

## Combined Transport's EU transport policy expectations

UIRR and its members welcomed the newly constituted European Parliament Transport and Tourism (TRAN) Committee yesterday with the publication of the document about European transport policy expectations of Road-Rail Combined Transport for the 2019-2024 EU legislative period\*.



The voting public expects from the European Union a substantial reduction of air pollution and the effective tackling of the global climate crisis.

This places a unique responsibility on the shoulders of the TRAN Committee as

transport is the only sector of the EU economy that has not reduced its CO<sub>2</sub> emissions since 1990. Transport-related pollution, the number of road accidents, the high level of congestion and the accelerating road infrastructure degradation also remain persistent problems, which did not improve as would have been expected.

The UIRR paper\* mentioned above identifies 13 policy measures to be implemented, which are vitally important to supplement the capacity developments and the productivity boosting investments of the sector to deliver the needed intermodal growth. The <https://www.railfreightforward.eu/> initiative foresees the doubling of rail freight's market share in the European Union by 2030. Intermodal freight transport will need to triple its current performance to enable the achievement of this European rail freight ambition.

This tripling of Intermodal Freight volumes would result in a 5% reduction of the total EU transport sector's CO<sub>2</sub> emissions alongside substantial cuts to air and noise pollution, road accidents and traffic congestion, as well as reduced road degradation.



The TRAN Committee of the European Parliament, with Karima Delli as its re-elected chairperson, will play a pivotal role in delivering the needed legislative and policy changes in the field of European transportation.

UIRR remains committed to working with the European Parliament, the European Council of the Member State governments and with the European Commission. Only through a constructive and coordinated collaboration between the sector and the EU legislative partners we can hope to achieve the shared aim of having an ecologically sustainable, less polluting and less disruptive freight transport that offers efficient and safe services needed to maintain the competitiveness of the European economy.

\* \* \*



Ralf-Charley Schultze

*"Combined Transport is capable of delivering 5% transport CO<sub>2</sub> emission savings, which is equal to one-and-a-half times the carbon footprint of the entire EU aviation sector. The 13 EU policy measures proposed by UIRR are necessary to complement the sector's own efforts to deliver this result. Additional benefits of such a development will be less pollution, fewer accidents, reduced congestion and less road degradation."* - pointed out UIRR President Ralf-Charley Schultze.

### Who is UIRR?

Founded in 1970, the **International Union for Road-Rail Combined Transport (UIRR)** represents the interests of European road-rail Combined Transport Operators and Transhipment Terminal Managers.

Road-Rail Combined Transport (CT) is a system of freight forwarding which is based on efficiently and economically inserting electric rail into long-distance (road) transport-chains through the use of intermodal loading units (ILU).