

Door-to-door Combined Transport today is up to 70% more energy efficient than using a single Euro6 truck for the same transport operation, while its carbon footprint is up to 90% smaller.

- Zero-carbon door-to-door Combined Transport is already possible with commercial products on the market today. Best practices exist.
- No need for scientific breakthroughs: Combined Transport can efficiently insert electric rail and waterborne modes into long-distance inland transport chains.
- European security, energy, economic, labour, climate and environmental policy objectives can be achieved most effectively and most affordably with the lowest risk through COMBINED TRANSPORT.
- Combined Transport is a well-known and well-used method of long-distance inland freight transport in Europe today.

The ratio of Combined Transport compared to long-distance trucking stands at 1:5 today:

- Road-rail and road-waterborne Combined Transport performs around 200 billion tonne-kilometres annually, whereas long-distance trucks achieve 1.000 billion tonne-kilometers annually.

This ratio can be meaningfully improved by implementing affordable investments and by completing the legislation aimed at rebalancing the equilibrium of transport modes.

- **€16,5 billion** in annual freight-focused investment into the public transport infrastructure over the next 30 years – 2/3rd already of the amount already pledged under the TEN-T Regulation
- **€1,5 billion** in annual investment into intermodal assets (terminals, loading units, wagons and digitalisation) – already a reality today by private actors
- **Legislative support through EU legislation** – already started with the Electronic Freight Transport Information Regulation, the Mobility Packages, the Smart Tachograph Regulation, ETS II for Transport and the Eurovignette Directive; currently done with the revision of the TEN-T Regulation and to be completed with the Greening Freight Transport Package legislation.

Under the patronage of MEP Vivien Costanzo, UIRR, the industry association of European road-rail Combined Transport, together with the CT4EU Campaign – Combined Transport for Europe are pleased to introduce

COMBINED TRANSPORT DELIVERS

AN EXHIBITION IN
THE EUROPEAN PARLIAMENT
18-22 NOVEMBER 2024

The “Combined Transport Delivers” exhibition has been designed to present and to explain the properties, the capabilities and the potential of Combined Transport to the Members of the European Parliament and, with this, to the European society at large.

COMBINED TRANSPORT: ACHIEVING OUR GOALS FOR A ZERO-CARBON EUROPE

COMBINED TRANSPORT CAN DELIVER

Combined Transport is a climate-friendly, sustainable solution that can:

- Increase the energy efficiency of long-distance inland transport by up to 70%
- Reduce Europe's dependency on imported energy
- Shrink inland freight transport's carbon footprint by up to 90%
- Ease the impact that Europe's truck driver shortage has on the economy
- Offer high productivity jobs that feature a competitive work/life balance
- Cut back on harmful noise and air pollution
- Slow the degradation of road infrastructure
- Improve safety and security
- Mitigate road congestion by shifting from trucks to trains

BUT TO DO SO – IT NEEDS THE EUROPEAN LEGISLATOR TO DELIVER TOO

Achieving the needed doubling of rail freight market share depends on a 5% annual increase of door-to-door CT in total long-distance inland freight transport – at least until 2050. This requires:

INVESTMENT

- **€16.5 billion** of annual investment into rail infrastructure
- To establish the harmonised TEN-T parameters
- Including a **4-metre** loading gauge
- As well as **22.5t** axle load and **740m** train length

- **€1.5 billion** of annual investments into intermodal assets like terminals, loading units, intermodal wagons, skeleton trailers and digitalisation – done by the sector

LEGISLATIVE SUPPORT

- The creation of a supportive regulatory environment that allocates the appropriate quality and quantity of train paths to intermodal freight trains.

- The new **Rail Capacity Management Regulation** should establish European rules on:
 - Capacity allocation during timetabling and when circumventing works
 - Standard traffic priority rules

TEN-T Regulation Revision

- should ensure that all lines used by freight trains offer equal technical parameters:
 - **22.5t** axle load
 - **740m** train length
 - **4m** clearance
 - electrification

- Because it's easier to shift passengers from train to bus than it is to shift cargo from train to truck, freight trains should be given priority when bypassing sections impacted by maintenance works or via major incidents

The amended Weights and Dimensions and the Combined Transport Directives and the new CountEmissionEU Regulation should result in:

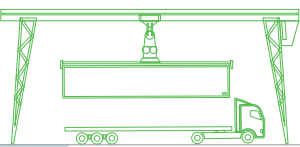
- The use of the Combined Transport as alternative over longer distances wherever it is possible
- Interoperability between modes of transport and intermodal compatibility throughout transport chains
- Decision-making based on information on CO₂- and pollutant-emissions, as well as energy efficiency, safety and the reduction of fossil fuel use
- Easy-to-access information on the rules, which apply to cross-border freight transport

LEARN
MORE CT4EU
THE COMBINED
TRANSPORT FOR
EUROPE CAMPAIGN
2024-2026

If done right and if properly integrated in the logistics chains, Combined Transport can remarkably contribute to achieving the European target of doubling rail freight by 2050, and effectively reducing long-distance truck transport in the most densely populated regions of Europe to 10-20% of its current level.

Combined Transport has been present in Europe since the invention of the container as a game changer in the 1950s.

Not only did the containers enable the United States to efficiently supply other parts of the world, but with the arrival of the standardised steel intermodal container, the box became the means of efficiently connecting continents, facilitating trade and ultimately peace throughout the world. When arriving in Europe, containers provided a practical solution to import cargo from anywhere in the world and to facilitate the export of European goods to other continents.

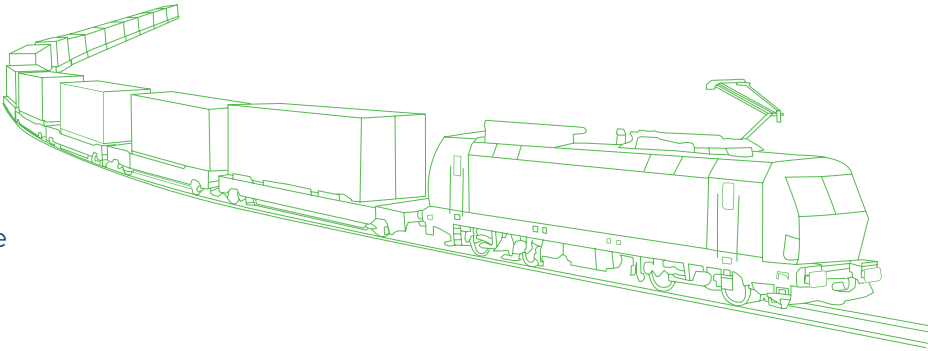


Intermodal transport began to play a role in intra-European trade relations around the 1960s. The realisation that the **intermodal transportation technique could play a major role by inserting non-fossil fuel powered electric rail freight into longer distance road transport** came during the oil crises of the 1970s. By then, Europe was dependent on trucks. Heavy goods vehicles (HGV) were carrying any kind of goods between the various European countries, exposing the continent to a new dependency on imported oil.

The oil crises gave birth to the first EEC Combined Transport Directive in 1975. Since then, Combined Transport has become a staple of longer distance inland freight transport in Europe.

A wide-range of European Union policy objectives address freight transport's challenges:

- ➔ Air and noise pollution
- ➔ Road congestion and accidents
- ➔ Accelerated wear and tear of the road infrastructure
- ➔ Cargo theft from trucks
- ➔ Carbon footprint
- ➔ Lack of energy efficiency
- ➔ Labour inefficiency / driver shortage
- ➔ Fossil-fuel import dependency



COMBINED TRANSPORT IS AN EFFECTIVE ANSWER TO ALL!

COMBINED TRANSPORT: A ZERO-CARBON SOLUTION

COMBINED TRANSPORT DELIVERS
A Presentation by UIRR and the CT4EU campaign
UIRR is the European Industry Association of

UIRR's mission is to advance the development and promotion of competitive zero-carbon Combined Transport for Europe.

RAIL + ROAD = COMBINED TRANSPORT
A platoon of 50 trucks: intermodal trains can carry large quantities of freight efficiently and with low external costs over long distances
Flexibility on the last mile: Trucks provide the flexibility needed for the short first and last mile connections
Put the two together and you get Combined Transport (CT)

Combined Transport is the ideal solution for the sustainable door-to-door transport of any type of cargo in Europe...



...and one that delivers on several key EU priorities



EU PRIORITY

REDUCE NET GREENHOUSE GAS EMISSIONS BY AT LEAST 55% UNTIL 2030



EU PRIORITY: CLIMATE NEUTRALITY BY 2050 IN THE CURRENT ROAD DOMINATED SETUP

Carbon neutral road transport on the level of today's traffic will be very costly
Substantial technical advancements are still needed
Significant investment in charging infrastructure needed

RAPIDLY REDUCE EUROPE'S DEPENDENCY ON FOSSIL FUELS AND ACCELERATE THE ENERGY TRANSITION

Road transport is one of Europe's biggest fossil fuel users

SHIFT A LARGE PROPORTION OF TRANSPORT FROM ROAD TO RAIL

- ➔ The European Union recognised the value of Combined Transport already in 1975 when the first CT legislation (Directive 75/30/EEC) was enacted
- ➔ The current Combined Transport Directive (92/70/EEC) catalysed a second boom period when CT averaged 6-7% annual growth rates over more than a decade

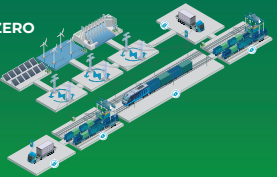
Intermodal offers the easiest and most efficient method to insert electric rail freight or waterborne modes into long-distance transport chains of any type of cargo carried in trucks.



COMBINED TRANSPORT DELIVERS

A PATHWAY TO NET ZERO

CT efficiently transforms non-fossil electricity into transport services on an industrial scale.
➔ The technology is here
➔ Zero carbon, door-to-door CT is already possible



GREATER ENERGY EFFICIENCY - LOWER CO2 EMISSIONS

Compared to a Euro6/Euro7 truck, door-to-door CT offers an effective, affordable and low-risk path to improving energy efficiency and reducing CO2 emissions.



CT IS INCREASINGLY GENERATED THROUGH NON-FOSSIL MEANS

CT directly uses non-fossil electricity - its performance improves with each new solar panel, windmill or wave generator.

COMBINED TRANSPORT DELIVERS

COMBINED TRANSPORT DELIVERS

REDUCED INFRASTRUCTURE DEGRADATION

Steel-on-steel and steel-in-water always outperforms rubber-on-asphalt.
➔ 11.5 tonne axles, found on just 2% of the total road vehicle fleet, represent 3-4 times the axle load of the second heaviest vehicle class - leading to accelerated road deterioration
➔ Rail, on the other hand, is built to support 22.5-tonne axles making it ideal to handle heavy loads



A BREATH OF FRESH AIR

➔ No air pollutants from combustion: NOx, PM10, ozone
➔ No PM2.5 emissions (e.g., from tyre brake pad and clutch powder)



PEACE OF MIND

150 million Europeans are subjected to harmful levels of road noise.
➔ Removing trucks from the roads means less road noise for one in three European citizens
➔ All intermodal wagons are low-noise wagons already today



OPTIMISED USE OF INFRASTRUCTURE

By adding rail and waterways to transport chains, door-to-door CT reduces the truck-kilometres needed to complete a freight transportation task.
➔ Railways are built for the safe handling of heavy loads
➔ Waterways are natural carriers of heavy cargo



INCREASED SAFETY, IMPROVED SECURITY

The use of door-to-door CT means:
➔ Fewer accidents: truck-kilometres should be transformed into train-kilometres
➔ Reduced cargo theft if the goods spend less time on the road



LESS ROAD CONGESTION

Alternatively powered trucks cause the same amount of road congestion as if the powertrain was fuelled by diesel. Rail freight has the potential to double its market share by 2050. This requires a near three-fold increase in CT performance.
But the benefits of doing so are clear:
➔ 350 million less truck hours
➔ 170,000 fewer truck driver vacancies
Fewer trucks on the road = less road congestion for everyone!



QUALITY JOBS

Door-to-door CT replaces the gruelling lifestyle of long-distance truck drivers with day-trucking and high productivity transshipment jobs.
➔ CT truck drivers have a better work/life balance
➔ Intermodal transshipment creates high productivity transshipment jobs
➔ Combined Transport helps answer Europe's truck driver shortage



SLOWER ROAD-AND BRIDGE DEGRADATION

Heavy truck axles are the number 1 cause of road and bridge degradation.
The rail infrastructure is built to carry the heavy loads.



A SHIFT TO RAIL

Freight trains can most easily be filled by intermodal cargo delivered by Combined Transport to meet EU policy objectives. The prerequisite:
➔ A transport infrastructure network that fulfils the revised TEN-T standards
➔ Improved quality and increased quantity of train path capacity secured through the new Rail Capacity Management Regulation



COST SAVINGS FOR SHIPPERS

Transporting cargo in stackable, intermodal loading units like containers:
➔ Provides low cost temporary storage
➔ Creates more robust supply chains without the need for warehousing
➔ Simplifies factory layout producing goods directly into intermodal loading units

