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## EDITOR IN CHIEF:

**Klaus Ebeling**  
EIA Secretary General

## Dear Members and Non-Members,

One year ago, EIA had its General Assembly in Hamburg which was followed by a round table about Hinterland connections. The recovering transport volumes cherished the hope that the economy would be back on track again soon.

Only one year later we are in the next crisis: the rising oil price has already reached US\$ 115. Have we failed to learn the lesson?

But let's not be unjust! Several political decision-makers have taken action: Spain has reduced the speed limit from 130 km/h to 110 km/h – Hats off for this courage! Whereas on the European level one has still not set the course for sustainable development since the main problem of internalising external costs is not solved yet. But adding 10 % of ethanol to gasoline was a step towards the right direction – at least this was what was believed.

It is not only the fact that insufficient information for the (German) customers led to their rejection of the recently introduced fuel (since E10 can destroy certain engines). But it is rather the fundamental discussion which is arising. It seems that the biological fuel is not necessarily environmental friendly because extensive fertilization of the plants is destroying the environment. But above all, taking the growing world population and the increase in motorisation into account, we will be stuck in a dilemma: to satisfy the demand for mobility or to satisfy hunger? Well, perhaps scientists will invent something which will allow answering both needs.

However, the belief in nuclear power as a solution has suffered a major setback just now. For that, the credibility of nuclear security is seriously damaged. But from an economic perspective another concern outweighs those doubts: taking all related costs of nuclear power into account, let it be the costs of technical security measures, necessary insurances for damages or costs for final storage of nuclear waste, the profitability of this technology seems not to be given.



from: *Le Monde*

It is high time for sustainable solutions to be implemented. First of all, external costs have to be thoroughly taken into account. Only this can lead to a true change in our economic system. However, due to the complex interdependencies which can hardly be overlooked one has to act with caution. Since the ancient world we are advised: Be moderate!

Transport with its significant share of energy consumption and environmental impact has potential for economising. Intermodal solutions can help to ease the dilemma.

**Klaus Ebeling, Secretary General**

## European Intermodal Association

✉ Rue d'Arenberg, 44, B-1000 Brussels (Belgium)

☎ (t.) +32 2 514 56 54 · 📠 (f.) +32 2 514 67 60

🌐 [www.eia-ngo.com](http://www.eia-ngo.com)

## News from members



### TFG Transfracht introduced new production system

Being the market leader in seaport hinterland transport, TFG Transfracht connects the German seaports Hamburg and Bremerhaven with the hinterland terminals in Germany, Austria and Switzerland on a daily basis. With more than 11,000 connections per year and over 20 terminals, TFG's AlbatrosExpress railway system is the most close-knit system in European seaport hinterland transport.

On 1 January 2011, TFG Transfracht introduced a new production system which is able to improve quality and quantity of the transport system. The increase of shuttle trains of up to **60%** of the whole transport volume results in more frequent and more reliable connections between the main commercial centres and the German seaports. Furthermore, a combination of daytime and overnight connections allows for more departures on the main routes.

A greater spread in performance levels as well as a differentiation in prices between different products enable the customer to a more flexible booking process and a quicker reception of their containers at the desired destination. TFG's business model also includes the 'last mile' transport from the terminal to the first shipper and therefore provides the customer with consistent combined door-to-door transport.

TFG Transfracht, a subsidiary of DB Mobility Logistics AG and Hamburger Hafen und Logistik AG, was founded in 1969 and has been an active operator in combined transport via road and rail ever since.



### Port of Antwerp launches pilot phase of Inland AIS

Antwerp Port Authority has launched the pilot phase of the Inland Automatic Identification System (AIS) for barges throughout the port area on 1 March 2011. Use of Inland AIS by barges will not become obligatory until 1 January 2012. In the meantime, the pilot phase will make it possible to prepare properly for the full-scale introduction and to fine-tune the system.

AIS automatically transmits information concerning the name, position, speed and direction of travel of the barge. The introduction of the system will in the first place benefit safety within the port and permit efficient vessel traffic management. Beyond that the information made available will be of great benefit for making better use of port facilities, managing berths more efficiently, optimising lock operations, dealing more effectively with disasters etc. In the longer term it will be possible to monitor and direct traffic flows proactively from a barge coordination centre.

This all means that barges equipped with AIS will ultimately enjoy better service.

Antwerp Port Authority has taken this decision in the conviction that the introduction of Inland AIS offers advantages for all parties involved. The system also forms part of the "Barge Master Plan," which aims to position barge transport better within the overall flow of freight, both commercially and in the use of facilities.

In view of all these advantages the Flemish government has undertaken to promote the system by granting subsidies for purchase and installation of the AIS equipment.

Port of Antwerp is also partner in the FP7 funded Smart-CM project which includes monitoring tracking and tracing etc. improvements.



## News from members



### Constantza Port and Pendik Port - Turkey have signed a Protocol of cooperation.

This Protocol of cooperation provides the opening of a ferry line between the two ports.

The General Manager of N.C. Maritime Ports Administration SA Constantza, Aurelian Andrei Popa, signed at Bucharest, in the presence of the Ministers of Transport of Turkey and Romania, a Protocol of cooperation between Constantza Port and Pendik Port (Turkey). This protocol aims to promote the benefits and facilities of the two ports and to identify new partners to collaborate in order to intensify the development of trade relations and increase the traffic of goods. It also promotes the establishment of a permanent shipping line between Constantza and Pendik to attract shipping companies, shipowners and operators from Turkey and Romania. The two ports will be promoted among interested institutions, companies, partners and other ports. The two sides by signing the protocol support cooperation in maritime transport of general cargo, Ro / Ro and passenger, minimizing the time required for legal and operational procedures for different types of goods, the exchange of experience in strategic planning for port development.

The Minister of Transport and Infrastructure, Anca BOAGIU, said that the line of maritime ferry-boat between the two ports will be opened this summer.

## Policy at EU level

### Eurovignette: MEPs plead for a pragmatic approach to include environmental cost into road transport

An agreement in second reading on the revision of the Eurovignette directive seems in reach. In Tuesday's debate, MEPs in the Transport and Tourism committee recognized that internalising external costs into road freight transport would be a major step towards applying the "polluter-pays" principle to transport.

As the Council only accepts two external costs (air pollution and noise), the possibility to vary the infrastructure charge according to the time of day has been extended, up to 175 % above the maximum level of the weighted average during maximum 5 hours a day. This variation must be revenue neutral, i.e. Member States can not gain extra income through this variation, the only aim being to divert the transport of goods from peak hours to off-peak hours. With regard to regions with intense international traffic, the rapporteur Said EL KHADRAOUI (S&D, BE) would like to see the maximum allowed number of peak hours extended to 8 hours per day and suggests 200 % of possible variation.

The most controversial point remains earmarking of toll revenues. EP, in first reading, said that the money had to be invested in transport infrastructure and reducing external costs of transport - on a mandatory basis. Member States, on the other hand, are not willing to accept more than a recommendation ("shall"). EL KHADRAOUI's new report seeks middle way and suggests earmarking of 15 % of revenues for financing TEN-T projects.

EL KHADRAOUI said he was aware that the current proposal about binding revision clause was a compromise to be evaluated, reconsidered and improved over time. "This is not the end of the process of internalisation of external costs." A binding assessment and revision clause will be part of the legislation. "Therefore, the European Commission needs to come up with new proposals in the coming years regarding the inclusion of other externalities, other types of vehicles and other modes of transport", he concluded.

Mathieu GROSCH (EPP, BE) warned that more and more cities are introducing their own restrictions and tolls for interurban zones and that EP should clearly favour and support a harmonised European concept, for the sake of the transport sector.

The vote in TRAN Committee will take place on 12 April.

## Policy at EU level

### First interoperable rail link opens between Iberian peninsula and France, 27 January

A new railway section linking the Spanish and French networks opened on 27 January thanks to about €70 million in European Union funding. The 44.4 km Perpignan-Figueras railway section is suitable for both high-speed rail and freight transport and is expected to significantly cut journey times.

Trains in standard ("European") gauge can now travel across, linking the two largest European high-speed networks. The line passes through the new 8 km Pertus tunnel. High-speed trains can run on it at 350km/h. To ensure safe and intensive use, it is equipped with the interoperable European signalling and control system – European Rail Traffic Monitoring System (ERTMS) – that constantly monitors traffic flows and provides feedback to the trains.

Thanks to the continuing efforts made, the full Mediterranean arc from Valencia to Lyon is expected to be operational in 2020.



## EIA Activities

### TelliBox

#### Tellibox Final Event, 19 March, Duisburg

The EU-funded research project TelliBox -*Intelligent MegaSwapBoxes for Advanced Intermodal Freight Transport*- was officially introduced to the market with a successful public demonstration. A final event organised by EIA was staged on March 19th on the premises of the DKT Terminal in the Port of Duisburg, courtesy of Dirk KNÜPPEL, Director of the Terminal.

The new all-purpose loading unit is a market response to Europe's policy objectives of developing an integrated, seamless and competitive transport system. The ideas and contributions of freight forwarders, shippers, rolling stock manufacturers and scientists have been taken into account by the consortium in developing a new intermodal loading unit to serve road, rail, inland waterway and short sea shipping.

On the final event, Joost DE BOCK (DG Research) expressed the European Commission's satisfaction by stating that TelliBox is a further good example proving that EU funded projects can result in tangible results attractive for the market. Other speakers were Sebastian JURSCH (Project Coordinator), Klaus HOLZ (Wecon) and Heiko SENNEWALD (ECC). The automotive and whitegoods industries have already expressed their interest in principle in using the new loading unit.

The event was moderated by EIA Deputy Secretary General Peter Wolters.



H. SENNEWALD, Ewals Cargo Care,  
J. DE BOCK, DG Research



S. JURSCH, Project Coordinator

## External Events



Lord BERKLEY, K. EBELING, J. LUDEWIG,  
R. COLLE

### FERRMED Manifesto, 12 January, Brussels

On 12 January, FERRMED invited representatives of important European businesses, organizations and public persons to its Manifesto Conference about the Trans-European Freight Railway Core Network in the European Parliament in Brussels. The main topics of the conference were the progressive implementation of the FERRMED Standards in the EU Freight Railway Core Network, a European Governance need for this EU Freight Railway Core Network, and the inclusion of the "missing links" in the EU priority projects, as they are promoted by the FERRMED Great Axis. The manifesto which was introduced during the conference stresses that these three aims are fundamental for reinforcing the European competitiveness and boosting the Internal Market.

During the FERRMED stakeholder's conference, EIA (Klaus. Ebeling) gave an overview of the development of cooperation in order to create a European railway. While a lot of chances during the last century were missed and the few recent projects are still pending, Mr. Ebeling expressed the hope that the freight transport on rail would follow the role model of high-speed passenger transportation and an overdue trans-European network would be realized as soon as possible. For that, he assured EIA's support for FERRMED.



### Eurostat, 18-19 January, Luxembourg

Eurostat decided to re-launch their intermodal statistics task force, based on a 'Draft mandate for the Task Force (TF) on intermodal transport statistics' (Dec. 2009). An earlier effort of DG TREN (now DG MOVE) and Eurostat (2008) to launch a similar working group failed due to lack of cooperation of the invited expert associations.

The nature of intermodality requires the use of the existing unimodal transport statistics. Those unimodal transport statistics are based on legal acts and include some embedded information on intermodal transport.

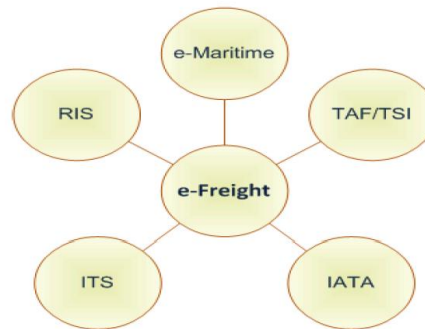
The key assignment of this Task Force is to identify the users and to define the utility of "Freight statistics on co-modality and logistics performance indicators", hence the data to be produced and disseminated. More recently, the Commission has been tackling multimodal freight transport in several fronts, including the establishment of logistics performance indicators, improvement of the performance of terminals as well as the collection of statistical data. At the meeting in January 2011, it was discussed which approach to choose to produce intermodal transport statistics, past experience and possible way forward according to the mandate. DG MOVE reported on the work of the new White Paper and policy initiatives in the area inter- and co-modality. Various Member States were invited who presented their projects on topics such as container terminals (NL), port and hinterland infrastructure (DK) and statistic and questionnaires concerning intermodality (DE, AT).

EIA was invited by EUROSTAT. Peter Wolters participated in the meeting presenting the Yearbook 2010 which was well received by EUROSTAT and member states.

## External Events

### E-Freight Advisory Committee, 8 February, Lisbon

The EIA is Advisory Committee member in the new EU “e-Freight” initiative (FP7 funded). The project’s vision is to provide IT capabilities supporting EU freight transport stakeholders, in order to have a standard framework for freight transport in the European Community and, as far as possible internationally, to adhere to EU policy on co-modality. Additionally, e-freight aims on facilitating the use of different transport modes, thus obtaining an optimal and sustainable utilisation of European freight transport resources. Stemming from the European Freight Transport Logistics Action Plan, it includes the ideas of zero paper documents, zero waiting times and technology independent e-freight mechanisms. As well, it addresses business needs such as reducing administrative procedures and inefficiencies due to a lack of interoperability, improving exchange of data, integration of transshipment points with fleet management system, as well as creating a pan-European safety system. The Roadmap for e-freight can be visualised as seen on the left.



Challenges in Supply Chains to be tackled are mostly related to any form of compliance, such as the absence of a Single Window environment and the necessity of some documents in paper format. But also the facts, that some countries have not yet signed International Conventions and/or appropriate legislations are not in place. Instead, regulations which make more paper documents necessary are sometimes implemented and countries still rely on paper even if an e-customs platform is in place.

The benefits for transport and logistics in general, and EIA members in specific would be:

- e-freight will make available services more visible, increasing competitiveness especially of SMEs.
- e-freight will speed up end to end transportation chain when shipment documentations can “arrive” before the cargo itself to allow processing like customs clearance to be initiated earlier.
- e-freight it will save money through reducing the cost associated to removing paper, handling paper and storing paper.
- e-freight will improve quality and accuracy of data transmitted.
- e-freight will enable collaboration among different authorities on security risk management
- e-freight is environmentally friendly.

Other Advisory Board members are members of EIA (Jan DE RIJK, Procter & Gamble Logistics) and ‘sustainable’ project partners such as DHL, DSV, Portbase and ‘Brussels’ associations such as CLECAT, ECSA and from national level, such as the Ministry of Finance (Netherlands) etc.

## External Events

### Rail Express Cargo at the ACARE meeting, 9 February, Brussels

The EIA presented their 'REX' (Rail Express Cargo) initiative, which EIA is officially representing vis-à-vis EU authorities since a considerable number of years, at the ACARE (Advisory Council for Aeronautics Research in Europe) meeting on 9 February. Focus is to develop an innovative service for time sensitive demanding industries, mainly express services (FedEx, UPS, DHL). Before the crisis, this was the fastest growing industry (up to 8%) representing around 30% of the transport value. The classical distribution network is consisting of smaller airplanes plus one day truck radius for door-to-door deliveries. Due to restrictions such as night air slots becoming scarcer ('night ban'), congestion costs, rising price of fuel and increased demand for sustainable solutions, intermodal solutions are wanted: fast trains on the high speed rail network with air/rail terminals at the airports.

FedEx calculated that one ton cargo transported over a distance of 100 KM cost about 20 liters kerosene; truck needs 1 liter diesel. The CO<sub>2</sub> exhaust of high speed TGV rail costs about 2% related to air cargo transport. However, in contrary to the French high-speed network, the German network may be less suitable for high-speed express services, which is being conceived as 'light weight' and as a sort of single wagon approach, therefore less attractive. On the other hand, the German 'heavy goods' industrial rail is better facilitated than in France.

A Memorandum of Understanding was signed between EIA's REX and CAREX, the latter representing the French high-speed air-rail initiative. CAREX aim is to use the high-speed TGV for cargo between airports and major cities like Paris, Bordeaux, Lille, Strasbourg, London, Amsterdam, and in a later stage Frankfurt and Cologne. From the EIA (REX) side, the members are airports (Amsterdam, Frankfurt, Paris), airlines like LH Cargo and Integrators like DHL and ACI Europe as guest.



EURO CAREX network: stages

The Director General of DG MOVE (M. RUETE) and various functionaries within the co-modality and logistics unit discussed the framework conditions eventually needed for REX. Both DG MOVE and EIA stressed the need for a truly European approach. The responsibility of EIA would be to safeguard technical standardisation (terminal) issues at the airports, enabling the shift between air and rail. Regarding the feasibility of air-rail cargo: traffic demand, slots during night, vehicles, containers, terminals etc. have already been addressed by a French ROISSY – CAREX feasibility study.

## External Events



ACARE meeting at EIA

### Air Intermodal: ACARE workshop, 9 February and 17 March, Brussels

The meeting organised by ACARE included also a workshop on co-modality in the DLR offices (Brussels) on which EIA was invited as a representative of the EIRAC project.

ACARE's understanding of co-modality until that date was 'integration of various transport modes taking into account goods & people benefit with effects on processes, system architecture & technological solutions'.

After some discussions, the chairman (Airbus representative) suggested using the term Integration of Transport Modes 'ITM' which was endorsed by the workshop participants. Main points on the agenda were how to ensure robustness of ITM; physical interfaces to ease transfer (differentiate passengers/freight); information to customers; single ticketing/waybill for complete journey with alternative ways; responsibilities information supply; consistency of security checks; environment protection; energy availability and adequate networking.

"Robustness" was considered as an important industrial research value to strive at, meaning adaptability, consistency, predictability, redundancy, affordability & flexibility. Robustness is considered as important guarantee to react on e.g. recent winter events; ash cloud having shown how the transport system could suffer via a domino-like effect etc. while intermodal risk management and disruption acceptability levels must be studied, among many other subjects. Regarding 'environmental protection', common discussed points were assessing equal environmental footprints of all transport modes, total life-cycle assessment necessary (end of life process) to establish a sustainability roadmap and various other topics. Participants were stemming from the air industry (Airbus, Bombardier Aerospace, Fraport, EADS, Eurocontrol, IATA) and others such as ERRAC (rail technology platform).

The workshop was followed by a meeting on 17 March which was hosted by EIA. In this meeting the input which is to be presented to the European Commission was prepared.



Rüdiger GRUBE, Klaus EBELING,  
Gunther ELLWANGER

### European Railway Award 2011 ceremony, CER, EIM & UNIFE, 9 February, Brussels

CER, EIM, and UNIFE presented the **European Railway Award 2011** for political achievements to the former Mayor of London **Ken LIVINGSTONE** for his decision to implement the Congestion Charge in inner London on 17 February 2003, a scheme that was instrumental in setting the example of how to improve the sustainability of transport. In his words of thank he underlined the essential political point:

*"The London congestion charge has been clearly effective in encouraging people to switch to public transport and less polluting alternative modes of transport. Applying the 'polluter pays' principle clearly demonstrates the benefits that can be achieved through the proper charging for external effects of road transport, and I encourage other cities to follow."*

The European Railway Award 2011 for technical achievements was presented to the Austrian rail engineer Dr **Stefan HAAS**. His contribution to the development of modern rail technology is the linear eddy current brake which has successfully increased the practical opportunities for high speed rail as an ideal supplement of the pneumatic friction brake and of the dynamic brake. It enables the generation of brake forces independent from wheel/rail adhesion, wear free and almost speed-independent.

## External Events

### European Intermodal Route Finder, 16-February, Rotterdam

The European Intermodal Route Finder (new outcome EU funded project BE LOGIC) visualizes possible routes between more than 800 terminals in EU-27, Norway and Switzerland. The tool will implement different levels of benchmarking: analysis of possible alternatives for a given logistic chain; performance comparison between different logistic chains; benchmarking of terminals performances. A benchmark of logistics chains can give SMEs insight into the potential gains of reconsidering their logistics choices in terms of costs and performances, environmental impact and quality of service. Topics discussed at event:

- Demonstration of a benchmarking methodology for comparison of transport alternatives
- Demonstration of the European Intermodal Route Finder
- Presentations of intermodal practices by some European leading logistics companies and lessons learnt
- Recommendations on how national and EU transport policies can improve intermodal transport
- Recommendations on logistics quality standards

Speakers: EU Commission, DG MOVE, Flora Holland, Kombiverkehr, Procter and Gamble, Binnenlandse Container Terminals Nederland and the project coordinator of the new "E-Freight" project.



source: EIA library

### Inland Transport Committee UNECE, 1-2 March, Geneva

The EIA used its NGO status (Non-Governmental Organisation, UN) to join a specific expert meeting within the United Nations' Economic and Social Council: Inland Transport Committee. Various EU and non-EU Member States (USA, Russia etc) exchanged their views regarding:

- Commitments and opportunities related to the Economic Commission for Europe session in 2011, the Commission on Sustainable Development and the review process of achieving the Millennium Development Goals.
- Organization for Security and Co-operation in Europe
- Review of the transport situation and emerging trends in ECE region.

Several Member States and NGO's were invited to give an expert presentation which motivated others to react, agree, disagree etc. The sessions lasted three days and EIA used the opportunity to hand over the Intermodal Yearbook atlas to the delegates, who appreciated the tangible port-hinterland networks, policy issues etc. since such an overview was much needed as input for their respective ministry or embassy.

Other agenda topics:

- Climate change and transport (mitigation environmentally harmful effects of inland transport);
- Impacts of climate change on international transport networks and adaptation requirements.
- Intelligent transport systems
- Transport of dangerous goods: Global and regional dimensions.
- Towards unified railway law in the pan-European region and on Euro-Asian land transport corridors
- Efficient and Sustainable Inland Water Transport in Europe
- Etc.



UN working session, Geneva

EIA was represented by Klaus Ebeling and Peter Wolters.

### “Innovative Intermodal Transport”: a practical guide to discover intermodality in Europe

EIA together with the EIRAC consortium is about to publish a new handbook “Innovative Intermodal Transport”, which has been conceived as an up-to-date and detailed overview of the progresses the intermodal transport industry has made in the last five years (since the previous edition of the handbook 2005) and how it has been able to adapt itself to changing requirements and circumstances.

The book, which has been coordinated by Huub VRENKEN, draws on examples of practical intermodal transport developments, which are presented in 49 fact sheets. These have been compiled in association with the companies or institutions involved in the example presented, many of them are members or project partners of EIA.

The fact sheets are grouped into five chapters, which contain background information on the subject.

- *Intermodal Transport Today* briefly elaborates the geography of intermodal transport flows in Europe and gives an overall introduction to the sector.
- *Intermodal Transport in Supply Chains* describe ways in which market players have integrated intermodal transport into supply chains and how intermodality in supply chains has been improved.
- *Business Models and Cooperation* is of particular relevance to the intermodal transport sector, since all aspects of intermodality somehow originates from cooperation and arrangements between different companies and very often involves public players as well.
- *Innovative Intermodal Assets* presents Innovation through a more traditional approach by highlighting features of technological innovation and their use.
- The chapter on *Intermodal Transport and Society* elaborates on how the interests of private enterprises and society coincide in the development of sustainable transport solutions.

Fact Sheet examples:

CMA-CGM’s carrier haulage strategy – DP World shift functions from seaport to inland terminals – Lead time comparisons in continental transport – advantages and disadvantages of slowing logistics – Port of Antwerp’s hinterland strategy – Trends in terminal equipment – Waterway upgrade that reconfigures logistics

The book was commissioned by the research council EIRAC (FP 7 funded). The handbook will be available in digital format on a memory stick as well, which also contains a Strategic Intermodal Research Agenda developed by EIRAC. It can be ordered on our website [www.eia-ngo.com](http://www.eia-ngo.com).

## EU Projects



P. Merckx, PSA Antwerp



### SmartCM Evaluation & Exploitation, 9-10 January, Rome

The EIA participated in the SmartCM (smart container chain management) ‘evaluation and exploitation meeting’. Regarding ‘evaluation’ issues, a business evaluation analysis based on the value of time concept was presented. Containers with a certain value are expected to benefit most from the SmartCM platform. The attendees discussed about the potential sources for the reduction of lead and dwell times during the whole logistic process including customs clearance due to better visibility (e.g. more efficient transshipment) and many more advantages. Labour productivity improvement was deemed to generate savings in administrative costs of logistic supply provider as well.

Partners like COSCO, DHL and Kuehne & Nagel shared their technical experiences in their respective demonstration corridors in which they tested modern tracking & tracing devices, arrival and departure alerts, ETA update notifications, messages coming from the ‘neutral’ and ‘value added layers’ etc.

## Upcoming Events

- 5 April 2011: **EIA General Assembly** , Strasbourg, France, <http://www.eia-ngo.com>
- 5-7 April 2011: **Multimodal 2011**, Birmingham, UK, <http://www.multimodal.org.uk/>
- 26-29 April 2011: **TransRussia**, Moscow, Russia, <http://www.transrussia.ru/eng/>
- 5-6 May 2011: **ESPO 2011 Conference – Optimising Port Performance**, Limassol, Cyprus, <http://www.espo.be/downloads/archive/16e04177-b409-4956-8db3-010e0876cfb7.pdf>
- 10-11 May 2011: **International Conference on Paperless Freight Transport Logistics – e-Freight 2011**, Munich, Germany, <http://www.efreightconference.com/>
- 10-13 May 2011: **Transport Logistic**, Munich, Germany, <http://www.transportlogistic.de/en/Home>
- 19-20 May 2011: **Horizontal Collaboration in the Supply Chain Summit**, Brussels, Belgium, <http://events.eft.com/SCHC/>
- 25-27 May 2011: **2011 International Transport Forum**, Leipzig, Germany, <http://www.internationaltransportforum.org/2011/pdf/SaveDate2011.pdf>
- 6-9 June 2011: **ITS European Congress 2011**, Lyon, France, <http://2011.itsineurope.com/>
- 7-9 June 2011: **TOC Europe**, Antwerp, Belgium, <http://www.tocevents-europe.com/>
- 7-10 June 2011: **SIL Barcelona**, Barcelona, Spainm <http://www.silbcn.com/en/>
- 07-12 June 2011: **SCUTUM Thin Tank event, IST Europe congress**, Lyon, France, <http://2011.itsineurope.com/>
- 14-16 June, 2011: **European Supply Chain and Logistics Summit**, Berlin, Germany, <http://www.scleurope.com/>
- 21 -22 June 2011: **High Speed Rail Asia 2011 (HSR Asia 2011)**, Hong Kong, China, [www.iqpchighspeedrail.com](http://www.iqpchighspeedrail.com)
- 23 -24 June 2011: **Rail Safety & Security Asia 2011**, Hong Kong, China, [www.railsafetyasia.com](http://www.railsafetyasia.com)
- 29-30 June 2011: **4th European Shortsea Congress**, Hamburg. Germany, <http://www.navigateevents.com/events/4th-european-shortsea-congress.html>
- 15-17 November 2011: **TOC Americas**, Panama City, Panama, <http://www.tocevents-america.com/>
- 29 November – 1 December 2011: **Intermodal Europe 2011**, Hamburg, Germany, <http://www.intermodal-events.com/>

EIA would like to invite  
all members, partners and interested guests to visit our stand at the

## Transport Logistic 2011



10-13 May 2011 in Munich, Germany

This year, EIA is proud to share its stand with its member BERTSCHI AG, a company for bulk transport and logistic service.



Mark you agenda – Transport Logistic 2011, **Hall B6, Stand 430.**

We are looking forward to meeting you in Munich!

EIA Team



<http://www.transportlogistic.de/en/Home>