



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

2022-23

UIRR Report

EUROPEAN ROAD-RAIL COMBINED TRANSPORT

UIRR IS AN INDUSTRY ASSOCIATION ITS MISSION IS TO

*advance the development and promotion of competitive
Zero-Carbon Combined Transport for Europe*

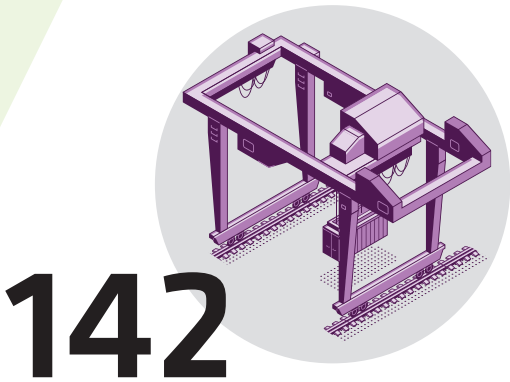
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IMPRESSUM

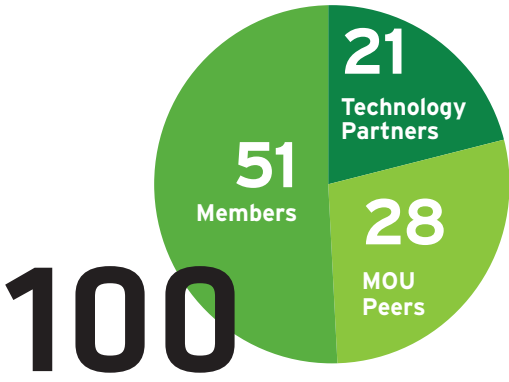
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Key Figures of Combined Transport



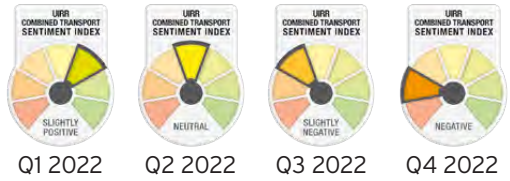
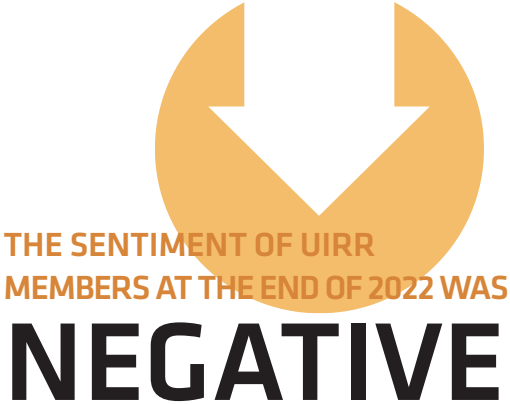
142
TERMINALS WERE UNDER MANAGEMENT BY UIRR MEMBERS IN 2022

The 142 figure represents a year-on-year increase of 17, which illustrates the continued robust investment of the sector into terminals as well as other intermodal assets such as wagons, loading units and digitalisation.



100
IS NUMBER OF THE UIRR NETWORK

With the latest additions (see p.5) UIRR's membership has grown to 51, while its technology partners number is 21 and the MoU Peers number 28. Altogether the UIRR network is 100 entities strong.



The sentiment of UIRR decision-makers declined from 'positive' in Q4.2021 to 'negative' over the course of 12 months due to the excessive crises that impacted the sector.



UIRR member CT Operators suffered a **minor 0,3% reduction of consignments transported during 2022**. The loss of tonne-kilometres was however 11,7% due exclusively to the severe contraction of outside-EU traffic (mainly to Russia and China). **Domestic Combined Transport grew by 5,64%** in consignments and 9,48% in tonne-kilometres - both are historic records. Intra-EU border-crossing traffic stagnated with a minor loss of 0,5% in consignments, but with a 1,66% increase in tonne-kilometres. While **semi-trailer transport expanded by 9,63%**, the transport of complete trucks, also known as RoLa, lost 23% of its volume.

IN 2022 EUROPEAN COMBINED TRANSPORT CLOSED A MIXED YEAR WITH HISTORIC HIGHS IN DOMESTIC AND INTRA-EU TRAFFIC, OFFSET BY A COLLAPSE OF INTERCONTINENTAL CARRIAGE.

RALF-CHARLEY SCHULTZE
PRESIDENT



Report of the President

European Road-Rail Combined Transport (CT) observed a lacklustre performance during 2022, characterised by a 0,3% decline in the number of consignments transported, and a loss of 11,7% in tonnekilometres. The year was impacted by the invasion of Ukraine by Russia, as well as several other negative factors such as the energy crisis, operational and capacity restrictions due to excessive works on the railway infrastructure. The weak performance brought to a halt a trend of robust growth observed by the sector since 2020.

The war in Ukraine has resulted in the collapse of intermodal rail traffic outside the European Union - mainly between Europe and Asia - by 48% in terms of consignments and by 82% when measured in tonne-kilometres. A several-year-long growth trend stopped in 2022.

Combined Transport suffered as a consequence of energy surcharges having to be introduced at a time when capacity and punctuality performance were declining. The relative competitiveness of Combined Transport when compared with its road-only long-distance trucking alternative declined for three reasons:

1. a better performing fossil fuel market produced stable diesel prices, while the Member State interventions to curb the increase of electricity prices proved ineffective;
2. excessive rail infrastructure works, also fuelled by funding from the Recover and Resilience Facility, as well as the ever increasing passenger trains caused a sharp decline in the capacity and punctuality of freight trains, while
3. the economic slowdown, from 5,4% in 2021 to 3,5% in 2022, progressively accelerated over the year to bring some important economies like Germany into recession; this undermined demand for freight transportation.

Combined Transport needs to outperform if we are to meet the energy efficiency, fossil fuel decoupling, decarbonisation and clean air objectives of the European Union.

Combined Transport and its zero-carbon door-to-door version, needs to grow by an average of 5% per year until 2050 in order to achieve the doubling of rail freight market share. The needs:

- €16,5 billion of annual investment into the rail infrastructure to establish the harmonised TEN-T parameters including a 4-metre loading gauge, as well as 22,5t axle load and 740m train length,
- €1,5 billion of annual investments into intermodal assets like terminals, loading units, intermodal wagons, skeleton trailers and digitalisation, and
- the creation of a supportive regulatory environment that grants adequate quality and quantity of train paths to intermodal freight trains.

The UIRR Sentiment Index for the 12-month business outlook declined throughout 2022, ultimately turning **"NEGATIVE"** in the fourth quarter. The negative outlook remained unchanged with the start of 2023.

UIRR membership was reinforced by the joining of Duisport from Germany, Lahaye Global Logistics from France, Liège Logistics Intermodal from Belgium and Lotras from Italy (for details see p.28-29). Evolit has joined as a new technology partner (see p.30), while new MoU Peers are HUNGRAIL from Hungary, FERMERCI from Italy, TTLA from Lithuania and RailGood from the Netherlands (see p.26-27).

FOCUS OF 2022

Beginning in 2022 UIRR started to talk about the **"New Reality" in road-rail Combined Transport**, whereby multiple crises need to be effectively addressed with measures that are feasible under the existing regulatory framework.

The EU legislative changes that are to impact the regulatory framework will not bring change sooner than in 5-6 years. This is spearheaded by the long-awaited Greening Freight Package - promised before the summer of 2023 - as well as the ongoing freight transport-related Fit for 55, REPowerEU and TEN-T Regulation changes. **The Combined Transport for Europe Campaign** (www.CT4EU.eu), launched in November 2021, is the main vehicle through which UIRR and the intermodal freight sector accompany this longer term process.

51 UIRR members, 21 Technology Partners, 28 national associations, several of UIRR'S Brussels-based peers and 18 CT4EU supporters have folded arms to deliver the messages of Combined Transport within the EU bubble and in Member State capitals.

DOOR-TO-DOOR COMBINED TRANSPORT OFFERS EFFECTIVE SOLUTIONS TO

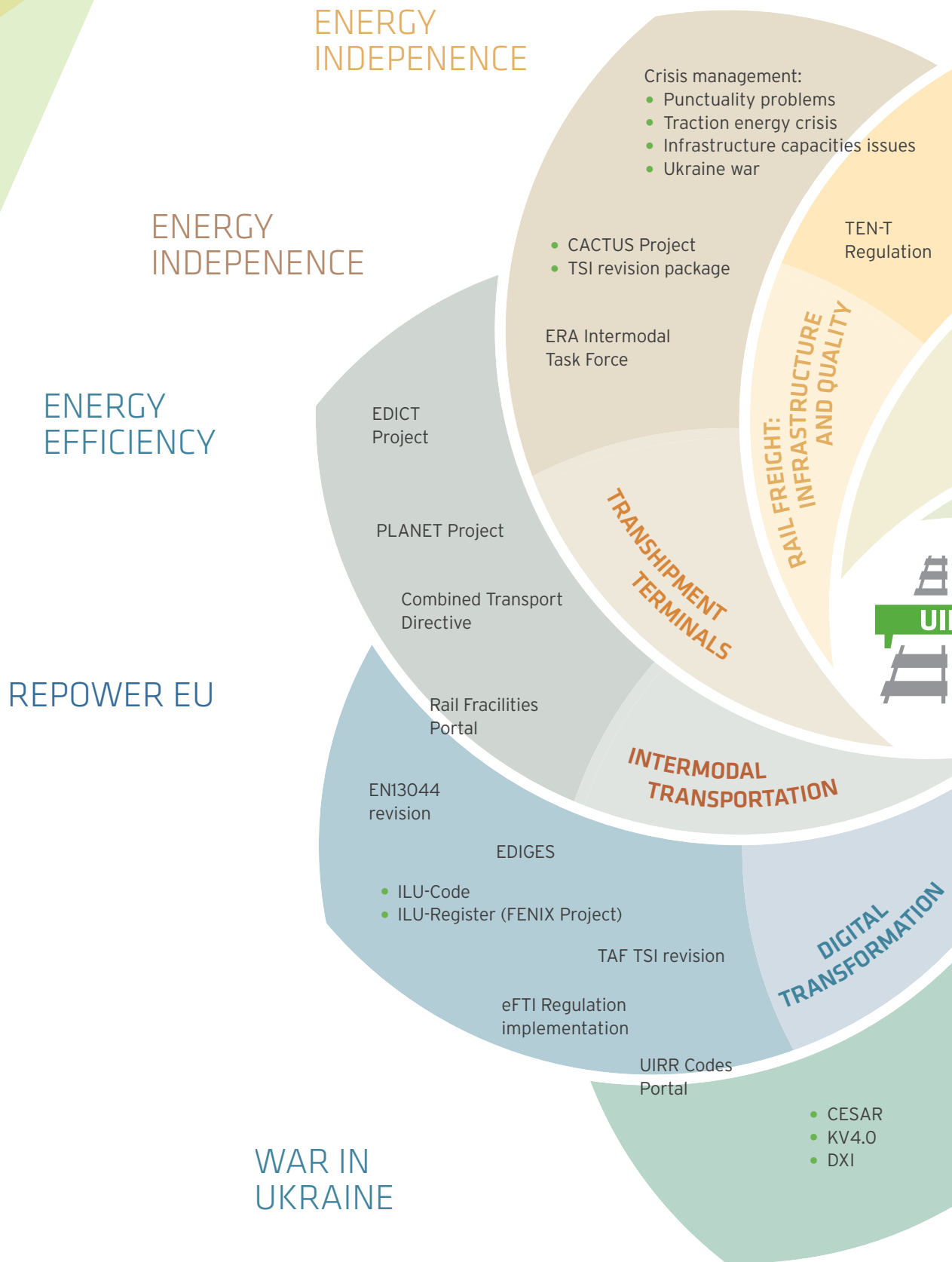
- Increasing the energy efficiency of long-distance inland transport by up to 70%
- Reducing the dependence of Europe on imported energy
- Shrinking the carbon footprint of inland freight transport by up to 90%
- Easing the impact of the missing truck drivers on Europe's economy
- Offering high productivity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

CT OUTLOOK

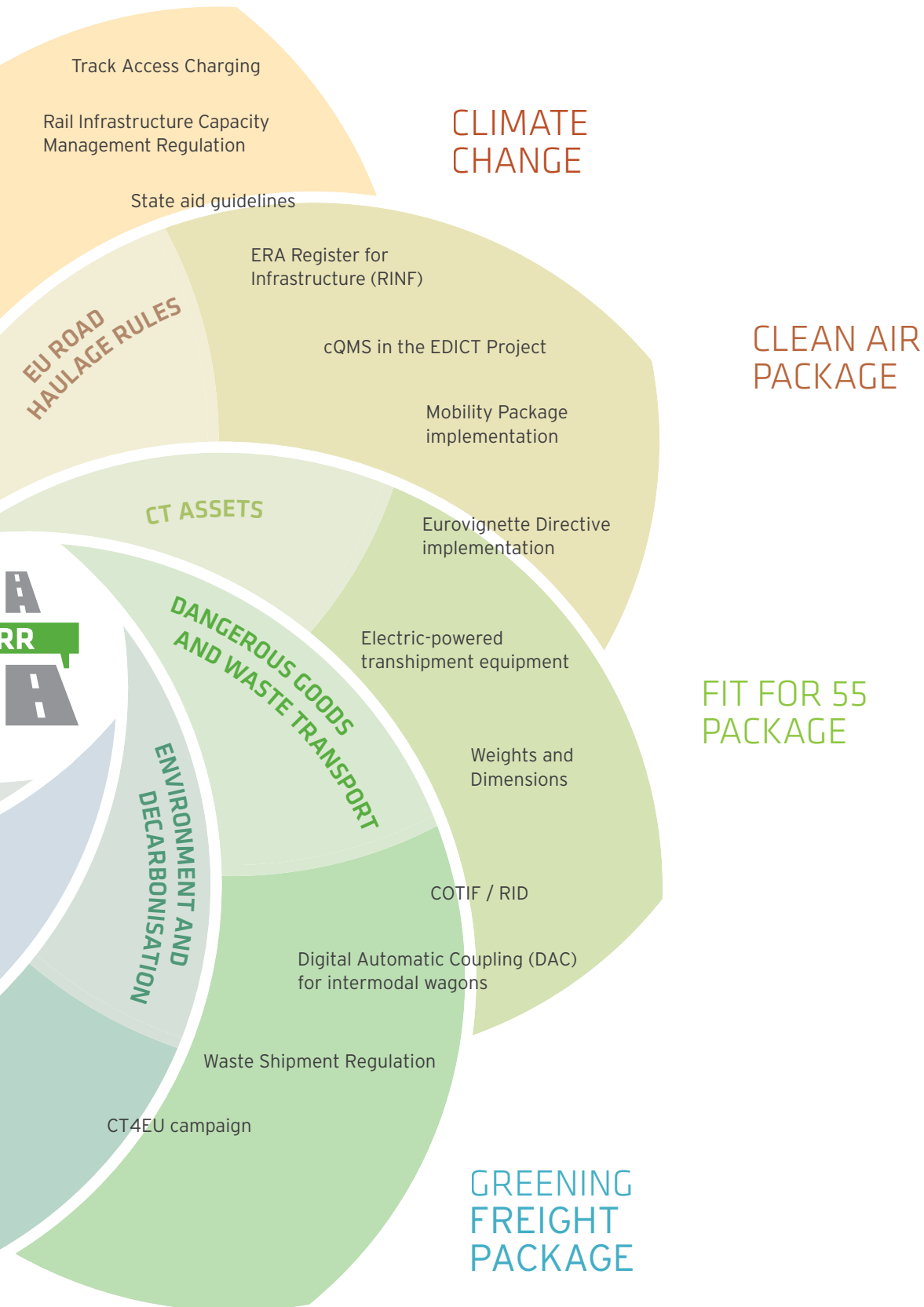
UIRR aims to unite, organise and efficiently represent the European intermodal sector as its industry association. Combined Transport Operators and Terminal Managers are becoming direct members in increasing numbers, while technology providers join as Partners and national associations which are committed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

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

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.

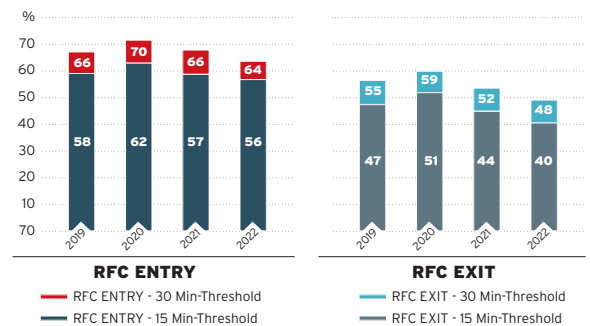


Rail freight: infrastructure and quality

Rail freight performance, which covers the longest section of intermodal transport chains, remained unreliable throughout 2022. Punctuality performance underwhelmed as a consequence of intensive passenger traffic together with excessive works on the network. The inferior bypass routes offered to freight trains, combined with the preference given to passenger trains to pass through the works-affected sections led to severe disruptions and loss of capacity.

UIRR calls for a rethink of the traffic management and capacity allocation preferences on the rail infrastructure pursuant to the socio-economic cost-benefit principle. Replacing every twentieth passenger train with a freight train could provide all the infrastructure capacity needed for freight to continue with modal shift.

PUNCTUALITY DEVELOPMENT



(Source: Corridor Rhine <> Alpine)

HOW TO IMPROVE THE SITUATION?

- **TEN-T Regulation revision** should ensure that all lines used by freight trains offer equal technical parameters: 22,5t axle load, 740m train length, 4-metre clearance and ideally electrification.
- **The new Rail Capacity Management Regulation** should establish European rules on capacity allocation during timetabling and when circumventing sections affected by works, as well as standard traffic priority rules.
- **The RNE Handbook on Contingency Management** should be used not only in case of contingencies, but also in times of works to devise bypass routes, if needed, by using the networks of neighbouring Member States.
- **Passenger and freight cohabitation** should be reflected in an equal punctuality threshold of 5 minutes compared to the timetable for both train types.
- **Passengers are easier shifted to a bus than the cargo on a freight train to trucks**, therefore priority should be given to freight trains when needing to bypass works-impacted sections.
- **Border crossing cooperation between neighbouring countries** should manifest in a number of freight train paths on both networks determined by the higher number offered by either of the two parties.



EU road haulage rules



The implementation of the Eurovignette Directive, amended in 2021, as well as the Mobility Package rules from 2019 are in the focus of attention. The German government was the first to announce a major revision of the road tolling rules, which foresees assigning a value to each externality category: CO₂ and pollutant emissions, congestion, accidents and noise.

The European Court of Justice ruling on the complaints related to the Mobility Package is used as an excuse for Member States to hold back on the implementation of those rules. Only Denmark, Sweden and Finland have announced a derogation from compliance with Article 4 of the Combined Transport Directive.

France's late implementation of the 2015 amendment of the Weights and Dimensions Directive arrived in 2022. The unchanged imposition of the Directive's rules caused disruption to the road legs of cross-border Combined Transport operations, as a 3-axle tractor is required for a 44-tonne gross weight truck, while 2-axle tractors are only allowed to tow a 42-tonne vehicle.



HOW TO IMPROVE THE SITUATION?

- **The Commission must more actively monitor** the Member State implementation of road haulage rules to ensure the correct application of the agreed European rules.
- **A Transport Information Portal** should be created by the European Commission to collect and transparently show the implementation measures of Member States with regards to every legislation that impacts road haulage.
- **The Energy Taxation Directive revision** - frozen for 2 years - should be agreed by the European Council and Parliament so as to valorise the minimum fossil fuel tax levels that have been unchanged since 2006.
- **The smart tachograph** in combination with on-board weight sensors should greatly enhance gross vehicle weight enforcement, which should cause heavy cargo to be shifted from trucks to much better suited rail and intermodal freight.
- **Battery electric trucks** should be promoted as crucial components of zero-carbon door-to-door Combined Transport through initiatives to develop electric charging infrastructure.

Combined Transport Assets

Standardisation facilitates interoperability, efficiency and safety in Combined Transport through commonly agreed EU harmonised rules (TSIs), industry best practices and voluntary standards.

Adoption of the Digital Rail and Green Freight TSI Revision Package: the revision integrates 70 new clauses in the TSIs with provisions relevant to intermodal rail freight:

- **TSI INF (infrastructure):** a new requirement for the Infrastructure Managers to codify railway lines used by intermodal freight trains - exact position of the obstacles, reference profile or combination of both.
- **TSI OPE (operations):** an operational definition of Combined Transport and specific elements of intermodal freight trains: what is to be considered as normal transport or transport with specific requirements of the IMs; and the procedure to check the vehicle and train compatibility in a codified CT environment.
- **TSI WAG (wagon):** a new clause for intermodal wagons, the requirement for a wagon compatibility code (WCC) and the creation of a new Appendix H laying down the requirements of the obtention of the WCC. The characteristics of the reference wagons for the different WCCs have already been defined.

The revised Register of Infrastructure (RINF) Regulation requires infrastructure managers to provide the CT profiles for every type of loading unit - swap bodies, semi-trailers, ISO containers and roller units. The ERA Technical Document (TD) on the Codification of Lines and Wagons for Intermodal Rail Freight and Associated Operational Procedures specifies the rules related to the codification system.



Digital Automatic Coupling (DAC) is an innovative component to automatically couple and decouple the rolling stock in a freight train. It increases the efficiency and transparency of rail freight. The declared benefits of the DAC from an intermodal perspective are yet to be fully demonstrated. The retrofitting of some existing wagon types with DAC is technically either very complicated, expensive or impossible. The DAC cost-benefit analysis, the migration plan and the methods of financing are being challenged by the intermodal sector, in order to maximise the benefits.

MEASURES NEEDED TO MAKE CT ASSETS MORE EFFICIENT

- **Technical and operational compatibility between transport modes** should be ensured in every legislation and standard.
- **The TSI revision package** should be fully implemented and followed by dissemination efforts.
- **Data collection** should be initiated to fully understand the diversity and the specificities of CT assets, including rolling stock and loading units.
- **The DAC standard** should guarantee a business case for every rail freight user group, including the keepers of intermodal wagons.

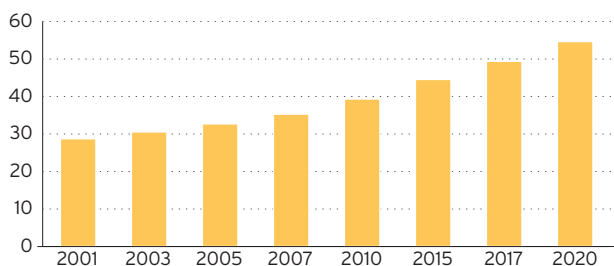
Dangerous goods and waste transport



Dangerous goods are **an important commodity type for Combined Transport** with a market share reaching nearly 20% of the UIRR traffic performance in 2022.

The potential future growth for dangerous goods and waste transport by Combined Transport is undermined by the introduction of national, regional and even local restrictions on certain types of dangerous goods classes that push some chemical actors to use end-to-end trucking instead of the safer CT alternative. Trains run on tracks at controlled speeds and according to standardized safety protocols. This significantly reduces the risk of accidents and ensures the safe handling of dangerous goods for the chemical industry. Authorities should be much more cautious in their risk assessment related to the transport of dangerous goods.

TRANSPORT OF WASTE - EU IMPORT/EXPORT TRAFFIC BETWEEN 2001 AND 2020 IN MILLION OF TONNES



(Source: EUROSTAT)

MEASURES RELATED TO THE INTERMODAL TRANSPORT OF WASTE AND DANGEROUS GOODS

- **Policy measures** to stimulate harmonized standard rules for cross-border Combined Transport services avoiding the adoption of regional and local transport restrictions on rail
- **Promotional measures** through the creation of focused dissemination materials such as web portal, best practice guidelines and applications
- **Digital support** through the adoption and implementation of paperless solutions

Waste with or without dangerous goods - towards an equal share in terms of consignments - is a **dynamically growing commodity type for Combined Transport**. CT operators pay particular attention to ensure that shipments of waste using rail freight is managed in a manner that protects the environment and human health against any potential adverse effect.

The current discussions on the Waste Shipment Regulation (WSR) will not only propose new and stricter conditions to tackle illegal waste shipments, but also establish a fully electronic exchange system to reduce the administrative burden on business and to facilitate the shipment of waste for recycling and re-use in the EU. Digital paperless-based solutions must be the preferred option for the business and authorities as they are prescribed by the eFTI Regulation. The recent resolution of some Member States (e.g. Italy) to revert to paper-based processes must be avoided.

Environment and decarbonisation

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

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

Environmental considerations in the EU are expressed through

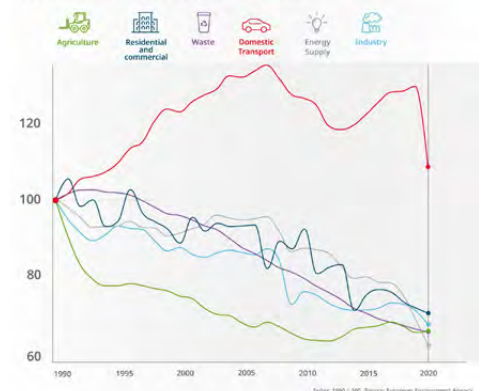
- **The REPowerEU initiative** which requires a 15% energy efficiency improvement by each Member State
- **The Fit for 55 Package** which should enable the achievement of the 55% carbon emission reduction pledge by 2030
- **The Clean Air Package** which drives the action to reduce air pollution across the EU

Both contemporary Combined Transport and ZCCT even more are the most effective means of delivering the environmental and climate objectives.



CO2 savings: Transport sector lags behind

CO2 emissions in the EU by sector, 1990 - 2020



MEASURES TO PROLIFERATE ZCCT

- **Implementation of the TEN-E Regulation** should be accelerated by Member States pursuant to the Trans-European Energy Infrastructure Regulation adopted in May 2022
- **The TEN-T Regulation** should prescribe the electrification of every main railway line used by freight trains
- **Implementation of ETS II** which creates a carbon-market mechanism for transportation's carbon emissions
- **The new CountEmissionsEU Regulation** which introduces a standardised methodology to show the carbon footprint of every transport chain
- **Incentive schemes to bring about energy efficiency improvements, decarbonisation and cleaner air** should be extended to include freight transportation and in particular to the use of battery electric trucks for Combined Transport road legs.

Digital transformation



MEASURES TO ENHANCE DIGITALISATION IN COMBINED TRANSPORT

- **TAF TSI Regulation:** a new feature from the last revision, the ILU Single Reference Database which compiles technical information on intermodal loading units marked with an ILU-Code has been designed and developed. It will be available on the new ILU-Code website.
- **Implementation of the Electronic Freight Transport information (eFTI) Regulation** should be facilitated through the timely adoption of its four implementing regulations.
- **European Mobility Data Space:** UIRR supports and follows the intention of the EU Commission to facilitate the access, pooling and sharing of data from existing and future transport and mobility data sources.

The primary mission of digitalisation in Combined Transport is to reduce the burden caused by the complexity of the system that requires the collaboration of several actors to deliver a single freight transportation service.

The digital activities of UIRR are based on the Digital Roadmap released in 2019. The focus was set on developing reference files, disseminating the industry standard data exchange format EDIGES and the enhancement of platforms useful for the CT sector.

As a support for digital transformation, UIRR has developed an open access platform compiling the most relevant codes to be used in data exchanges among CT stakeholders. The platform ensures easy and free access to standardized codes legally mandated by the EU or by international conventions. The UIRR 3-digit code for uniquely identifying an intermodal terminal will be used as the Subsidiary Location Code (SLC) in the TAF TSI reference file on location codes.

UIRR has continued to promote the industry XML-based EDIGES data message exchange. Already more than 150 actors (CT Operators, Terminals, RUs and Customers) use this format on a daily basis. This data message is also used as the backbone of the data hub 4.0 developed and commercialized by the company DXI.

Finally, UIRR organises its twice yearly Digital Forum to enhance digital knowledge and to disseminate best practice in the CT sector. The last sessions were organized around the topic of the emerging digital platforms offering a large variety of 'software as a service' (SaaS) to the CT community.

Intermodal transportation

Intermodal freight transportation, and its Combined Transport variant – where the road legs are kept to the shortest possible – concluded a very challenging year in 2022. The historic high performance of 2021 was been surpassed by both domestic and intra-EU services, while intermodal transport on relations outside the EU suffered a sharp decline. A series of crises that hit intermodal rail freight caused a contraction of 0,3% in terms of consignments and of 11,7% when measured in tonne-kilometres over the course of 2022 with the quarterly trend deteriorating as the year progressed.

Combined Transport delivers value simultaneously to economic actors and society by bringing together various modes of transport to perform a single door-to-door transport operation. It is up to 70% more energy efficient with a carbon footprint that may be as much as 90% smaller than the dominant method of inland transport by end-to-end trucking. Door-to-door Combined Transport is capable to efficiently carry any type of cargo that is transported in trucks, and it can provide a sustainable alternative solution to any origin/destination that is served by trucks today.

Combined Transport should be integrated into the various national policy strategies of EU Member States, including those on

- Energy efficiency
- Climate change mitigation and decarbonisation
- Reduction of energy dependence
- Clean air initiatives
- Road accident and congestion reduction

Combined Transport offers the means to achieve the EU objective of doubling the market share of rail freight in Europe until 2050. The main source of rail freight performance growth is in modal shift, whereby freight trains need to get involved in the carriage of cargo that currently travels over long distances in trucks. The intermodal transshipment technique – based on the use of intermodal loading units to contain the cargo carried – offers the most efficient means to bring trucked cargo to freight trains.



MEASURES NEEDED TO MAKE INTERMODAL TRANSPORTATION EASIER TO USE

Several measures should be enacted into law to make the use of intermodal transportation easier to use and a more readily available solution to economic actors:

- Digitalisation measures: implementation of the eFTI Regulation and the Timetabling Reform (TTR) initiative of the railway sector, as well as the widespread use of ETA prediction algorithms and various data-transparency requirements.
- Standardisation measures: to enhance interoperability between the various modes connected by the intermodal technique – namely road, rail and waterborne.
- Level regulatory playing field measures: to ensure that prices reflect the totality of resources used in creating a transportation service and temporary compensatory measures which offer an equalising effect until the framework correction can take place.

Transshipment terminals



Transshipment terminals are the intermodal-specialised infrastructure components along the Trans European Transport Network, which serve as the gateway for most types of cargo carried in trucks to rail and waterway transportation. Trucks in this instance are used for the short road legs that connect the point of origin or the final destination to a transshipment terminal. The distance between terminals is covered by non-road modes.

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

The efficiency of transshipment terminals is determined by numerous factors:

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

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



WHAT SHOULD BE DONE TO IMPROVE TERMINALS?

Measures to enhance the access of freight to the non-road elements of 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 and upgrade existing terminals as well as 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 terminal.
- The involvement of terminals is required in the planning of transportation capacities and methods of operation of a city or region.

Development projects

EDICT



EDICT - Enhanced Data Interoperability for Combined Transport stakeholders - is an EU CEF co-funded project coordinated by UIRR. EDICT aims to remove interoperability barriers of TAF TSI-related CT data messages. The project focuses on boosting the attractiveness of cross-border rail freight and is structured around three major components: (i) electronic data exchange between terminals and the CT sector, (ii) development of a collaborative quality management system, and (iii) initiating data exchanges with new stakeholders such as shippers and LSPs.

The EDICT's consortium consists of nine project partners: CIS, Combinant, Duisport, Hupac, Kombiverkehr, Port of Rotterdam, Rail Cargo Group, WienCont and UIRR. The project started in September 2022 and will last for 24 months.

FENIX



FENIX (European Federated Network of Information eXchange in LogistiX) was 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 designed and set up an architecture for data sharing of digital corridor information systems serving the European logistics sector.

UIRR was involved in the Dutch pilot site and developed different applications for the sector: (i) the ILU Single Reference Database (new TAF TSI requirement) and (ii) the UIRR Code Management Platform compiling all necessary standardized codes for an easy CT data exchange. The FENIX project concluded its activities in March 2023.

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



PLANET



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

UIRR conducted a detailed policy framework analysis, a qualitative/quantitative impact assessment of international, European and national legislative/policy initiatives 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 produced in the context of its Intercontinental Collaborative Platform (ICP): (i) a manifesto summarizing the key recommendations to overcome critical hurdles for Combined Transport services, (ii) a pre-feasibility study on green hydrogen as new business opportunity for Combined Transport on the New Silk Road and (iii) a prototype for improved document management under supervision of Hupac and VTG with the IT support of Docklab.

The PLANET has completed its activities in May 2023.

More information on <https://www.planetproject.eu/>



TRANS4M-R FP5TRAN S4M-R Transforming Europe's Rail Freight

The **TRANS4M-R** project's overall goal is to establish rail freight as the backbone of a low-emission, resilient European logistics chain, which meets end-user requirements to full satisfaction. Two technological clusters, 'Full Digital Freight Train Operation (FDFTO)' and 'Seamless Freight Operation', will develop, validate and demonstrate FP5-TRANS4M-R technologies in line with an integrated cross-sector systemic approach.

FP5-TRANS4M-R brings together 71 partners from across the rail sector including end-users, industrial partners, railway undertakings, operators, wagon keepers, SMEs and academia. UIRR's role will be (i) to support the design, implementation and testing of adequate DAC technologies for intermodal transport and (ii) to provide the necessary requirements for a harmonised enhanced digital ecosystem for Combined Transport.

The project started in 2022 and will last for 45 months.



REMUNET

ReMuNet - Resilient Multimodal freight transport Network - co-funded under the Horizon Europe program - identifies and signals disruptive events and assesses their impact on multimodal transport corridors. ReMuNet orchestrates route utilization, suggests transshipment points and optimizes capacity allocation, minimizing damage and shortening the recovery time.

UIRR will develop a standardized framework to describe the European intermodal transport networks and conduct studies and surveys among the CT stakeholders to collect the relevant market requirements.

The project will kick-off in July 2023 and will last for 36 months.

ESEP4FREIGHT

ESEP4freight (European Shift Enabler Portal 4 Freight) project, financed under the Horizon Europe program, has the objective of providing freight customers with an overview of the available rail freight services in Europe via a web platform. The Web Platform will include an Interactive map with different modules such as a CO₂ calculator, a schedule viewer, a contract toolbox and a matchmaking tool. In addition, ESEP-4Freight aims to support the shift of freight to rail by analysing the current contractual framework, proposing a set of recommendations for its update and suggesting a set of harmonised and standardised models for transport agreements and contracts for which UIRR will take care of.

The project will kick-off in September 2023 and will last for 24 months.

UIRR Services

ILU-CODE www.ilu-code.eu



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

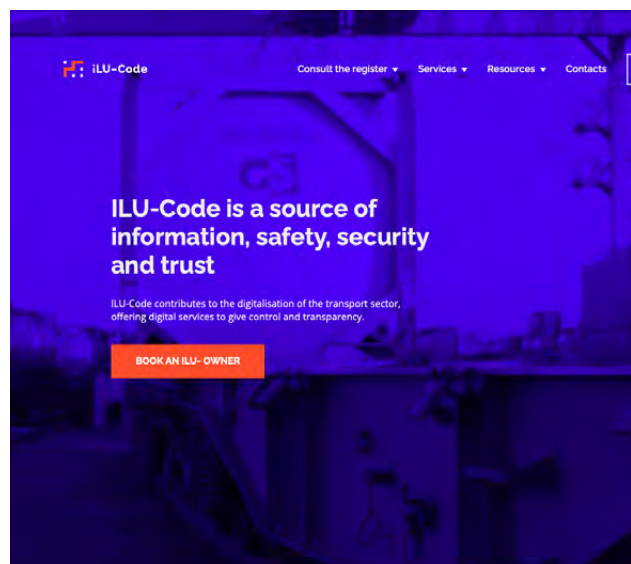
The ILU-Code 2.0 website will feature improvements for an enhanced user experience: (i) multiple users per company, (ii) easy registration and authentication based on email addresses, (iii) new ILU-Code Technical Register - a TAF TSI compliant feature, (iv) acceptance of online payments, and (v) the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

EDIGES



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

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

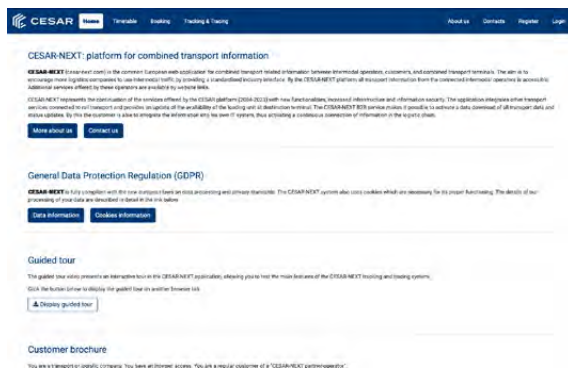
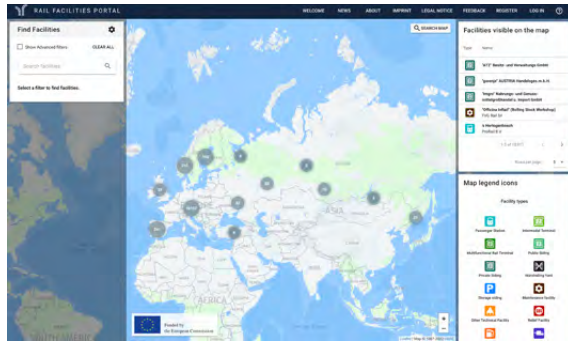


RFP www.railfacilitiesportal.eu

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

The RFP contains more than 20.000 facilities, has attracted more than 20.000 visitors last year and registered about 600 users. It is operated and managed by RNE with the support of UIRR.

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



UIRR CODE MANAGEMENT PLATFORM (UIRR CDM)

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

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



CESAR-NEXT
www.cesar-next.com

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

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

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

UIRR Galaxy

Growing together

PARTNERS



UIRR OPERATORS



INDUSTRY ASSOCIATION PEERS

MOU PEERS



UIRR TERMINALS



GOVERNMENTAL BODIES

The year of UIRR

UIRR is the European industry association of Combined Transport. The association binds together Combined Transport Operators, Transshipment Terminal Managers, technology producers 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 has been elected for a 3-year 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
(resigned in
February 2023)

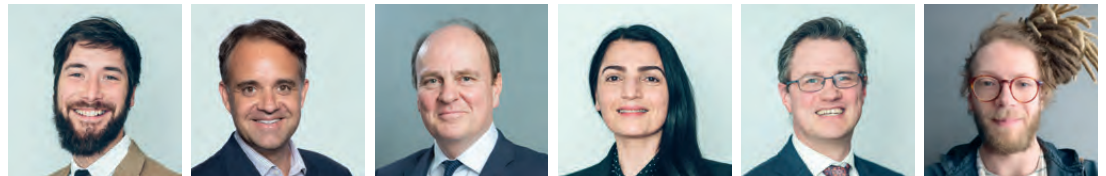


Ralf-Charley Schultze
President,
UIRR



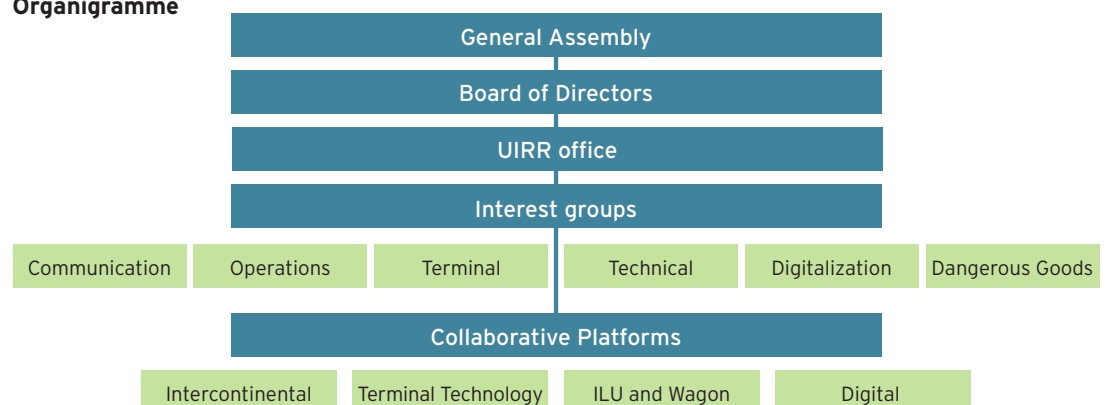
Michail Stahlhut
CEO, Hupac

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 2022

2022 should have been the first full year of post-pandemic recovery. Yet, it became a year of multiple crises and a new reality: the energy crisis and Russia's war on Ukraine, protracted COVID-19 lockdowns in China and a lacklustre economic recovery brought about inflation and interest rate hikes not seen for well over a decade. Excessive works along the rail infrastructure also caused significant problems especially in combination with the return of passenger trains.

The most notable developments from an intermodal transport perspective were:

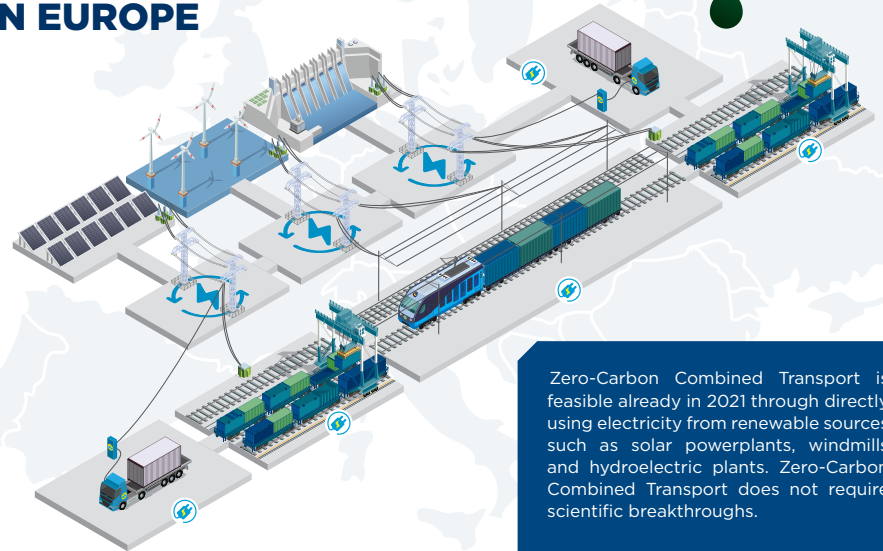
- Combined Transport Sentiment: a quarterly decline from a "positive" sentiment in Q4.2021 all the way to "negative" by the end of 2022
- The CT4EU campaign has issued studies on the Technical Evaluation of Zero-Carbon Combined Transport (ZCCT) and the Roadmap to the Proliferation of ZCCT
- New projects: REMUNET, TRANS4M-R, ESEP-4FREIGHT (see p. 16-17)
- Technical topics: Digital Automatic Coupler, ERA Intermodal Implementation / TSI Revision
- UIRR's flagship event, the European Intermodal Summit 2022 took place on 30 November 2022
- Transport Logistic 2023, Munich
- Regional events: Nordic Seminar, Jornada Intermodal, Journée du Transport Combiné, Combinet Tagung, Club Feroviar Railway Days, SGKV Teminaltag, Silk Road Summit
- Crisis management: Ukraine war and solidarity lanes, accident investigations, works-related traffic congestion and capacity shortage, energy crisis
- Event participation and one-on-one meetings: 44 events and conferences, over 120 one-on-one meetings
- The issuance of 16 position papers and press releases, as well as 2 studies
- Recruitment of 4 new members, 1 new technology partner and 6 new MoU Peers has brought the total UIRR network to 100 (51 members, 21 technology partners and 28 MoU peers)

ROBERT BREUHAHN

Robert Breuhahn, Kombiverkehr's long-standing CEO and UIRR's Board of Directors member (2009-18), who held the positions of Chairman (2012-15) and Vice-Chairman (2015-18), retired in 2022. He was awarded the LEO Award for his lifetime achievements in logistics and Combined Transport.



ZERO-CARBON COMBINED TRANSPORT IN EUROPE



Zero-Carbon Combined Transport is feasible already in 2021 through directly using electricity from renewable sources such as solar powerplants, windmills and hydroelectric plants. Zero-Carbon Combined Transport does not require scientific breakthroughs.

THE COMBINED TRANSPORT FOR EUROPE CAMPAIGN www.CT4EU.eu



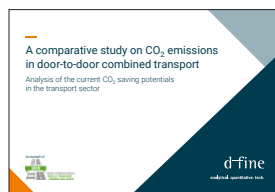
Door-to-door Combined Transport offers the most affordable and efficient, while lowest risk path to realising the various policy objectives of the European Union. By intelligently connecting rail, road and waterways, contemporary Combined Transport provides a door-to-door freight transportation service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

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

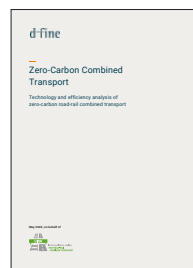
Zero-Carbon Door-to-Door Combined Transport (ZCCT) will deliver the decarbonisation of inland freight transportation efficiently.

3 STUDIES

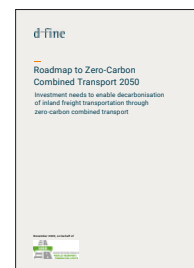
The campaign is based on the results of 3 studies done by d-fine GmbH of Frankfurt, Germany:



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



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



Study on the Roadmap to Zero-Carbon Combined Transport 2050

CAMPAIGNING

The CT4EU campaign runs in 3D with parallel and mutually supportive interventions on social media, in the EU bubble and in the various member state capitals. The target are transport, energy, climate and environmental policymakers who impact the

- Fit for 55 Package legislations
- TEN-T Regulation revision
- Clean Air Package
- Implementation of the Mobility Package legislation and the Eurovignette Directive revision
- Upcoming Greening Freight Package
- Infrastructure development and rail infrastructure capacity allocation rules
- Digitalisation decisions including the implementation of the electronic Freight Transport Information (eFTI) Regulation



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

SUPPORTERS

The CT4EU campaign is supported by various entities, who counted 18 at the time of the publication of this report, and whose number is still growing.



MoU Peers

MoU Peers are typically national or global associations committed to advancing intermodal freight transportation, and thus share the objectives pursued by UIRR.

UIRR is actively seeking to sign additional Memoranda of Understanding with associations that fit the description. Contact headoffice.brussels@uirr.com for inquiries.

 <p>ALLIANZ PRO SCHIENE -APS</p> <p>Allianz pro Schiene - APS is a non-profit and independent association. We pursue our mission to promote eco-friendly and safe rail traffic together with non-profit organizations, which are committed to rail transport for idealistic reasons (members), and companies, which are active in the field of rail transport (supporting members). We work on the German national level, with European orientation.</p>	 <p>ASSOFERR is the result of the merger of the two Associations ASSOCARRI and SUNFER on 27 November 2000, which until then represented the interests of the operators in the "private railway wagons" sector. Since 2002 ASSOFERR has also collected the inheritance of ASSOCOMBI.</p>	 <p>Assologistica is the association of logistics companies, general and refrigerated warehouses, port, interport and airport terminal operators. representing over 250 associated companies operating in Italy. With the establishment of its own territorial representations and with the meeting between the managers of the logistics infrastructures and the contractor operators who use them, Assologistica guarantees a 360° logistic integration.</p>	 <p>Founded in 1933 as a neutral, non-profit, international organization, Bureau International des Containers - BIC's mission is to enable efficiency in container transportation while promoting safety, security, standardization and sustainability. BIC is active in the development of standards in the container industry and the promotion of professional dialogue amongst its 2,800+ members, standards bodies, governments and other industry organizations.</p>
 <p>The International Coordinating Council on Trans-Eurasian Transportation - CCTT has 96 members from 23 countries aiming to attract transit and foreign trade cargo on Trans-Eurasian routes, including on the ITC East-West, North-South, and to coordinate activities of participants in the carriage of goods by land and sea sections of Trans-Eurasian routes.</p>	 <p>Club Feroviar is the most effective communication tool of the railway business environment in Romania, tailored for the specific needs of railway professionals and investors in order to provide them with the latest news and information on the market. The emphasis is put on the national and international railway commercial sector.</p>	 <p>CombiNet is organized as an association and was founded in 2007 by more than 30 companies from all areas of combined transport (freight forwarders, hauliers, CT operators, terminals, ports, railway companies, manufacturers of transshipment equipment, etc.). CombiNet was created out of the need to set stronger initiatives for combined transport in practice.</p>	 <p>Die Güterbahnen, who counts 100 private, regional and international companies associated with rail freight transport as members, works innovatively and passionately to convince their customers to transport goods on climate friendly railways. The main goal is to increase the transport of goods via railroads. Die Güterbahnen were initiated by the Netzwerk Europäischer Eisenbahnen e.V. (NEE).</p>
 <p>The European Chemical Transport Association - ECTA speaks for the chemical transport industry to all its stakeholders. In addition it organizes the Responsible Care initiative for the European land transport industry. ECTA gathers European Land Transport Companies with the aim to improve the standards of efficiency, safety and quality as well as the environmental and social impact of the transport and logistics of chemical goods in Europe.</p>	 <p>FERMERC I is a system association, intends to represent at an institutional level the interests of all the players in the railway logistics sector: railway companies, railway terminals, multimodal operators, last mile railway operators, builders and owners of railway vehicles, training centers of the personnel in the railway sector. Fermerci is the Association that represents operators in rail freight transport in Italy.</p>	 <p>Created in 1945, the Groupement National des Transports Combinés - GNTC is the professional organisation representing the entire combined transport sector in France. Bringing together operators and carriers of combined road-rail or waterway-road transport, as well as platform managers, ports, leasers or manufacturers, the GNTC participates in the promotion, enhancement and defense of the interests of intermodality for the transport of goods, and supports a sustainable, ecological and civic mode of freight transport.</p>	 <p>The members of the Groupement Fer association are transport and logistics companies based in Switzerland. Their aim is to ensure the transport of containers within Switzerland and between Switzerland and the ports of the North Sea and the Mediterranean using environmentally friendly rail transport. GF represents the interests of its member companies with the "GF operators", and railway undertakings. The aggregation of member company volumes allows GF operators to offer high quality, regular and reliable shuttle services on their routes at market conditions.</p>



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



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



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



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



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



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



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



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



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



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



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



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



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



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





















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



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

Member Company Information

<p>ADRIA KOMBI D.O.O. Tivolska 50, SLO - 1000 Ljubljana - Tel.: +386 1 23 45 280 - infor@adriakombi.si - www.adriakombi.si Activities: UCT - RoMo - RSO - RH - ECM Agency: SI Total traffic: 235.892 TEU Revenue: € 38,8 million</p> 	<p>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: 173.759 TEU Revenue: n/a</p> 
<p>AMBROGIO TRASPORTI S.P.A. Via Tognasca 5 - I - 21013 Gallarate - Tel.: +39 0331 707 500 - ambrogio@ambrogiointermodal.com - www.ambrogiointermodal.com Activities: UCT - TTM - RH - ECM Agencies: IT - BE - FR - DE Total traffic: 105.780 TEU Revenue: € 98 million</p> 	<p>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: 38.220 TEU Revenue: n/a</p> 
<p>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: 324 TEU Revenue: € 5,4 million</p> 	<p>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: 79.118 TEU Revenue: n/a</p> 
<p>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: 168.066 TEU Revenue: n/a</p> 	<p>CFL TERMINALS S.A. 100, Z.A.E. Wolser E - L - 3437 Dudelange - Tel.: +352 4996 - 0001 - info@cfl-terminals.lu - www.cfl-terminals.lu Activities: TTM - UCT - Rail Motorway Agency: LU Total handlings: 160.500 units Revenue: n/a</p> 
<p>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: 52,000 TEU Revenue: € 4,995 million</p> 	<p>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: 120.500 units Revenue: € 7.511.000</p> 
<p>CTE CONTAINER TERMINAL ENNS LTD. Ennsstafenstrasse 45 - AT - 4470 Enns - Tel.: +43 7223 81347 - customer-service@ct-enns.at - www.ct-enns.at Activity: TTM Agency: AT Total handlings: 400.000 TEU Revenue: n/a</p> 	<p>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: 150.878 units Revenue: n/a</p> 
<p>DELTA RAIL 345 rue Louis de Broglie - F-13100 Aix-en-Provence - Tel.: +33 4 42 70 71 80 - ben.smial@deltarail.fr - https://www.deltarail.fr Activity: UCT Agency: FR Total traffic: 9,700 TEU Revenue: € 5,2 million</p> 	<p>DUISBURGER HAFEN AG Alte Ruhrorter Str. 42-52 - D - 47119 Duisburg - Tel.: +49 203 803 - 0 - mail@duisport.de - www.duisport.de Activity: ACT, TTM, ECM, RU, CA, RH Agency: DE, IT, TR, PL, PRC Total traffic: 6.723 TEU Revenue: n/a</p> 
<p>DUSS MBH Am Kümmerling 24 - D - 55294 Bodenheim - Tel.: +49 6135 81 91 - 0 - duss-zentrale@deutschebahn.com - https://duss-terminal.dbnetze.com/duss - https://www.dbnetze.com/duss-terminal Activities: TTM - RoMo Agency: DE Total handlings: 4 million TEU Revenue: € 100 million</p> 	<p>EAST-WEST INTERMODALIS LOGISZTIKAI ZRT. Terminál road 1 - H - 4621 Fényeslitke - Tel.: +36 1 866 3055 - sales@eastwestil.com - https://eastwestil.com/en Activity: TTM Agency: HU Total capacity: 1 million TEU Revenue: n/a</p> 
<p>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: 4.000 TEU Revenue: n/a</p> 	<p>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: 75 million tons Revenue: n/a</p> 

<p>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</p> <p>Activities: RU - TTM - UCT - RSO - RH Agency: HU Total traffic: 51.626 TEU Revenue: n/a</p> 	<p>HUPAC GROUP Viale R. Manzoni 6 - CH - 6830 Chiasso - Tel.: +41 588558000 - Fax: +41 588558001 - info@hupac.com - www.hupac.com</p> <p>Activities: UCT - TTM - RSO - ECM - RU - CA Agencies: BE - CH - DE - IT - RO - PL - NL - ES - TR - DK Total traffic: 2,0 million TEU Revenue: € 502 million</p> 
<p>HUPAC INTERMODAL NV Albert Plesmanweg 107C - 3088 GC Rotterdam - Tel.: +31 10 495 25 22 - Fax: +31 10 4950915 - info.nl@hupac.com - www.hupac.nl</p> <p>Activity: UCT Agency: NL Total traffic: 244.269 TEU Revenue: n/a</p> 	<p>INTERPORTO BOLOGNA SPA Palazzina Doganale - I - 40010 Bentivoglio (BO) - Tel.: + 39 051 291 3011 - Fax: +39 051 221 505 - info@bo.interporto.it - https://www.interporto.it</p> <p>Activity: UCT Agency: IT Total handlings: 81.647 units Revenue: n/a</p> 
<p>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</p> <p>Activities: UCT - TTM - RH Agency: UK Total handlings: 40.392 units Revenue: £69 million</p> 	<p>KOMBIVERKEHR GMBH & CO. KG Zum Laurenburger Hof 76 - D - 60594 Frankfurt - Tel./Fax: +49 69 79 50 50 info@kombiverkehr.de - www.kombiverkehr.de</p> <p>Activities: UCT - TTM - RSO - ECM - RU Agencies: AT - BE - CZ - DE - ES - IT - NL - SE - TR Total traffic: 1.503.325 TEU Revenue: 422 million (2021)</p> 
<p>KOMBI-TERMINAL LUDWIGSHAFEN GMBH - KTL Am Hansenbusch 11, D - 67069 Ludwigshafen/Rhein - Tel./Fax: +49 621 659 13 0 info@ktl-lu.de - www.ktl-lu.de</p> <p>Activity: UCT Agency: DE Total handlings: 342.108 units Revenue: € 31 million</p> 	<p>LAHAYE GLOBAL LOGISTICS 2 rue de la Clairière - F - 35770 - Vern-sur-Seiche - Tel.: +33 2 99 00 44 66 www.lahaye-global-logistics.com</p> <p>Activity: UCT - TTM - RSO - RH - ECM Agency: FR Total traffic: 10.000 TEU Revenue: n/a</p> 
<p>LANFER LOGISTIK GMBH Dieselstraße 10 - D - 49716 Meppen - Tel.: +49 5931 8002-0 - info@lanfer-logistik.com - http://www.lanfer-logistik.com</p> <p>Activity: TTM - RSO - RH Agencies: DE - BE - IT - ES Total handlings: n/a Revenue: n/a</p> 	<p>LIÈGE LOGISTICS INTERMODAL Rue de Renory 501 A - B - 4031 Angleur info@liegect.be - https://be.linkedin.com/company/liege-logistics-intermodal</p> <p>Activities: TTM - CA Agency: BE Total traffic: 35,000 UTI Revenue: 2,137 k€</p> 
<p>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</p> <p>Activities: UCT - TTM - ECM - CA - RH - RSO Agencies: BE - NL - FR - DE - IT - ES Total traffic: 511.022 TEU Revenue: n/a</p> 	<p>LOTRAS S.R.L. Tel +39 0881 680074 - Fax +39 0881 335622 - info@lotras.it - www.lotras.it</p> <p>Activities: UCT, TTM, RSO, ECM Agency: n/a Total traffic: 32.100 ITU Revenue: n/a</p> 
<p>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</p> <p>Activities: TTM - UCT Agency: IT Total traffic: 38.320 TEU Revenue: € 20 million</p> 	<p>MERCITALIA INTERMODAL S.P.A. Via Anton Cechov, 50/2 - I 20151 Milano - Tel.: +39 02 668 951 - Fax: +39 02 668 00 755 - www.mercitaliaintermodal.it</p> <p>Activities: UCT - RSO - ECM Agency: IT Total traffic: 654.222 TEU Revenue: € 212 million</p> 
<p>METRANS A.S. Podleska 926/5 - CZ - 104 00 Praha 10 - Tel.: +420 267 293 111 - info@metrans.eu - www.metrans.eu</p> <p>Activities: UCT - TTM - RSO - ECM - RU - CA - RH Agencies: CZ - SK - PL - HU - AT - SI - IT - NL - DE - RO - TUR - RS - HR Total traffic: more than 1,4 mio TEU Revenue: € 560 million</p> 	<p>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</p> <p>Activities: UCT - TTM - RSO - RU Agency: FR Total traffic: 489.806 TEU Revenue: € 120 million</p> 
<p>NOVATRANS 10 rue Vandrezanne - CS 91397 - F - 75634 Paris Cedex 13 - Tel.: +33 1 85 34 49 00 - www.novatrans.eu</p> <p>Activities: UCT - TTM - RSO - ECM - RH Agencies: FR - IT Total traffic: 332.130 TEU Revenue: n/a</p>  	<p>ÖBB-INFRA AG - TSA Praterstern 3 - A - 1020 Wien - vertrieb.tsa@oebb.at - infrastruktur.oebb.at</p> <p>Activity: TTM Agency: AT Total handlings: 793.000 units Revenue: n/a</p> 

<p>PCC INTERMODAL SA 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: 368.031 TEU Revenue: n/a</p> 	<p>PIMK RAIL EAD 36 Rogoshko Shose St - BG - 4003 Plovdiv - Tel.: +359 32 901102 - office@pimkrail.eu - www.pimk.eu/en Activities: TTM - UCT Agency: BG Total handlings: 31.370 TEU Revenue: €17,043 million</p> 
<p>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: 1.291.356 TEU Revenue: € 328,4 million</p> 	<p>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: 130.908 Units Revenue: € 14,4 million</p> 
<p>RAIL HUB TRANSYLVANIA Vladimirescu, street Garii, no. 122 - RO - 317405 Arad - Tel.: +40 746 016 044 - louisa.gorban@trsgroup.ro - https://railhubtransylvania.ro/ Activity: TTM Agency: Romania Total volume transported: 220.000 mt Turnover: € 7 million</p> 	<p>RAILPORT ARAD SRL P.O. Box 10. - RO 315200 - Curtici FN - Tel.: +40 357 100 189 - info@railportarad.ro - www.railportarad.ro Activity: TTM Agency: RO Total handlings: 79.937 units Revenue: n/a</p> 
<p>RALPIN AG Römerstrasse 3 - CH - 4600 Olten - Tel.: +41 58 822 88 88 - office@ralpin.com - www.ralpin.com Activities: Rolling Highway Agency: n/a Total traffic: 143.808 consignments Revenue: n/a</p> 	<p>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: 9.128 TEU Revenue: n/a</p> 
<p>SAMSKIP MULTIMODAL B.V. Waalhaven Oostzijde 81 - Port no. 2203 - NL-3087 BM Rotterdam - Tel.: +31 88 400 1000 - Fax: +31 88 400 1900 - rotterdam@samskip.com - www.samskip.com Activities: UCT - TTM - RH Network in 35 countries Total traffic: 113.666 TEU Turn over: € 800 million</p> 	<p>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</p> 
<p>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: 230.108 TEU Revenue: € 50 million</p> 	<p>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</p> 
<p>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</p> 	<p>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: 277.332 TEU Revenue: n/a</p> 
<p>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: 504.829 units Revenue: € 17 million</p> 	

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

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

UIRR's technology partners are companies, which produce the technology used in intermodal transportation, terminal operations or in the digital systems that support intermodal transportation. UIRR actively seeks to conclude partnerships with more companies who fit the description. Contact headoffice.brussels@uirr.com for inquiries.

CAMCO



Camco Technologies is a pioneer and market leader in terminal automation. The Camco Technology proprietary vision and location-based solutions for gate automation, crane and rail OCR are 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 30 years of experience, COMBIPASS provides intermodal transporters and producers with a selection of quality equipment which meet constantly evolving demands and the latest norms whether for ADR, road, rail, barge or maritime transport.

DEN HARTOGH



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

EQUIMODAL



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

ERMEWA



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

EUROWAGON



As the largest independent Polish railway car pool, 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.

EVOLIT



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

GATX RAIL EUROPE



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

HACON



HACON is a legal entity with a deep interest in advancing the cause of combined transport in Europe in its capacity of providing cutting-edge software solutions for public transportation, mobility and logistics. The three business units, HAFAS, TPS and Consulting, deliver more than 290 highly qualified specialists and more than 35 years of experience for your success.

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

WECON

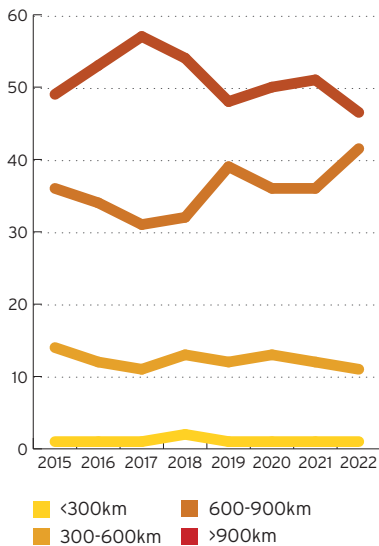


WECON is a specialist in **commercial vehicles and container technology for the transportation of goods by road and rail**. The company is one of the leading manufacturers of swap bodies and trailers for intermodal transport.

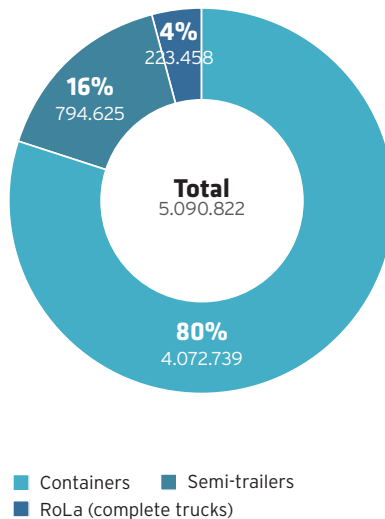


STATISTICS 2022

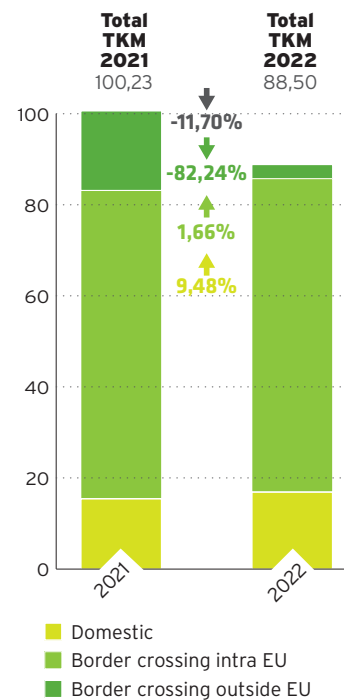
DISTANCE MATRIX (TERMINAL-TO-TERMINAL)



TYPES OF INTERMODAL LOADING UNITS (ILUS)



TONNE-KILOMETRES 2021-2022

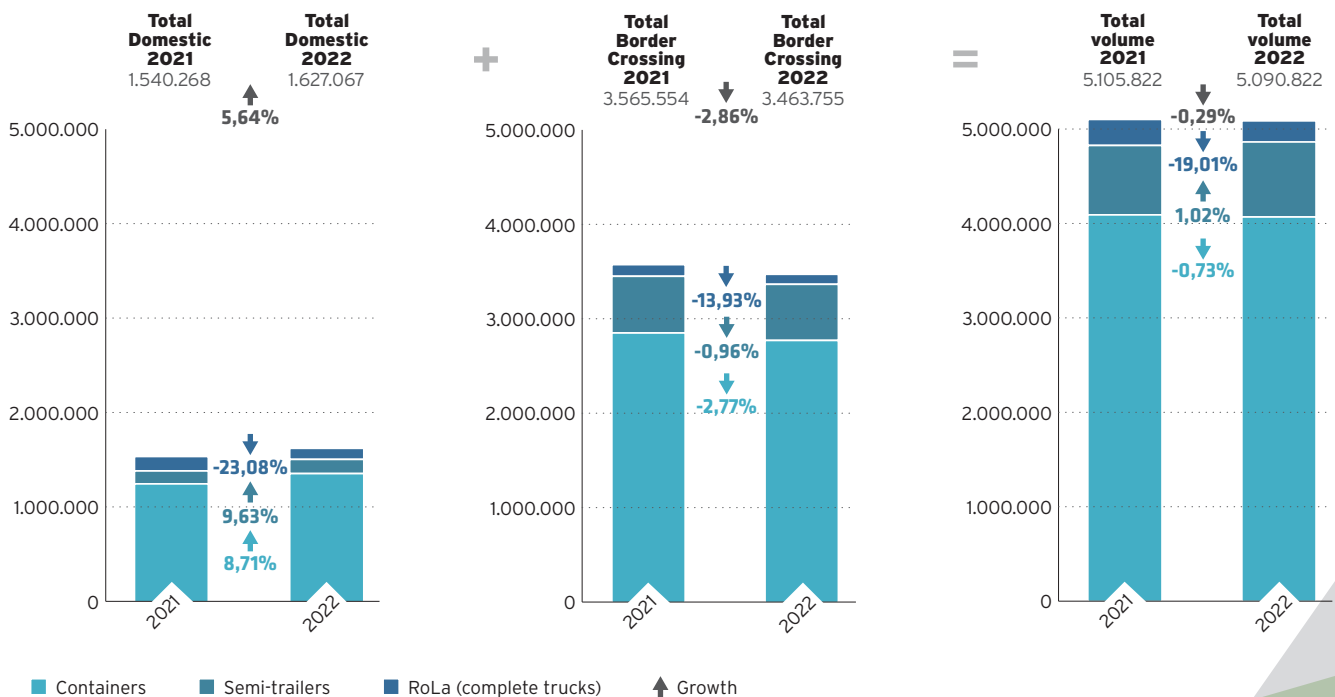


2022 OVERVIEW

Key figures		Y-o-Y change
Number of operators	27	unchanged
Number of trains	169.000	-0,59%
Total number consignments	5.090.822	-0,29%
Total number of TEU	10.181.644	-0,29%
Total tonne-kilometres (billion TKM)	88,50	-11,70%
Gross tonnes transported (billion tonnes)	110,91	-0,90%
Number of country relations	246	+7%
Average rail distance (km)	800	-10,61%

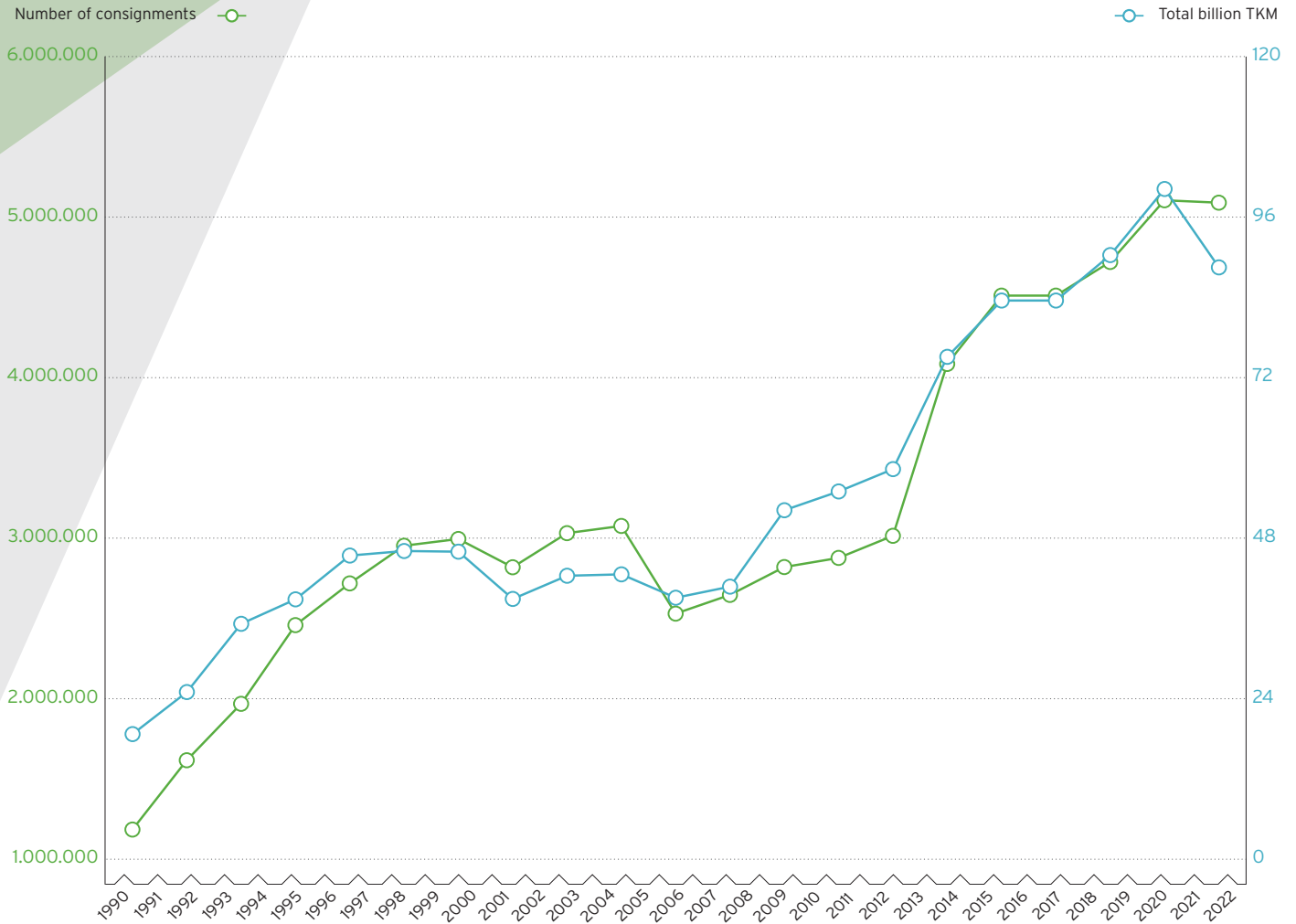
More detailed figures are available on www.uirr.com.

NUMBER OF CONSIGNMENTS TRANSPORTED 2021-2022



Evolution of Combined Transport Traffic

1990 - 2022



Country relations: most relevant changes in 2022

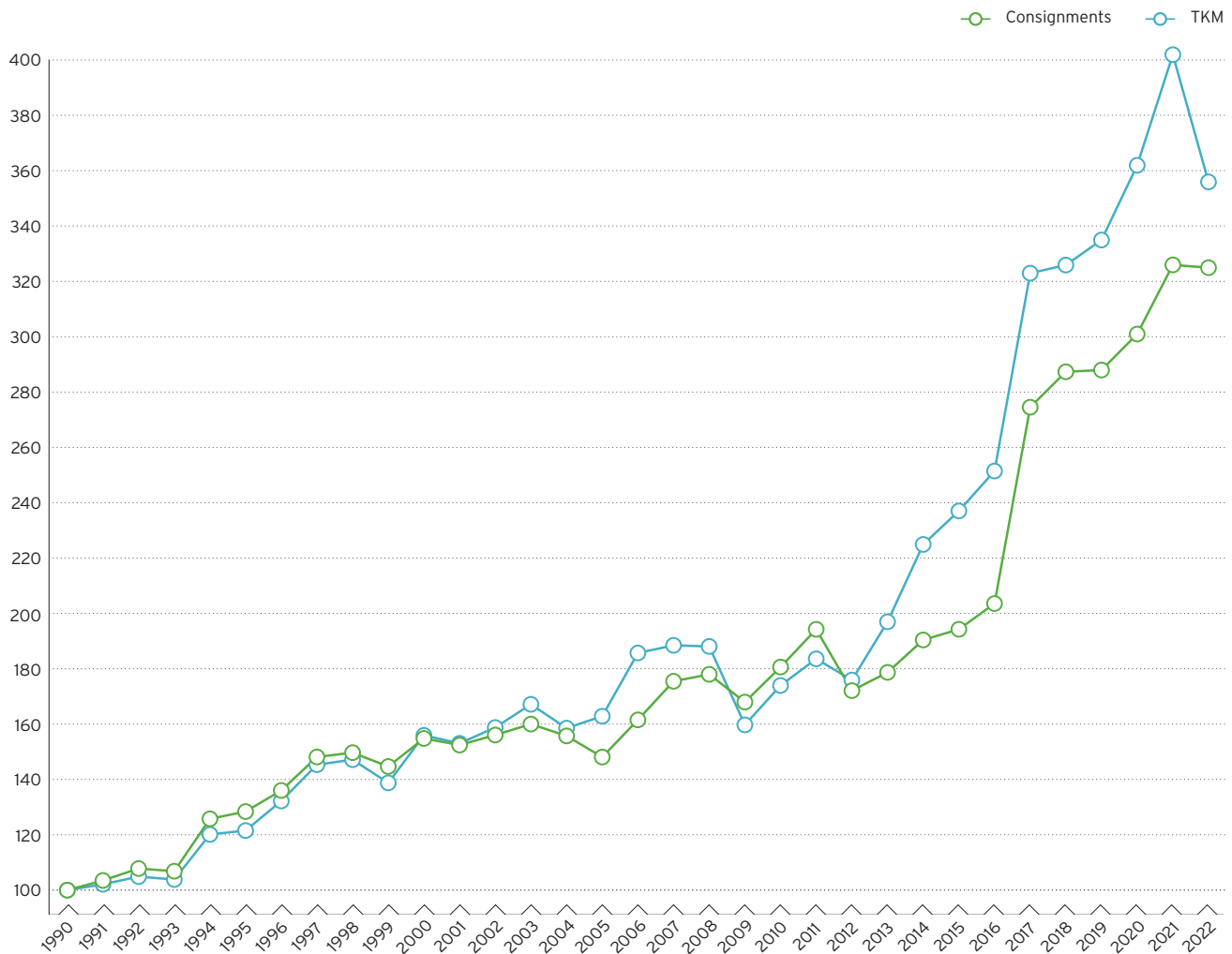
Relations	in %	in consignments
HU-SK	+220%	+6.000
LU-PL	+143%	+6.000
HR-HU	+37%	+6.000
HU-IT	+15%	+7.000
NL-PL	+14%	+5.000

Relations	in %	in consignments
BE-DE	+8%	+4.000
DE-SE	+8%	+8.000
BE-IT	+7%	+18.000
AT-DE	-6%	-6.500
FR-IT	-15%	-14.000

Relations	in %	in consignments
BE-FR	-22%	-17.000
BE-LU	-33%	-7.000
BY-PL	-69%	-6.000
SK-RU	-86%	-21.000
DE-CN	-96%	-47.000

UIRR CT Growth Index

CONSIGNMENTS AND TONNE-KILOMETRES (REFERENCE YEAR: 1990 = 100)



The **UIRR CT Growth Index (Consignments and Tonne-Kilometres)** is a time series of year-on-year growth rates 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).

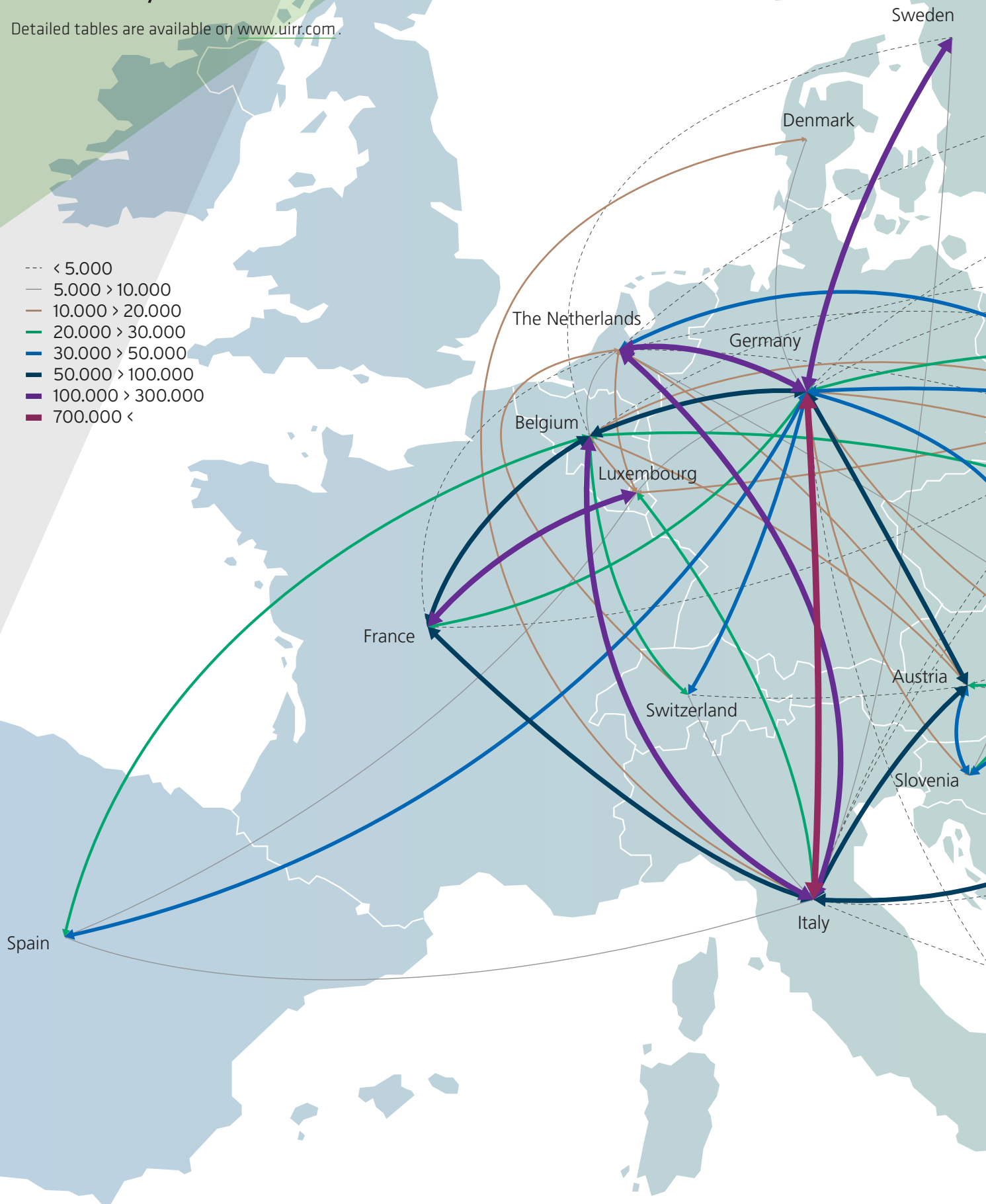
The UIRR statistics include only the rail section of the Road-Rail Combined Transport chain (terminal to terminal).

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)

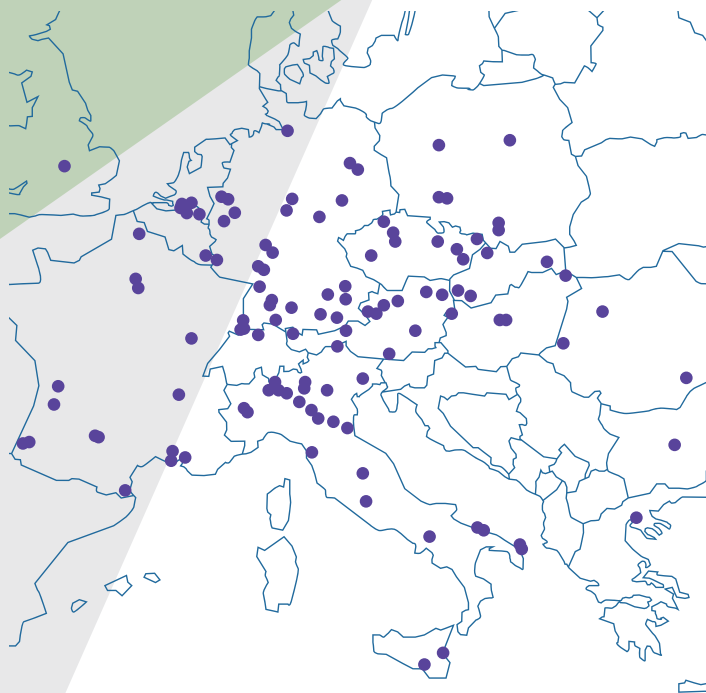
Detailed tables are available on www.uirr.com.



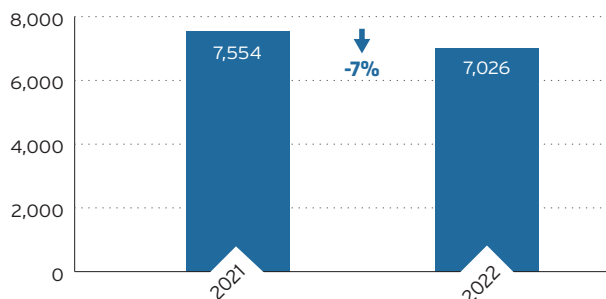


Terminals

TRANSHIPMENT TERMINALS MANAGED BY UIRR MEMBER COMPANIES



Number of units handled (in million)



Key terminal figures in 2022

Number of terminals	142
Number of scheduled trains	210.000
Number of scheduled destinations	580
Total number of handlings (in million)	7.026
Total number of tracks	510
Total number of cranes (gantry/mobile)	440
Number of RFCs involved	all

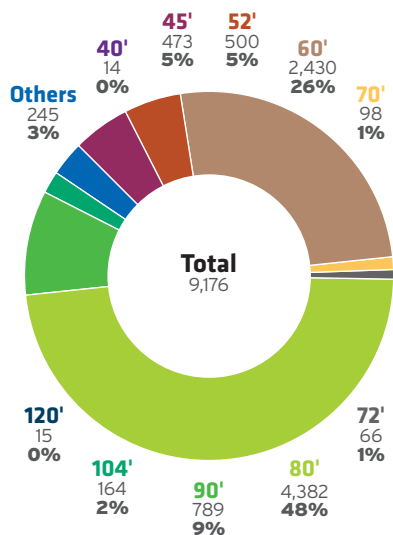
Wagons

OWNED OR UNDER LEASE BY UIRR MEMBERS

Key wagon figures in 2022

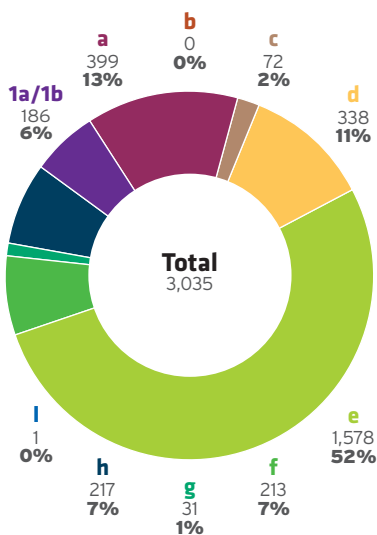
Total number of wagons	12.211
Total number of container wagons	9.176
Total number of pocket wagons	3.035

CONTAINER WAGON (PER TYPE)



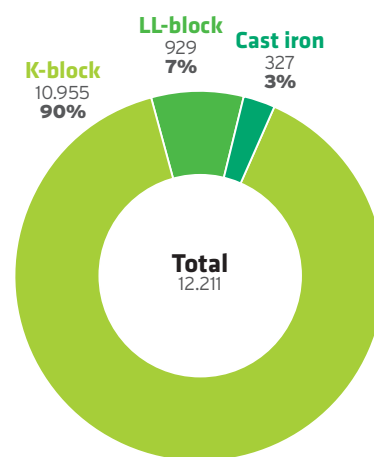
+

POCKET WAGONS (PER COMPATIBILITY CODE)



=

TOTAL WAGONS (PER TYPE OF BRAKE BLOCK)



UIRR 2022

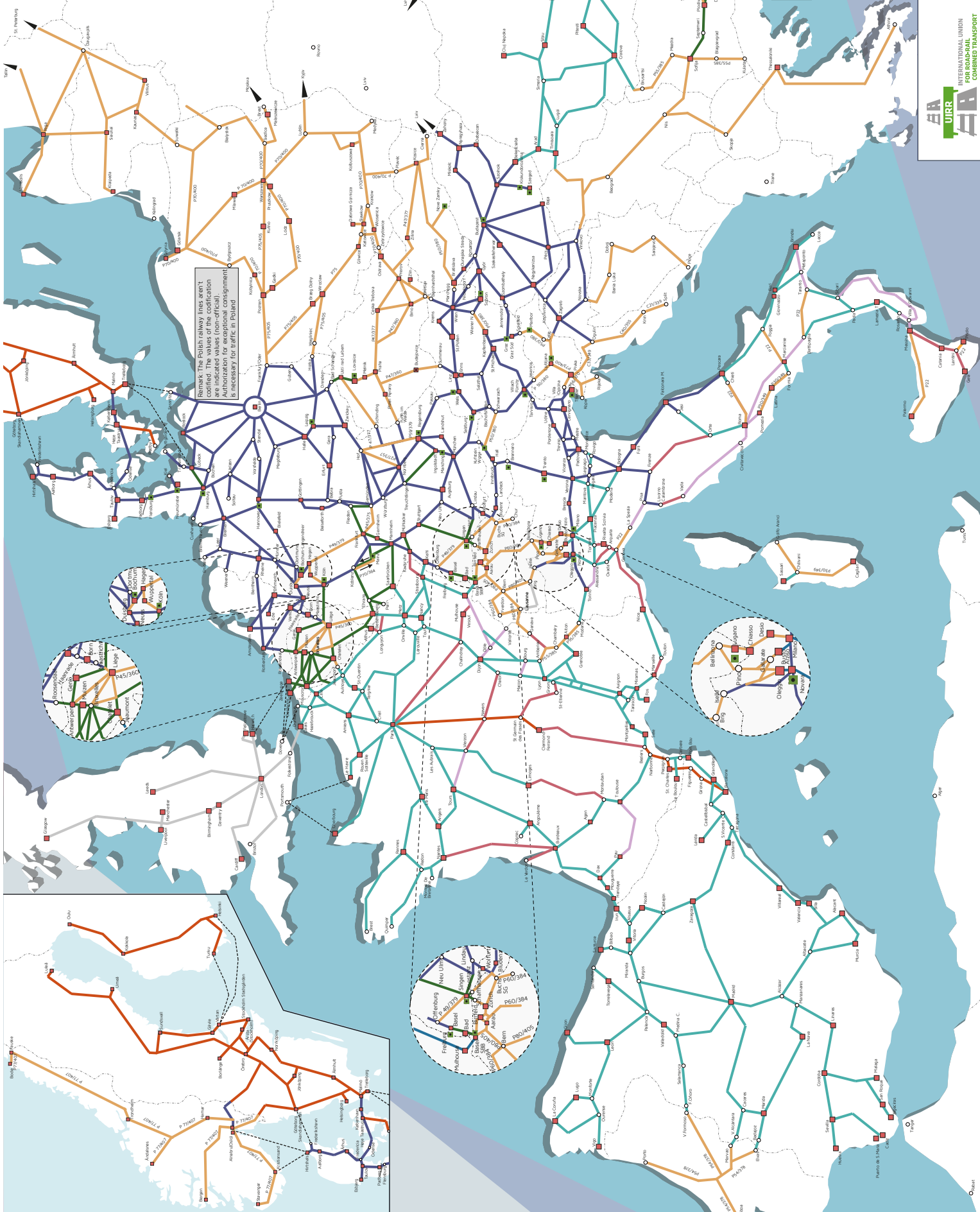
Combined Transport
Map of the codified lines for Semi-Trailers

Legend:

Width	Height	Code
≤ 2550mm	> 2600mm	P 22
≤ 2550mm	> 2600mm	P 34
≤ 2550mm	> 2600mm	P 35 (SNCF)
≤ 2550mm	> 2600mm	P 35 (SNCF)
≤ 2550mm	> 2600mm	P 45
≤ 2550mm	> 2600mm	P 70
≤ 2550mm	> 2600mm	P 80
≤ 2550mm	> 2600mm	P 80
≤ 2550mm	> 2600mm	P 400
≤ 2550mm	> 2600mm	P 400
≤ 2550mm	> 2600mm	P 410

see remarks directly on the route or as additional text box
 Lines without conditions for semi-trailers
 The admissible edge heights (cm) of the loading units carried on the wagons are calculated as follows:
 P xx Codification number, added by the number '330' (example: P70 = 70+330 = 400 cm)
 P xxx Codification number is equal to the given number (example: P400 = 400 cm)
 For more information on terminals refer to the full facilities Portal (http://railfacilitiesportal.eu)
 ■ Transshipment facility / Terminal
 ■ Rolling stockway (known also as Rollabollende) (station)
 ○ City

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

Remarks: lines might be used under conditions for exceptional transport in Bulgaria. It is necessary to obtain an authorisation for an exceptional transport.

The UIRR maintains this codification map to enhance public access to information related to Combined Transport. UIRR accepts no responsibility for any error or omission, with regard to the information contained in this document.
 The railway codes might be higher than those indicated in the map upon verification by the infrastructure manager.
 Some CI profiles are extracted from the UIRR and CIP database.





INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

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