



INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

FIATA Working Group Rail

PRACTICAL IMPLICATIONS OF EYR: THE ROLE OF CT IN THE DECARBONISATION OF EUROPE



Ralf-Charley Schultze
President

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





- ✓ **European Climate Law:** 55% carbon-reduction in a decade and complete carbon-neutrality by 2050

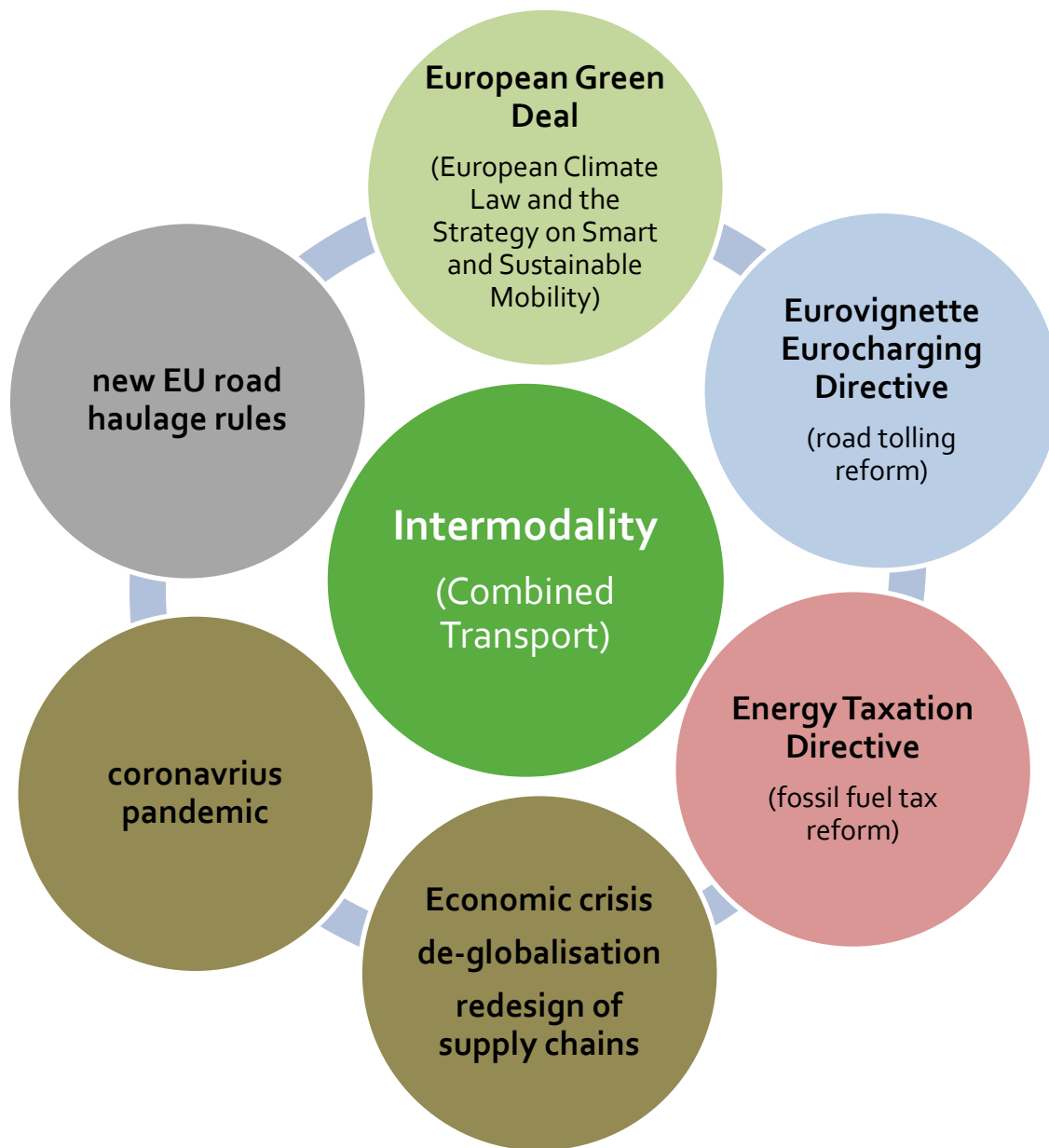
- ✓ **Strategy for Smart and Sustainable Mobility:**
 - *Rail and waterborne-based intermodal transport fully price-competitive with road-only transport in the EU (energy taxation and tolling)*
 - *50% rail freight growth by 2030, 100% by 2050 --- the facilitator can only be Combined Transport, which will have to triple its performance in 30 years*

- ✓ **Amendment of the TEN-T and Rail Freight Corridor regulations:** in order to enable the infrastructure to carry the required number of freight trains and to manage the freight traffic efficiently

- ✓ **Amendment of the CT Directive:** to provide temporary compensatory measures until price-competitiveness is achieved and to offer incentives for the needed modal shift

Combined Transport: external factors at the end of 2021

- **European Green Deal:**
55% CO₂ emission-reduction + boosting energy efficiency + alternative propulsion systems
- **Eurovignette/Eurocharging Directive:** mandatory distance-based tolling + methodology for calculating toll levels
- **Energy Taxation Directive:** reform of fossil fuel taxation + the future of state budget revenues
- **New EU road haulage rules:** option to suspend Article 4 of the CTD + mandatory 8-weekly return of trucks + generally stricter rules
- **Coronavirus pandemic:** public transport collapses – freight trains experience significant punctuality improvement
- **Economic crisis:** de-globalisation and the rethinking of global supply-chains





- ✓ **A symbolic gesture** to recognise the
 - the energy efficiency of railways: steel-on-steel vs rubber on asphalt
 - the ability of electric trains to directly turn renewable energy into motion
 - the role railways must play in the decarbonisation effort ahead of us

- ✓ **Promotion of rail freight** with intermodal rail at its core
 - trucked cargo can most efficiently be shifted to rail freight using intermodal loading units: craneable semi-trailers, swap bodies and containers
 - frequent scheduled combined transport shuttle trains together with electric terminals and battery-powered trucks will form **Zero-Carbon Combined Transport** – the future of European surface freight transportation



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THANK YOU
for the attention

