

# Minutes

## of the 47th IBS General Assembly, Bonn, 29 October 2021

### **ITEM 1: IBS informs**

Olaf Krüger welcomed the participants of the General Assembly, including several guests of honour, new representatives of IBS member companies and former IBS members.

Mr. Krüger thanked all IBS members and partners involved in the preparation of the celebration of the 25th IBS anniversary on 28 October 2021 at the Godesburg in Bonn.

He informed about the change of the chairman of the board of the IBS to Mr. Michael Breuer from the company RailWatch.

Mr Krüger presented The Annual Report of the IBS Board for the period September 2020 to October 2021. This and all other presentations are available on the IBS website.

<https://bit.ly/3FTU0RV>

Among the activities of the Executive Board, the establishment of a studio for IBS web events and the launch of a web-based Expert Talk event series deserve special mention.

Mr Krüger thanked the IBS members for 25 years of intensive support and handed over the chairmanship of the General Assembly to the new Chairman Mr Michael Breuer.

Michael Breuer once again thanked Mr Krüger for his work as Chairman of the Board and presented the strategic reorientation of IBS.

In the future, the main focus will be on the development of pilot projects in European rail transport, project-related cooperation with shippers, the digitalisation and automation of transport processes and the organisation of web-based "Expert Talks" via the newly installed broadcast studio in Bonn.

The charts for this presentation can be accessed from the website under the link.

<https://bit.ly/3lwOih9>

## **Item 2: Europe's rail freight transport in transition**

### **Presentation "Rail Freight Transport and CT in the European Year of Rail and the Role in the EU Green Deal" (UIRR, R-C Schultze)**

The President of the UIRR, Mr. Ralf Charley Schultze informed about current developments in EU transport policy, focal points:

- Targets to reduce CO2 emissions and orientation towards the use of climate-friendly modes of transport.
- Current status of the revision of the EU CT Directive.
- New construction/expansion/modernisation of transhipment terminals for combined and multimodal transport.
- Modernisation and expansion of the performance of the European rail network.

The presentation can be viewed on the IBS website ([www.ibs-ev.com/en/](http://www.ibs-ev.com/en/)) under the following link.

<https://bit.ly/3HURYTk>

### **Presentation "Infrastructure projects on the Rail Freight Corridors" (RNE, Miloslav Kogler via online link)**

Rail Net Europe's manager for the development of the Rail Freight Corridors, Mr. Kogler informed about the strategic orientation and current projects.

As the umbrella organisation of the national infrastructure managers, RNE is responsible for the Europe-wide coordination of the development of the rail infrastructure.

Currently the following key developments are being realised/optimised.

- More binding "One Stop Shopping" for customers in cross-border traffic.
- Standardisation of infrastructure parameters and processes on the European corridors.
- Several digitalisation and automation projects for the control and monitoring of train traffic, reliable ETA information.
- Development and support of internet platforms, e.g. the Rail Facility Portal.
- Cross-border capacity and train path planning.

Mr Kogler's very interesting presentation can be viewed on the IBS website under the link.

<https://bit.ly/3DZlpB6>

## **Presentation on the implementation of the "Rail Freight Transport" Master Plan and the "Track Access Charter" in Germany (VDV, Georg Lennarz)**

Mr. Lennarz, Head of Freight Transport at the VDV, provided information on the current status of the implementation of the "Rail Freight Transport" Master Plan in Germany, the sector's demands to the newly constituted federal government as well as the measures to implement the "Track Connection Charter" under the direction of the VDV.

- The implementation of the master plan is currently steered via a "round table" of experts, but is proceeding too slowly. The VDV is exerting influence in particular on the promotion of sidings (new construction and expansion), development of multimodal transport solutions and terminals, higher performance of the rail infrastructure and intensification of training in rail transport.
- The new federal government that is being constituted is called upon in particular to recognise the ecological advantages of rail as a mode of transport, to expand the rail infrastructure efficiently, to support digitisation and technical innovations in rail transport and to create fair competitive conditions between road and rail.
- To implement the "Track Access Charter" initiated by the VDV, 14 topic-related working groups were installed. IBS is a co-signatory of the charter and is already helping to shape the implementation of the topics "design of multifunctional nodes", the "digitalisation and automation of the last mile", "mixed transport systems from CT and wagonload traffic" and "multimodal/modular vehicles and container systems" in the respective working groups.

Mr. Lennartz's presentation is available on the IBS website ([www.ibs-ev.com/en/](http://www.ibs-ev.com/en/)) under the link <https://bit.ly/3ldy24h>

## **Presentation "Planning Projects in the Balkan States" (VTG Rail Logistics, Stelios Archontakis)**

The Regional Director South East Europe of VTG Rail Logistics presented problems and transport solutions in rail traffic with South Eastern Europe.

- Rail traffic with Southeast Europe still has to cope with the imbalance in traffic flows, capacity bottlenecks and obstructions in traffic via Serbia - as well as competitive advantages of the truck in the costs of infrastructure use.
- In the meantime, VTG has set up its own rail transport company "RETRACK" to optimise traffic flows, which is working to optimise profitability on all routes served by VTG.
- VTG Rail Europe now provides almost all the wagon types required for the shift from road to

rail in these traffic relations.

Stronger cooperation in the bundling of the forwarding companies active in this traffic is the prerequisite for a successful development of rail traffic between Central and Northern Europe and the Balkan states again in the future.

The presentation of Mr Archontakis can be read on the IBS website ([www.ibs-ev.com/en/](http://www.ibs-ev.com/en/) <https://bit.ly/3DY6d7I>)

### **Presentation: Rail Forwarding Developments in the Baltic States (ESTMA, T. Dragunova)**

Tatjana Dragunova, head of the "Rail Transport" department of the forwarding company ESTMA, informed about the current transports with the states of the CIS, Central Asia and the Far East. ESTMA's main forwarding activities are still in relations between the Baltic States and these countries.

In the meantime, the Baltic States have arranged for a joint infrastructure project for the development of rail transport, the "Rail Baltica", one of the largest infrastructure projects in the Baltic States for 100 years.

On a route of almost 900 km with Central European gauge, all important industrial nodes of the Baltic states will be connected to the Baltic seaport terminals as well as to the intersection with the European corridors in Kaunas. The highest technical and technological infrastructure standards will be ensured.

ESTMA is increasingly orienting its forwarding activities towards rail transports, which in particular also meets the ecological requirements of the Baltic States for climate-friendly transports.

The entire presentation by Tatjana Dragunova can be viewed on the IBS website ([www.ibs-ev.com/en/](http://www.ibs-ev.com/en/)) under the following link <https://bit.ly/32CBDT9>

### **Presentation: Lithuanian Cargo Railway (LTG) introduces (LTG, M. Scuncikas)**

The Lithuanian Cargo Railway attended the IBS conference as a guest and presented LTG after the comprehensive reorganisation. LTG intends to participate intensively in the development of European rail transport in the future as a member of the IBS. The presentation of LTG can be read on the IBS website ([www.ibs-ev.com/en/](http://www.ibs-ev.com/en/)) under the link. <https://bit.ly/3cQRtLS>

## **Item 3: Standardisation of Multimodal Load Transport (MLT) as an future product of European Cargo Traffic**

Presentation: Product definition and requirements for the sector and rail infrastructure/Status project "Networking of multimodal terminals" (IBS O. Krüger)  
 Mr Krüger analysed the development of products in European rail freight transport and made the following basic observations:

- Block train transports between rail-bound shippers as well as combined transports (both continental and seaport pre- and post-carriage) are competitive and thus to be supported as climate-friendly transport solutions.
- Single-wagon transport is uneconomical in most cases and only exists in a few countries as a rationalised product of state railways. In Europe, about 90% of sidings have been dismantled or closed down since the beginning of the 1990s.
- For various structural reasons, the dramatic transport losses in single-wagon transport cannot be compensated by the other products of rail transport. Without countermeasures, further shifts from rail to road will take place. Measured against the climate policy goals of almost all states in Europe, this is exactly the opposite development.
- In addition to many innovative developments, IBS sees the product of multimodal load transport with integration of remaining single-wagon transport as the future rail product.
- IBS will commit itself to corresponding developments and take over the direction.

Mr Krüger's presentation can be viewed on the IBS website ([www.ibs-ev.com/en/](http://www.ibs-ev.com/en/)) under link <https://bit.ly/3DX8MGU>

## **Presentation: Development of innovative multimodal transport containers and multivalent wagons (Innofreight, Dr. J. Hilker)**

Dr. Hilker presented the expansive strategy of innovative, multimodal transport solutions. Innofreight has focused on the development of the following system components

- Multimodal applicable, together with shippers developed, good type specific transport containers with optimal reloading potential.
- Development of multivalent wagons in cooperation with innovative wagon hire companies.

- Development of logistical, customer-related transport systems with own train services.
- Willingness to cooperate with the member companies of the IBS in the development of new forward-looking transport variants as well as for the development of a Europe-wide multimodal transport system.

Dr. Hilker's presentation is available on the IBS website ([www.ibs-ev.com/en/](http://www.ibs-ev.com/en/)) under the link <https://bit.ly/3nTGpUo>

### **Presentation: Modern loading systems strengthen innovative transport solutions (Cargo Beamer, Dr. H-J Weidemann)**

Dr. Weidemann informed about current and strategic milestones in the development of the Cargo Beamer system.

- Several transport connections of the system are currently being developed, including pilot transports across the Alps.
- Increasing interest on the part of road haulage companies for non-craneable trailers, in particular due to the serious shortage of drivers.
- Dr. Weidemann emphasises the low energy consumption in the transhipment process and the fast loading and unloading processes in the CB terminals (20 minutes per train).
- The goal for 2030 is a pan-European network with more than 20 CB terminals.

View for Dr. Weidemann's presentation on the IBS website ([www.ibs-ev.com/en/](http://www.ibs-ev.com/en/)), link <https://bit.ly/3DXEyUf>

### **Item 4: Conclusion/New date**

The Chairman of the IBS Board, Mr. Michael Breuer, draws a positive conclusion for this General Assembly.

The IBS will consistently pursue the strategic and structural developments confirmed at the congress.

The current favourable social and transport policy environment gives the association additional motivation to strengthen climate-friendly freight transport by rail.



INTERNATIONAL RAIL FREIGHT BUSINESS ASSOCIATION

**The 48th IBS Congress will take place in Vienna on 31 March/1 April 2022.**

All members are asked to make a note of this date.

For the correctness of the minutes

**Olaf Krüger**

Member of the Executive Board