



ERA – MULTIMODAL CONFERENCE

THE FUTURE OF COMBINED TRANSPORT

The UIRR Galaxy: in Brussels and within Member States



EU Sustainable and Smart Mobility Strategy

Key targets for rail freight transport



greenhouse gas emissions in transport by 2050



Traffic on high-speed rail
will double **by 2030**.
By 2050 rail freight traffic
will double.

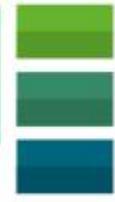
= tripling of Combined Transport requires a 7%-8% annual growth rate,
which has already been proven feasible between the mid-90s and 2008
(based on UIRR figures)

UIRR Key figures in 2021

Key figures		Y-o-Y change
Number of operators	27	+2
Number of trains	170,000	+8.15%
Total number consignments	5,105,822	+8.15%
Total number of TEU	10,211,643	+8.15%
Total tonne-kilometres (billion TKM)	100.23	+10.94%
Gross tonnes transported (billion tonnes)	111.91	+9.84%
Number of country relations	229	-8
Average rail distance (km)	895	unchanged

- **Every second European freight train is a CT train**
- **Every second rail freight tonne-kilometre is produced by a CT train.**



CT  **EU**
COMBINED TRANSPORT  FOR EUROPE 2021-23

The CT4EU Campaign has been launched by UIRR, the industry association of the intermodal sector in Europe, to deliver the message to the EU, Member State and regional decisionmakers, economic actors and the general public that **when it comes to longer distance inland freight transport door-to-door Combined Transport is not only a viable alternative to unimodal road haulage**, but it can be an effective solution for decarbonisation, reduction of pollution and congestion, as well as to mitigate the truck driver shortage and Europe's dependency on external energy sources.

Findings of the first CT₄EU study: contemporary door-to-door Combined Transport vs road transport



I.

40-70% GREATER ENERGY EFFICIENCY*

Comparing door-to-door combined transport with its best performing unimodal trucking alternative

II.

60-90% SMALLER CARBON FOOTPRINT*

Comparing door-to-door combined transport with its best performing unimodal trucking alternative

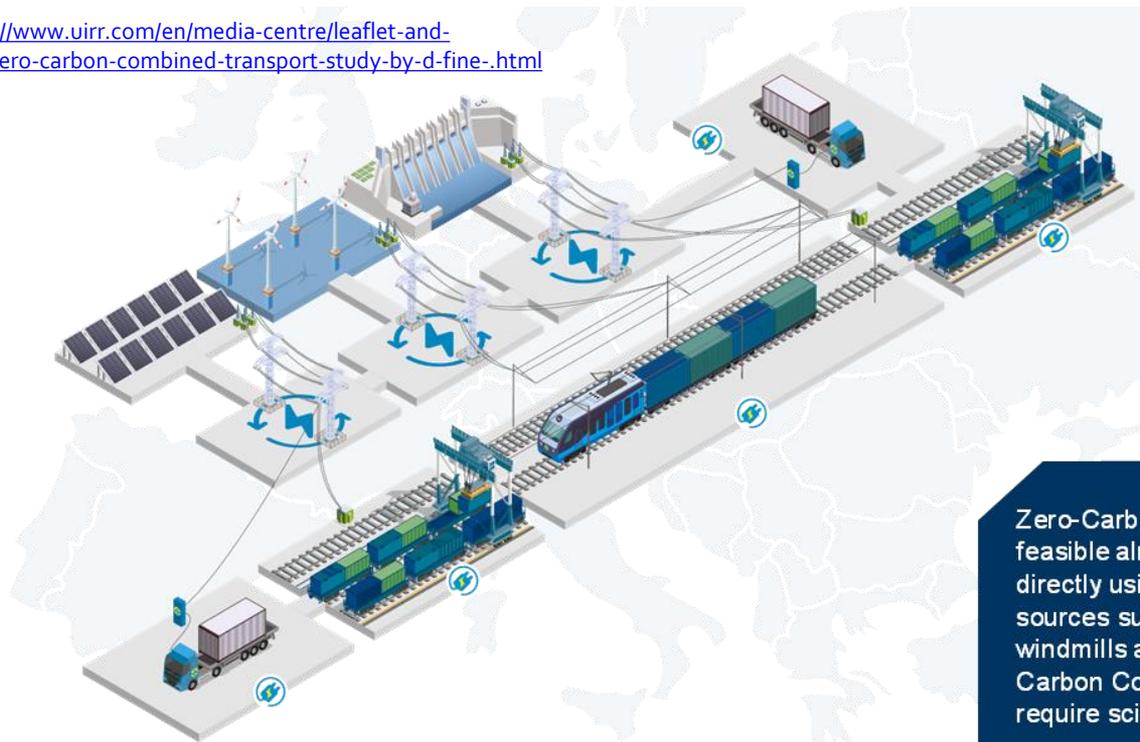
A shift to Combined Transport alone can deliver the 2030 decarbonisation objectives in the land freight transport sector, while also reducing the cost of energy.

* See study: <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>

Findings of the second CT4EU study: zero-carbon door-to-door Combined Transport is feasible today



* See study: <https://www.uirr.com/en/media-centre/leaflet-and-studies/mediacentre/2236-zero-carbon-combined-transport-study-by-d-fine-.html>



Zero-Carbon Combined Transport is feasible already in 2021* through directly using electricity from renewable sources such as solar powerplants, windmills and hydroelectric plants. Zero-Carbon Combined Transport does not require scientific breakthroughs.

COMBINED TRANSPORT'S FIRST 70 YEARS: PROVIDING SOLUTIONS

Connection between continents



- Reducing pollution
- Mitigating road congestion and road accidents



1950/60

1970

1980/90

2000



Maintaining land transport in Europe in a time of oil crises



Modal shift to curb the unabated growth of road haulage

PRESENT DAY CHALLENGES: COMBINED TRANSPORT RESOLVES

I.

EXCESSIVE CARBON EMISSIONS FROM ROAD TRANSPORT

heavy trucks account for 25% of road emissions



III.

ENERGY DEPENDENCE ON EXTERNAL SOURCES

Europe can not provide for its energy needs today, which becomes a security risk for its economy and society



II.

TRUCK DRIVER SHORTAGE

hundreds of thousands of long-distance truckers will retire in the next decade without replacement



The Greening Freight Package: delivering objectives means a focus on more Combined Transport



- **CT Directive revision:** an easy to use digital calculator of a composite index should provide clear indication which intermodal/multimodal transport-chains count as Combined Transport
- **New CountEmissionEU Regulation:** to set out the direction – complementing the CE Delft Handbook – for the Combined Transport Calculator
- **RFC Regulation revision:** should settle capacity allocation and traffic management rules between freight and passenger to enable an improved quality performance
- **Weights & Dimensions revision:** must continue to guaranty interoperability between the various modes, while providing regulatory stability to investors



THANK YOU
for your attention