of the picture of what is actually happening in the European railway sector. Enhancing the quality and reliability, as well as competition in rail freight traction services is imperative to boosting the market share of Combined Transport, and transparency is an important first step.

The European Railway Agency published an overview of 2012 rail safety statistics, which reflected the lowest number of fatalities since 2006. The data unveiled clearly reflects that rail remains by far the safest mode of land transport. Important work has also begun with the formation of the Freight Focus Group at the Agency. This new working body - with UIRR as its regular member - will deal with safety, interoperability and other (national) regulatory issues affecting rail freight.

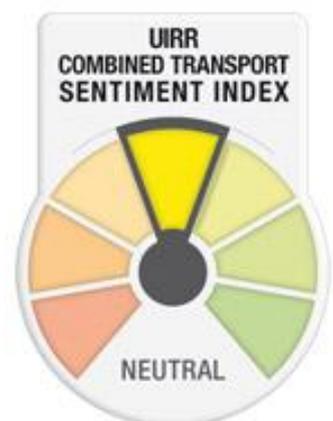
Important achievements were realised during the TAF TSI implementation work as CT Operators will now gain access to TAF data. UIRR will continue to advocate the official recognition of the rights of authorised applicants, which is the typical status of a CT Operator.

Martin Burkhardt - Director General

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*Business outlook for
the 12 months between
1 Oct 2013 – 30 Sept 2014*



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6 November EP luncheon on
Weights and Dimensions



Technical Pillar of the Fourth Railway Package

September 2013



The Lithuanian Presidency successfully drove the second component of the Fourth Railway Package's Technical Pillar, the Rail Safety Directive, to a first reading compromise in the European Council.



Deliberations of the entire Fourth Railway Package (all three pillars) are in progress in the European Parliament's Transport (TRAN) Committee. Of the three pillars, agreement on the Technical Pillar should be easiest to achieve.

This follows in the footsteps of the preceding Irish Presidency, which delivered the Rail Interoperability Directive. The Council, convinced by the sector's overwhelming support¹, has given a clear green light to European safety certification and rolling stock authorisation, two important administrative processes that will help create a competitive Single European Railway Area.

Work will continue with the final component of the Technical Pillar: revision of the European Railway Agency Regulation. This should not pose a major challenge as most new competences of the Agency have already been resolved in the previous legislations. Ideally deliberations should be concluded before the end of the year.

Nevertheless, UIRR would like to caution against any kind of "non-European-level solution" as this will most certainly reduce the effectiveness of the entire package. Moreover, just as the European legislator required that adequate resources and competences be guaranteed for national safety agencies, so should Member States make sure that the European Railway Agency is equipped with every resource required to successfully fulfill its mission.

There seems to be a convincing support for the introduction of European level certification and vehicle authorisation regimes, with the European Railway Agency as its administrator.

UIRR would like to emphasise the importance of the Technical Pillar's passage in the spirit of reinforcing the notion of the Single European Railway Area. The Legislator should carefully consider those amendments that suggest the optimisations of ERA's resources through finding a more easily accessible location to the Agency; moreover, the reclassification of ERA into an "executive agency" should also be evaluated.

The European Parliament's approach to dealing with the Fourth Railway Package in one integrated package, rather than breaking it up into "pillars", while ultimately desirable, may not prove to be constructive. Considering the substantial political resistance coming from both Member States and within the European Parliament towards the institutional separation, the domestic rail passenger transport market opening and the public service obligation revisions, it may prove more pragmatic, and fruitful, if the Technical Pillar is given priority on a fast lane.

EP Hearing on Weights and Dimensions of Commercial Road Vehicles

September 2013



UIRR was invited to attend the public hearing organised by the Transport Committee of the European Parliament to gather opinions and insights about the proposed amendment of the Directive on Weights and Dimensions.

Inspired by the underlying notion that **all trucks should remain compatible with Combined Transport**, Director General Martin Burkhardt cautioned legislators proposing to authorise protruding aerodynamic devices outside the presently maximum allowed dimensions. A debate developed over the need to enhance long-distance road haulage with these exterior devices that deliver most of their benefits at higher speeds not even legal in many Member States.

Click: <http://www.uirr.com/en/media-centre/speeches-and-articles/2013/mediacentre/597-hearing-on-weights-a-dimensions-eu-parliament.html>

¹ <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2013/mediacentre/583-joint-press-release-on-the-role-of-era.html>

European Railway Statistics: Providing Clarity

July 2013

There are several different initiatives of the European Commission to enhance the rail performance-related statistics collection efforts of the Union:

- The Recast of the First Railway Package (the Single European Railway Area Directive) authorises the European Commission to propose an implementing act revising the RMMS (Rail Market monitoring Scheme) questionnaire.
- The Commission unveiled its proposal to amend the Rail Statistics Regulation (91/2003) on 30 August.
- The Rail Freight Corridor Regulation (913/2010) requires the Corridor management bodies to systematically monitor and report the quality performance statistics on their respective corridors that should be used for benchmarking.

UIRR has been operating a statistics service whose data is recognised by EUROSTAT, and it is included in the EC Transport Statistics Handbook. The quality statistics gathered and published by UIRR for over a decade constitute the only empirical dataset about the quality performance of European rail freight services. Click: <http://www.uirr.com/en/our-association/statistics/transported-volume.html>

UIRR has been a steady participant of RMMS, and is enthusiastically encouraging the Commission to further enhance the Union's rail statistics data collection, which is seen as vitally needed for European legislators to adequately understand the state-of-the-art in the sector. UIRR Operators have constantly pointed out the stagnation of rail freight quality performance as a significant obstacle to enhancing CT competitiveness.



2012 Rail Safety Data: Still the Safest Mode

October 2013

Rail is the only mode of land transport where detailed information on safety performance is systematically collected and published on a European level (by the European Railway Agency).

The latest such report was published recently again attesting to the superior safety performance of rail: the fatalities of railways in the 28 Member States was 1,133, while 1,016 were seriously injured in 2012, the lowest figure since 2006.

The number of significant accidents fell in 2012 by 7% compared to a year earlier, while lesser mishaps increased somewhat.

Overall, when considering the flat traffic development of rail, as well as the pressures caused by the crisis on the players of the sector, this performance can be favourably received. More information: <http://www.era.europa.eu/Document-Register/Pages/Press-Release-Overview-of-EU-railway-safety-data-for-2012.aspx>



ERA Freight Focus Group Kick-Off meeting

September 2013

The newest working group of ERA, the Freight Focus Group, has a mandate to deal with the technical and organisational aspects of wagon maintenance, especially as a support for the implementation of management systems, with a risk-based approach. In this respect, the overall objective of the group is to improve the coordination between the NSAs and the representative bodies of the sector, including UIRR, in order to develop efficient rules for the maintenance of the wagons in a more cooperative way.

The FFG should function as a preventive working group offering mid- and long-term solutions. In this respect, the group will only accept to examine possible risks of one specific wagon component if the risk is based on a true accident analysis with facts and evidences that the cause of the accident is related to the maintenance of the wagon. Following up of the implementation of Regulation 445/2011 on ECM (Entity in Charge of Maintenance) is also on the agenda. Several larger UIRR members hold ECM certifications.



Connecting Europe Facility: EU Funding Developments

September 2013

The lengthy legislative process of adopting the revised TEN-T Guidelines is about to reach its end in December, when the Transport Ministers' Council is set to give its blessing to the new rules. The Commission will thereafter publish its delegated act on implementation to bring to life the much awaited €32 billion Connecting Europe Facility in the first quarter of 2014.

If all goes well, the TEN Executive Agency (TEN TEA) will be able to announce the first call for proposals in April 2014.

The revised TEN-T guidelines will focus on rail investments, primarily linked to corridors, but also recognising bottleneck elimination as an important priority - a topic which UIRR has long been calling for.

The Alpine Initiative: Offering Solutions

September 2013

The Alpine Initiative is an association of 50 thousand members founded in Switzerland some 24 years ago with the mission to protect the Alpine region from the negative effects of transit traffic and to preserv it as a living space for humans, animals and plants. The organisation is a major force behind the well known Swiss transport policy of modal shift from road to rail.

Among its multitude of activities the Alpine Initiative produces studies and publications, and offers solutions:

- Cost effective measures can make rail (freight) more competitive: enabling the running of 750 meter-long trains throughout the entire Rotterdam-Genoa Corridor (to increase capacity by 36%). Moreover, rail infrastructure harmonisation (interoperability-boosting) measures would be needed.
- Focused infrastructure development: approach lines to and from the Gotthard Base Tunnel should be optimised to the technical parameters (i.e. profile gauge) of the Tunnel.
- The Alpine Crossing Exchange of Alpine crossing rights: trips allowed under various quotas defined by political bodies are auctioned daily using an Internet exchange.
http://www.alpeninitiative.ch/initiative-des-alpes/presse/publications/2010/factsheet_alpentransitboerse.html



- The threat of Megatrucks being introduced into cross-border traffic in Europe is seen as something that could jeopardise the successful Swiss transport politics.
<http://www.nomegatrucks.ch/index.php?id=3735>

Civil organisation, such as the Alpine Initiative, should be founded in every Member State to "help the population to understand the adverse effects of road freight transport on their environment and quality of life", and then to have a professional channel to express their preferences. Politicians frequently behave in this regard with the notion that "*freight does not vote*"; subsequently they should be reminded that none-the-less people's lives may indeed be adversely affected by the decisions that politicians take with regards to freight transport.

Trans-Alpine traffic makes up about 50% of the performance of UIRR's CT Operators. The framework conditions created by Swiss transport politics resulted in a 63% market share for rail freight in the total flows accross the Alps, which should be the example for the EU to reach its modal-shift goals. (Click: <http://www.alpeninitiative.ch>)

New Eco Tax for Trucks in France

20 July 2013

Trial operation of the new "national HGV green tax" (Taxe Poids Lourds Nationale, or TPLN) began in Alsace on 20 July. TPLN will replace a similar duty collected in Alsace, TPLA, on a national level from 1 January 2014.

This new green tax will be collected based on the distance covered by every truck heavier than 3,5 tonnes using the French road network using a GPS device mounted on board. The taxable road network will be 15,000 km including trunk roads and motorways not under concession (10,000 km), as well as the 5,000 km so-called Departmental Road network (in the operation of the French Department of Transport).



The average Eco Tax rate per vehicle kilometre will amount to 12 eurocents. The vehicle's euro (emission) class, the number of axles and the gross vehicle weight rating will determine the charged tax value. Three areas of France will enjoy discounts: Brittany (-40%), Aquitanie and Midi-Pyrennées (-25%).

In reaction to significant protests in Brittany that took place in September and October, the French government has announced the suspension of implementation of the Eco Tax - until further talks can be held with the affected parties.

HU-GO: the New Road Tolling Regime of Hungary

1 July 2013



A new, distance based tolling scheme, called HU-GO, replaced the vignette for access to motorways and key trunk roads in Hungary from 1 July 2013.

The new regime affects every HGV over 3,5 tonnes that use the 6,513 km of designated road infrastructure. Fees range from 6 to 44 eurocents per vehicle kilometre, which depends on the size (gross weight and number of axles) and emission category of the vehicle, as well as the type of road.

Registered road hauliers may settle their tolls through the GPS devices of their existing fleet managers using an account which must be precharged with a balance. Non-registered truckers have to purchase a relational ticket at HU-GO terminals made available at a multitude of locations.

The new system - implemented in record time and with unusually low costs - will bring in revenues several times of what has been collected earlier, and thus should ensure that adequate funds are available for road maintenance.

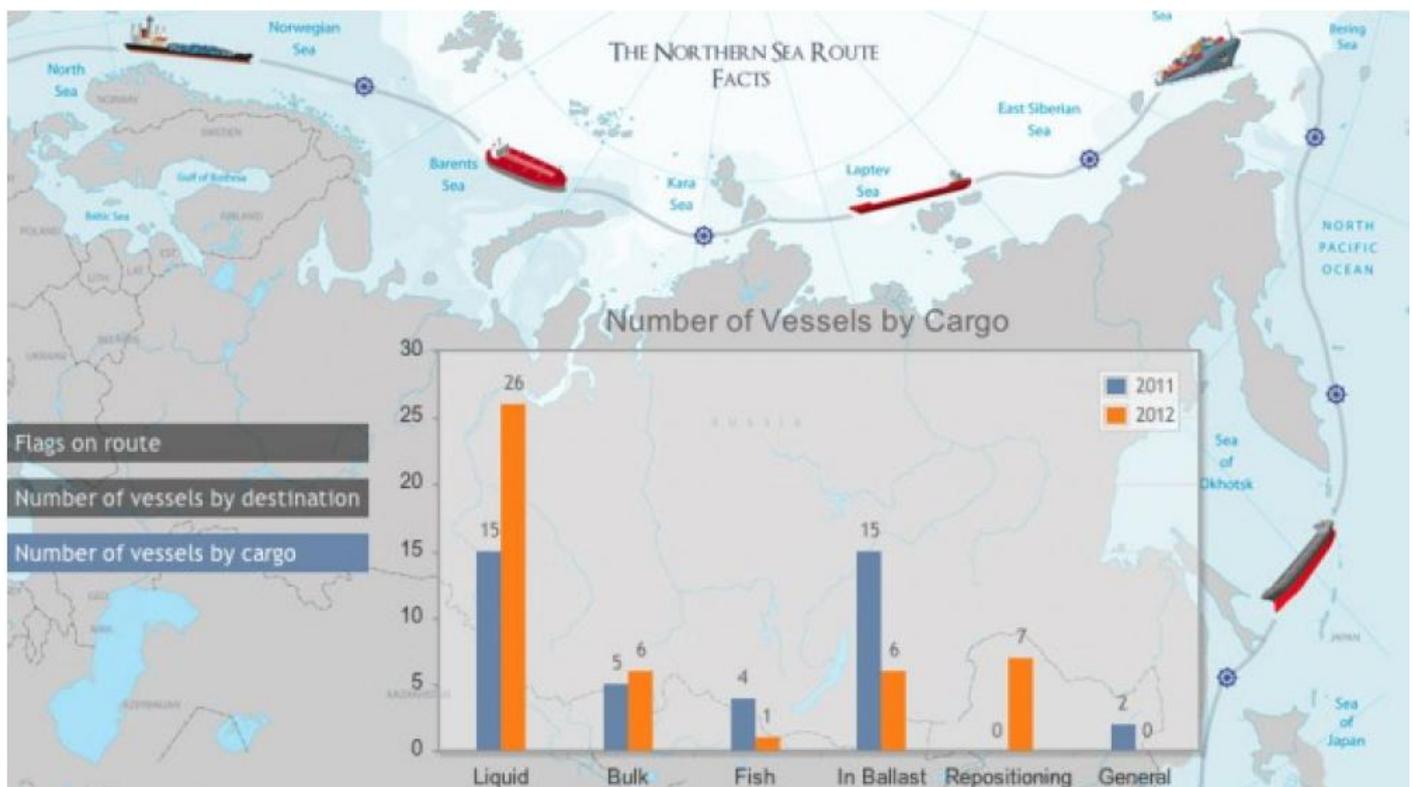
The Northern Sea Route

July 2013

Global warming, and the resulting shrinkage of Arctic ice has opened up the Northern Sea Route, and intercontinental navigation companies increasing venture on the route.

For the time being the majority of vessels travelling the route were carrying oil products and LNG, however it is not before long that container shipping lines will also discover this considerably shorter route. The Northern Sea Route offers a connection between

China and the major Northwest European ports that is 20 days faster than the pathway through the Suez Canal, and as such will pose significant competition to Trans-Siberian container trains. The transcontinental rail connection will nevertheless remain the quickest option for the inland China manufacturing bases. Several UIRR member companies are active in organising CT-trains, and significant investments are being made in both China and Russia to enhance this land transport route.



Change in the Framework Conditions of CT in Belgium

September 2013



The Belgian government started the gradual reduction of its subsidy programme extended to road-rail Combined Transport operations in 2009, with an eye to completely eliminate this form of state support by 2014, as Belgium originally planned to launch its distance based road tolling system from 1 January 2014. The subsidy programme was conceived to compensate for the competitive disadvantage suffered by CT Operators due to the discrepancy between infrastructure and other externality costs borne by rail freight as compared to road hauliers.

Whereas the introduction of the eToll has been postponed several times, and is presently foreseen to take place in 2016, the schedule for phasing out the CT subsidy programme was not adjusted, therefore Combined Transport is foreseen to suffer a

major set-back in Belgium. UIRR member Interferryboats had to rationalise its terminal capacities in the Antwerp port area, and was forced to temporarily suspend the operation of one of its terminals, as the consignors using its services were not prepared to accept the extra costs, and rather decided to shift back the affected transports to road.

Preventing the undesirable shift-back from rail to road would have required a €3,5 million annual commitment from the Belgian government for the two years by which the introduction of the distance-based (electronic) road-tolling has been delayed. It is very disappointing that the country housing the second largest port in Europe is not ready to provide this cover.

Noise Differentiated Track Access Charging

September 2013

The European Commission has run an extensive survey concerning rail noise. The results show that the issue is mainly important in a limited number of Member States with high density of population.

In the meantime, after Switzerland and The Netherlands, Germany has also introduced Noise Differentiated Track Access Charges. Switzerland has in addition fully financed the retrofitting of wagons with low noise breaks. Germany does the same for the wagons used in the country, but only offers to co-finance the retrofitting by 50% - as more was not allowed by DG Competition.

The Commission's concern is to come to harmonised conditions of support before more Member States act on their own. A bonus, or



a bonus-malus system should be applied in principle. Additional charging of environmental costs shall however only happen if such charging is applied also to road freight transport in accordance with Union Law.

NDTAC is seen as a temporary instrument to accelerate the retrofitting of the existing wagon fleet, while TSI-Wagon has already made "silent" brakes mandatory for new wagons.

UIRR's main concern is to keep the administrative costs of such systems low: keep it simple! Not forgetting that the costly retrofitting these costs will also be burdened on the sector.

Dangerous Goods Committee meeting

28 August 2013

The first results of the DESTINY Project related to dangerous goods transport were discussed at the meeting. The presently discussed RID/ADR/ADN amendment, discussed at UN/ECE was also analysed. Especial attention was paid on a Swedish proposal to clearly mark the date of the next physical control check (Click: <http://www.unece.org/fileadmin/DAM/trans/doc/2013/dgwp15ac1/ECE-TRANS-WP15-AC1-2013-23e.pdf>)

The proposed new marking will ease the task of railway undertakings to ascertain whether this check deadline has not been surpassed. UIRR members have agreed to unanimously support the proposal as it was seen to further enhance the safe operation of Combined Transport.

Operations Committee meeting

17 September 2013

The most important topic on the Committee's agenda was the Weights & Dimensions Directive (96/53) amendment, where UIRR members have pledged their support to generate the input asked for in the DG MOVE working group.

Several topics related to the upcoming amendment of the Combined Transport Directive (92/106) were also discussed.

Some UIRR Operators have expressed their concerns on the current implementation of the rail freight corridors according to Regulation 913/2010, especially on an incoherent and inconsistent corridor organisation which will mean that operators performing on several corridors will have to work under different operational conditions. UIRR will report on these issues during the upcoming Corridor Conference (13 November 2013).

Technical Committee meeting

16-17 October 2013

On the invitation of our member company Hupac, the technical experts of UIRR and UIC met in Mendrisio (Switzerland). Besides the usual topics (i.e. progress of activities in various related working groups, codification statistics, map), three topics have been largely presented and debated:

- The initiative of some NSAs which decide unilaterally (and arbitrarily?) to accept or not some wagons on their territories,
- The construction of longer wagons (with representatives of the VEL-Wagon Project present), and

- The compatibility of aerodynamic devices on road vehicles with Combined Transport.

The two-day meeting was concluded by a technical visit to Hupac's new certified maintenance workshop located adjacent to the Busto Arsizio Terminal.



Renovated axles awaiting to be fitted onto wagons at Hupac's new maintenance facility

DESTINY Project update

September 2013

The DESTINY consortium intensified its activities in the various subjects:

- Topics 1/2 (identification, marking and codification of loading units): the market uptake survey of EN13044 has been finalised by the collection of experiences and best practices of all stakeholders in five different countries, and the elaboration of training materials for the different actors, as well as the organisation of workshops whenever needed (for example a targeted workshop end of October with manufacturers and entities in charge of the codification).



- Topic 3 (load securing): the common guidelines for Combined Transport have been documented, and organisation of dedicated workshops to discuss the findings with the actors started.
- Topic 4 (dangerous goods): analysis of the national and international regulations has been launched.
- Topic 5 (horizontal activities): a workshop dedicated to OCR-technologies has been organised mid-October with terminal operators and technology suppliers.

EcoHubs Project update

September 2013

The EcoHubs partners are conducting an industry consultation to consolidate the strategic EcoHubs goals compiled in the vision document. The development of value-added services, among others the "Intermodal Terminal Eco-efficiency Calculator (ITEC)" are being further progressed. This tool shall not only support the terminal owners/operators in their "greening" process, but will also provide the missing carbon footprint data of the intermodal transport-chain.

Development of the eco-efficiency calculator has also begun. The ITEC method is developed in conformance with the GHG protocol series, and follows a life-cycle approach. This complies with the EcoHubs main goals and is in line with the newest requirements of life-cycle based methodologies of the European Commission.



ILU-Code News

September 2013

The registration of ILU-Code owner-keys have picked up speed in spite of the summer vacation. Loading unit owners, who operate craneable semi-trailers and swap-bodies, have scrambled to obtain their registrations, which is the first step of marking their loading units with the new identifier.

UIRR aids these labelling efforts by offering ILU-Code stickers that can be easily ordered online for both solid surfaces, as well as for tarpaulins, from the ILU-Code website.

Click: www.ilu-code.eu



ILU-Code success story: FERCAM

September 2013

FERCAM obtained their ILU-Code owner-key nearly a year ago. After preparing for the marking, the necessary ILU-Code stickers have been ordered from UIRR.

Using the stickers FERCAM will complete the marking of all their swap-bodies before the end of 2013. The switch to using the ILU-Code on the European swap-body fleet of FERCAM was smooth, and the harmonisation with regular maintenance work has also meant that the costs involved were reasonable.

FERCAM will begin enjoying the benefits of ILU-Code markings from 2014.

More information on the ILU-Code: www.ilu-code.eu

More information on Paneuropa: www.paneuropa.com



Recent Appointments

UIRR

October 2013



Mr Ralf-Charley Schultze (50) will become the Director General of UIRR as of 1 January 2014 and co-lead the organisation with present Director General, Mr Martin Burkhardt, who announced his retirement as of 1 July 2014. Mr Schultze started his career in different logistics and forwarding companies in Europe which gave him a solid background and enabled him to understand, organise and implement logistics processes meeting the needs of the market. For five years Mr Schultze was responsible for Combined Transport within the freight department of Swiss Railways, including the automotive business and partner management. As Multimodal Director for Europe, Russia and Central Asia he developed the multimodal business within GEFCO since 2009, such as the organization of supply chains for automotive plants. Mr Schultze studied law in Saarbrücken and Strasbourg, he speaks five languages.



Mr Martin Burkhardt moved to Brussels from the position of Marketing Director at Kombiverkehr to open the Head Office of UIRR in 1988. Over the quarter Century that he spent at the helm, UIRR grew into an organisation well recognised and respected for its professionalism and competence, as well as an effective facilitator for the development of European Road-Rail Combined Transport.

More information: <http://www.uirr.com/en/media-centre/press-releases-and-position-papers/2013/mediacentre/596-transition-to-a-new-management.html>

Members' News

HUPAC

October 2013

Successful ECM certification

Click: http://www.hupac.com/index.php?MasterId=g1_408&id_item=408&lng=2&node=344&rif=3a941ffe1b

KOMBIVERKEHR

July 2013

Complete wagon fleet retrofitted with low-noise brake-blocks

Click: http://www.kombiverkehr.de/neptun/neptun.php/oktopus/page/2/207?sid=hu6gi176n50c1v7n1jon2bi85&version=&show_article=5028

NAVILAND CARGO

July 2013

New website launched

Click: <http://www.naviland-cargo.com/news/view/id/5>

Key Dates & Events

6 November, Brussels	EP Luncheon on Weights & Dimensions
7-8 November, Brussels	EC Logistics in 2030 Conference
12-13 November, London	European Rail Congress
15 November, Brussels	ERRAC Plenary meeting
19 November, Lille	Rationalisation of Vehicle Related Registers WG (ERA)
21-23 November, Istanbul	Logitrans Conference Exhibition
27 November, Brussels	EU Logistics Summit
28 November, Werlte	DESTINY Project workshop for loading unit manufacturers
28 November, Antwerp	Freight Forwarders Forum
5 December, Vienna	RNE Business Conference
10 December, Brussels	2 nd EU Rail Freight Corridor Conference (SERAC)



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COMBINED TRANSPORT**

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<http://www.uirr.com/en/media-centre/annual-reports/annual-reports/mediacentre/575-annual-report-2012-13.html>