



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

COMBINE Project – terminal strategy workshop

FORTHCOMING LEGISLATIVE DEVELOPMENTS IN THE EUROPEAN UNION



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President

UIRR: the industry association of intermodal transport



PARTNERS



MoU PEERS



COLLABORATIVE PLATFORMS UIRR OPERATORS



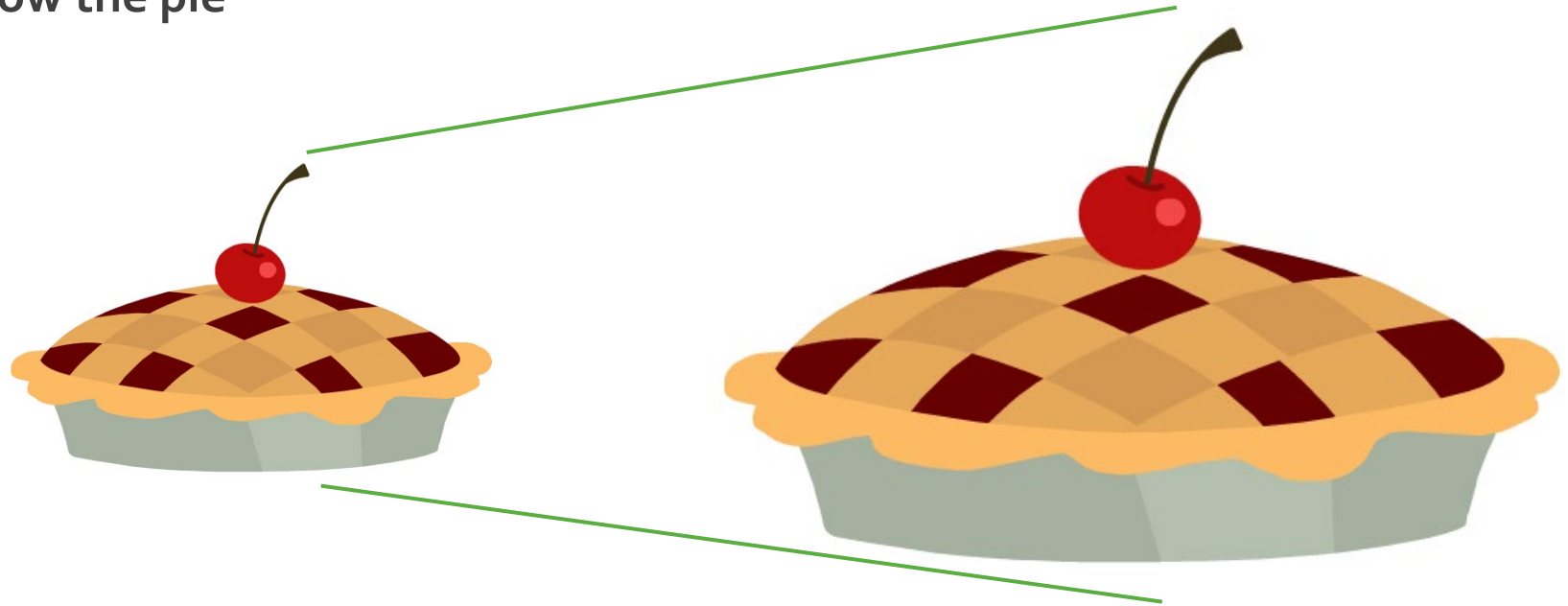
UIRR TERMINALS



GOVERNMENTAL BODIES

INDUSTRY ASSOCIATION PEERS

To grow the pie



through enabling **competition and cooperation** on the basis of

- 1) technical merit – of the particular transport solution offered
- 2) competence (professionalism) of those who organize CT
- 3) with UIRR as the collective voice of the intermodal sector

Climate emergency declaration

November 2019



European Green Deal:

January 2020



European Climate Law – MS position

December 2020 - *final vote expected in June 2021*



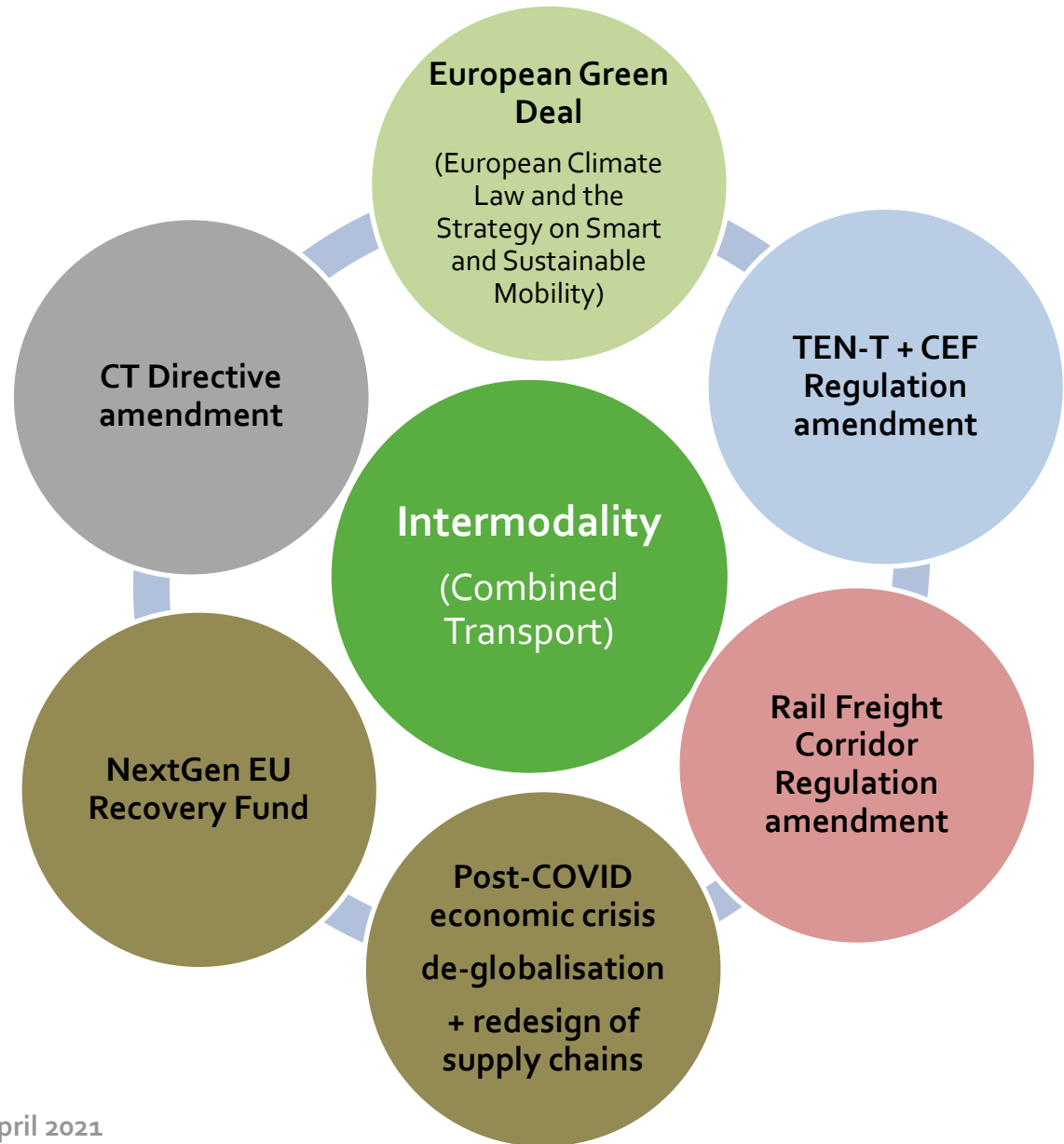
Strategy for Smart and Sustainable Mobility

December 2020



CT Terminals: several ongoing legislative changes

- **European Green Deal:**
55% CO₂ emission-reduction + boosting energy efficiency + modal shift objective
- **TEN-T+CEF Regulations:**
improved technical parameters for terminals + unrestricted terminal upgrade and construction funding
- **RFC Regulation:** role of terminals reinforced + governance enhanced + deeper IM integration
- **Post-COVID effects:**
manufacturing repatriated – continental CT to replace port hinterland traffic
- **NextGenEU recovery fund:**
additional resources for decarbonisation-related public investments – terminals can take a share
- **CT Directive amendment:**
guidelines for terminal investments + clear state aid rules to boost CT





- ✓ **Doubling the market share of rail freight = tripling Combined Transport performance**
 - intermodal rail was 50% of rail freight (tkm) in 2019
 - cargo for conventional rail freight limited + limited direct rail access to most O/Ds
 - CT must triple its performance to realise the EU objectives

- ✓ **Better infrastructure and more high quality train paths for intermodal rail**
 - harmonised technical parameters for the rail infrastructure must be achieved
 - freight-preferred railway lines + enhanced traffic management rules should result in better quality performance of rail freight
 - funding for terminal development should result in additional and better quality terminals
 - digitalisation should contribute to further productivity enhancements



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THANK YOU for the attention

