

CAMPAIGN UPDATES



CT4EU Report #8 - July - September 2026

Dear Supporters of the CT4EU Campaign,

Dear Friends of Combined Transport,

Energy has been at the top of the agenda for many months now, but with diesel prices reaching record highs, the impact on the EU economy is being felt more strongly than ever before. Unfortunately, given that the Strait of Hormuz remains closed, the Red Sea is still troubled, and the United States is threatening to ban diesel exports to Europe, there is little reason to believe that the situation will improve anytime soon. In this context, **CT4EU is campaigning for Combined Transport to become a new reflex for decisionmakers** because a freight system relying on a single fuel source and a single mode of transport will be vulnerable to every shock.

In the coming weeks, the European Commission will unveil its **climate resilience framework**, providing an opportunity to promote the strengths of intermodal transport. Whenever roads are flooded, rail tracks damaged or rivers run dry, the smartest solution is to continue the journey on another mode of transport, just as any traveller would do if a train or a flight was cancelled. **Plan B is needed and Intermodal transport is therefore resilient by design.** However, our vision will only materialise with a robust and interoperable legal framework that simplifies switching between modes for operators, shippers and the entire ecosystem. This is why resuming the **revision of the Combined Transport Directive** comes at the right moment. We intend to ensure that the voice of the sector is heard in the upcoming negotiations so that the long-overdue modernisation can finally be delivered.

Our voice is growing stronger with every new supporter. In the past three months, we have had the pleasure to welcome new supporters, each bringing a unique perspective to Combined Transport: [Hector Rail](#), based in Sweden, is the largest private train operator in Scandinavia, and [Francesco Parisi](#), founded in 1807, offers the perspective of a family business that has evolved into an international logistics group.

Alongside expanding our network, we are continuing the conversation online and just released our new **"The Intermodalist podcast" episode on quality jobs** in Combined Transport with our supporter [learn2fly-rh](#).

On 2 September, UIRR co-organised its **11th Nordic Intermodal Freight Seminar with Jernhusen and Green Cargo**, under the CT4EU umbrella, brought the intermodal sector to Scandinavia. This event provided an opportunity to exchange views on legislative developments at EU level, and to better understand the challenges and opportunities emerging in Northern Europe.

Looking ahead, CT4EU and [MLSZKSZ](#) will co-organise the **6th Central European Intermodal Conference on 29 October** in Budapest. On **17 November**, we will host a high-level breakfast **debate on Military Mobility** featuring representatives from European Institutions and our Industry. This will be followed by a **webinar on 18 November on market-based instruments to promote modal shift and rail**. Finally, save the date of our annual flagship event, **the European Intermodal Summit on 4 December**, to discuss key topics including the implementation of the Capacity Regulation including ERP, the Combined Transport Directive, SERA, CEF and the next MFF. Stay tuned for more details!

Thank you for your continued dedication to making European freight more resilient, competitive and sustainable.



KEY HIGHLIGHTS

Main milestones and Initiatives

Highlight #1: 11th Nordic Seminar in Stockholm - 2 September 2026



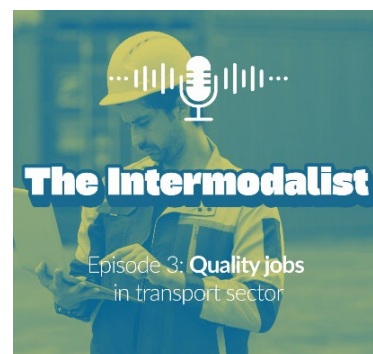
The 11th edition of the Nordic Intermodal Freight Seminar was co-organised by UIRR, Jernhusen and Green Cargo under the CT4EU banner. The first session covered European dossiers, notably the revival of the Combined Transport Directive, the Weights and Dimensions trilogue, Military Mobility and the next EU budget. Jernhusen presented its six Swedish terminals and the new Västerås project. The second session focused on the intermodal specificities in the region and opened with Green Cargo with a tour de table on how Nordic intermodal freight performed last year. It moved

on to Europe-wide crises, including German rail renovations, crosswind and broken wheel rules, and the truck driver shortage. [LINK](#)

Highlight #2: The Intermodalist Podcast on Quality Jobs

In this episode of The Intermodalist, [Lionel Guérin](#) from learn2fly-rh explains the dynamics transport, rail and intermodal recruitment drives. He explains how Combined Transport can improve working conditions, with fewer long-distance journeys and more evenings at home. He also covers what candidates expect today, from transparency to company culture. His advice to employers is to show the real jobs, tell the story of the company, and look beyond the sector for transferable skills.

[Listen to the podcast episode here.](#)



Highlight #3: 6th Central European Intermodal Conference – 29 October 2026



The 6th Central European Intermodal Conference, co-organised by MLSZKSZ and UIRR under the CT4EU banner, takes place in Budapest on 29 October 2026. The event will cover the macroeconomic outlook and forecasted logistics trends up to 2030. It also covered seaport connectivity, terminal developments and intermodal hubs, as well as rail infrastructure concepts, innovative train systems and semitrailer technologies. The presentation of the "TOP GUN of the LOGISTICS" analysis will conclude the event, presenting market consolidation trends and the outlook ahead. [LINK](#)

SUPPORTER NEWS

Updates from Our Supporters - click on the names for the full information

- [Amazon](#) acquired 50 battery-electric trucks.
- [ATAI](#) implements the Container Yard Automation (CYA) in Mangalore.
- [CMS Legal](#) gets listed in the top group of five stars for JUVE ranking for sales.
- [Codognotto](#) launches direct rail link between Spain and Belgium with P400 MEGA trailers.
- [Contargo](#) and Port Emmerich officially commissioned a new container crane. Watch the crane assembly in nine minutes.
- [Drees & Sommer](#) contracted by Die Autobahn for scaling of 24 fast-charging parks in Germany.
- [Ermewa](#) introduces the Brake Overhaul Network.
- [HHM](#) puts its first remote-controlled rail gantry cranes into service.
- [Inform's](#) AI-powered Syncrotess chosen by Ferrovial for its operations in Mexico City.
- [Konecranes](#) hands over 1000th AGV to Maasvlakte II terminal in Rotterdam.
- [Künz](#) wins the VCÖ Mobility Award 2026.
- [Metrans](#) expands terminal in Poznań and significantly increases handling capacity.
- [Port of Antwerp-Bruges](#) hosts its second Autonomous Summit.
- [Port of Genoa](#) joins series of meetings setting ground for new port masterplan.
- [Sicom](#) delivers new 30' Dry Bulk to Gruppo Bernardin.
- [Trafikverket's](#) Digital Railway Inspection is a finalist in the Tech Excellence Award.
- [DB Cargo](#) extended its multimodal transport options via a Nigboin, China to Felictown in UK.
- [VEGA](#) integrates its first fully electric Mercedes-Benz eActors 600 into the VEGA Türkiye fleet.
- [ELP](#) signs purchase agreement to obtain 20 EuroDual locomotives.
- [Mi-Jack](#) assists ITS to secure a grant for purchase of five Terberg YT203EV terminal tractors
- [Hector Rail](#) future-proofs its locomotive fleet.

UPCOMING EVENTS

Sector & CT4EU National Coordinators (NC) events

- **RDL** [Europa Asia Intermodal Logistics](#)
28-29 October, Düsseldorf (DE)
- **CT4EU-MLSZKSZ (NC):** [Central European Intermodal Conference](#)
29 October 2026, Budapest (HU)
- **ApS (NC):** [Netzwerk Kombiniertes Verkehr](#)
9 November, Berlin (DE)
- **ESPO Award** [ceremony and dinner](#)
10 November, Brussels (B)
- **CombiNet (NC):** [Annual Conference](#)
12 November, Vienna (AT)
- **F&L webinar on intermodal North-South**
12 November, online
- **Alice** [logistics innovation summit](#)
17-18 November, Brussels (BE)
- **F&L** [Event](#)
18-19 November, Gothenburg (SE)
- **CT4EU-UIRR High-level breakfast event on Military Mobility** - 17 November, Brussels (BE)
- **5. DVZ** [Konferenz Kombiniertes Verkehr](#)
24 November, Hamburg (DE)
- **Port of Antwerp Bruges:** [Intermodal Market Place](#)
25 November, Bruges (BE)
- **F&L webinar on intermodal East-West**
26 November, online
- **EBU** [Annual event](#)
2 December, Brussels (BE)
- **Railtalks** [Need for Speed event](#)
2 December, Berlin (DE)
- **Multi-Level** [Dialogue on Just Transition](#)
3 December, Brussels (BE)
- **CT4EU-UIRR European Intermodal Summit**
4 December, online
- **RDL** [Multimodal Transport, Transit & Investment Forum](#) - 10 December, Tbilisi (GE)
- **Flows.be** [Vlaams Havendebat](#)
10 December, Antwerp (BE)
- **2nd Indo Mediterranean** [Business Forum](#)
11-12 December, Trieste (IT)

PAST EVENTS

CT4EU has been actively engaged in several key events and recognised in notable mentions. Below is an overview of our recent activities and contributions – *NC stands for National Coordinator*:

- [UIRR-CT4EU Nordic Intermodal Seminar](#)
2 September 2026, Stockholm (SE)
- [Fehmarn Belt Platform Plenary session](#)
3 September, Copenhagen (DK)
- [RDL Black and Caspian Freight Forum 2026: Corridors, Cargo, Infrastructure](#)
7-9 September 2026, Baku (AZ)
- [Transporeon Summit: Trimble Insight Europe 2026](#)
22-23 September 2026, Brussels (BE)
- [InnoTrans 2026](#): 30 year's edition
22-25 September 2026, Berlin (DE)
- [F&L: Türkiye Event](#)
24-25 September, Istanbul (TR)
- [Connecting Europe Days](#)
28 September – 1 October, Brussels (BE)
- [FIATA: World congress](#)
6-9 October, Milano (IT)
- [IBS \(NC\): 55th Congress & 30 Years event](#)
8-9 October Wiesbaden (DE)

LINKEDIN POST OF THE QUARTER

Distributed Power Systems - [LINK](#)

Ever heard of DPS?

Distributed Power Systems (DPS) connect a locomotive at the front of a train with another at the rear by radio, so that a single driver can control both from the leading cab. This results in a better spread motion power as the train is pulled at the head and pushed in the back.

DB Cargo has now put the technology to work for voestalpine between Linz and Germany, and the reported result is up to 30% more industrial transport capacity on the same number of trains!

On the steeper diversion routes used during Germany's corridor renewal works, a train that could previously carry around 2,400 tonnes can now carry more than 3,300, which means fewer train movements, better planning reliability and more room on a network that is already operating at or near its limits in places.

This could prove useful well beyond energy saving, because the heavier the train, the more efficient the system becomes. For Combined Transport, it is a helpful reminder that extra capacity does not always depend on new track, and innovation can also come from a smarter use of existing resources.



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