

## Exhibition analysis, trends and development directions

The «Transport Logistic 2025» exhibition can be safely called the successor to the «Innotrans 2024» transport technology exhibition, as a significant part of the exhibits and technologies that were presented last year in Berlin met again in Munich. This is partly because both exhibitions have similar themes, but there are also some differences.

«Transport Logistic 2025» demonstrated that logistics plays a key role in our daily lives and is the artery of the global economy. Key topics were digitalization, artificial intelligence and cybersecurity. The air transport segment also attracted great attention.

For our part, we noted that the current trend in intermodal transportation is transportation in 45-foot containers and semi-trailers, and among the fitting platforms, 90-foot and articulated 6-axles and for transporting semi-trailers are of particular interest. However, there are certain problems in transporting semi-trailers, in particular, they often break and require special cranes to load onto the platform. Also, some companies (for example, Tatravagonka and Rail Release) have picked up the idea of the Austrian TransAnt with removable ballasts on the platform, which allow reducing the weight of the container and proportionally increasing the load capacity of the wagon by about 2-3 tons.

"EU-Trans" sees a future in transportation in 45-foot containers, which have parameters similar to semi-trailers, so this fact can be decisive in transferring cargo flow from cars to trains. Since for many years the number of cargoes and their length, completeness, adaptation to pallet sizes and the like - everything has been sharpened to the dimensions and load capacity of automobile semi-trailers. And although the transportation of 45-foot containers by sea is somewhat problematic, it is not for rail transport. Therefore, this trend, for containers to correspond to the parameters of a semi-trailer and for them to be manufactured railway rolling stock, may be a trend in the coming years, which "EU-Trans" plans to join in its further development.

As part of the exhibition, the director of EU-Trans LLC held meetings with partners and clients. The Mostyska container terminal was also presented at the exhibition, which enjoyed quite active interest from its potential clients, in terms of transportation from Ukraine and future investments in the development of the terminal. In particular, N'Unit is joining forces with Global Ocean Link (GOL) and LION Group to introduce a new intermodal railway connection between Ukraine and Germany. Their vision is for the new route to be competitive compared to well-known European logistics companies, focusing on containers and semi-trailers. This will affect the distribution of cargo traffic between Ukrainian companies that "follow the cargo" and sea lines that accumulate cargo, due to the fact that they provide technical capabilities for the formation of export and import cargo flows. And now clients are turning to Ukrainian carriers and terminals precisely through interaction with sea lines. Therefore, we have a situation where different shipping lines are competing for cargo for Ukraine, which can have a positive impact on the level of rates for customers. Currently, an increasing number of international container multimodal transportation operators agree to closer cooperation with Ukrainian cargo owners.

So, in this article, we have informed about the key topics of the exhibition, global trends, and provided our vision of their impact on the railway transport industry and the directions of its further development.