UIRR
INTERNATIONAL UNION FOR ROAD-RAIL COMBINED TRANSPORT

PRESS RELEASE

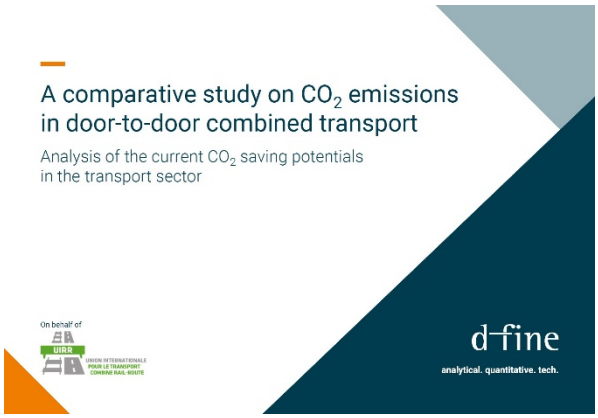
Monday, 6 December 2021

Combined Transport: carbon footprint and energy efficiency

6 December 2021: The results of the study on the carbon footprint and energy efficiency of Combined Transport[1] have been released:

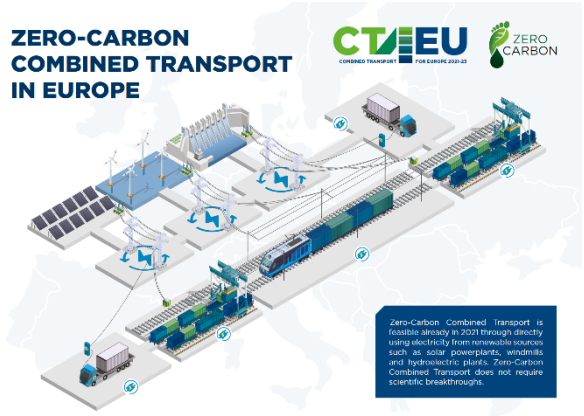
- The contemporary door-to-door Combined Transport emits **60-90% less CO_2** than the corresponding, state-of-the-art (Euro6) unimodal trucking alternative.
- The energy need of door-to-door Combined Transport (MJ/tkm) is **40-70% lower** than the corresponding, state-of-the-art (Euro6) unimodal trucking alternative.

Moreover, the outlook for door-to-door Combined Transport is bright: further enhancement of its performance does not require scientific breakthroughs. Thanks to an already high level of electrification, door-to-door Combined Transport is capable of directly using renewable electricity, which means that its carbon footprint improves year-after-year just as the proportion of renewable electricity proceeds within the energy mix of countries.



UIRR retained the services of d-fine GmbH of Frankfurt, Germany to prepare the study, which analyses 10 actually used transport chains. The methodology was based on existing carbon calculators, as well as on the actual (2020) energy mix of the countries affected.

A similar study[2] was last carried out in 2003 with EU funding through the PACT programme. The results established by d-fine represent a substantial improvement as compared to 20 years ago, when an average 45% lower carbon footprint was found - compared to state-of-the-art road transport at the time.



The outlook for Combined Transport is also positive as the technology to fully electrify the door-to-door intermodal transport chain is available already today. Intermodal stakeholders take steps daily towards full electrification, whereby to gain the capability to directly use renewably generated electricity to produce their transport services.

Ralf-Charley Schultze

"The European Intermodal Sector's CT4EU Campaign[3] has also been tasked to deliver these results to EU, Member State, regional and local policymakers with a view to gain their understanding concerning the capabilities and performance of Combined Transport. The ultimate objective is to make Combined Transport a part of every Member State's drive for carbon neutrality. Let's make it happen." - stated 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).

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[1] https://www.uirr.com/en/media-centre/leaflet-and-studies/mediacentre/2102-comparative-study-on-co2-emissions-in-door-to-door-ct-d-fine.html

[2] https://www.uirr.com/en/media-centre/leaflet-and-studies/mediacentre/57-ct-an-important-tool-for-the-reduction-of-co2-emissions.html

[3] https://www.ct4eu.eu/