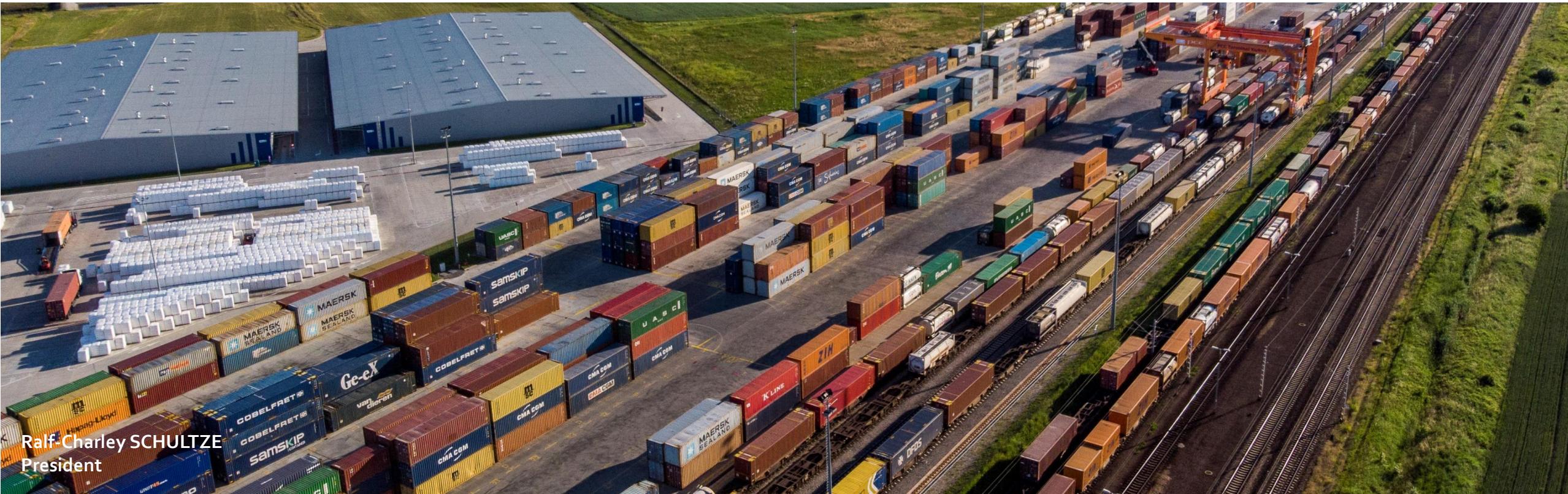


ECTA Annual Meeting

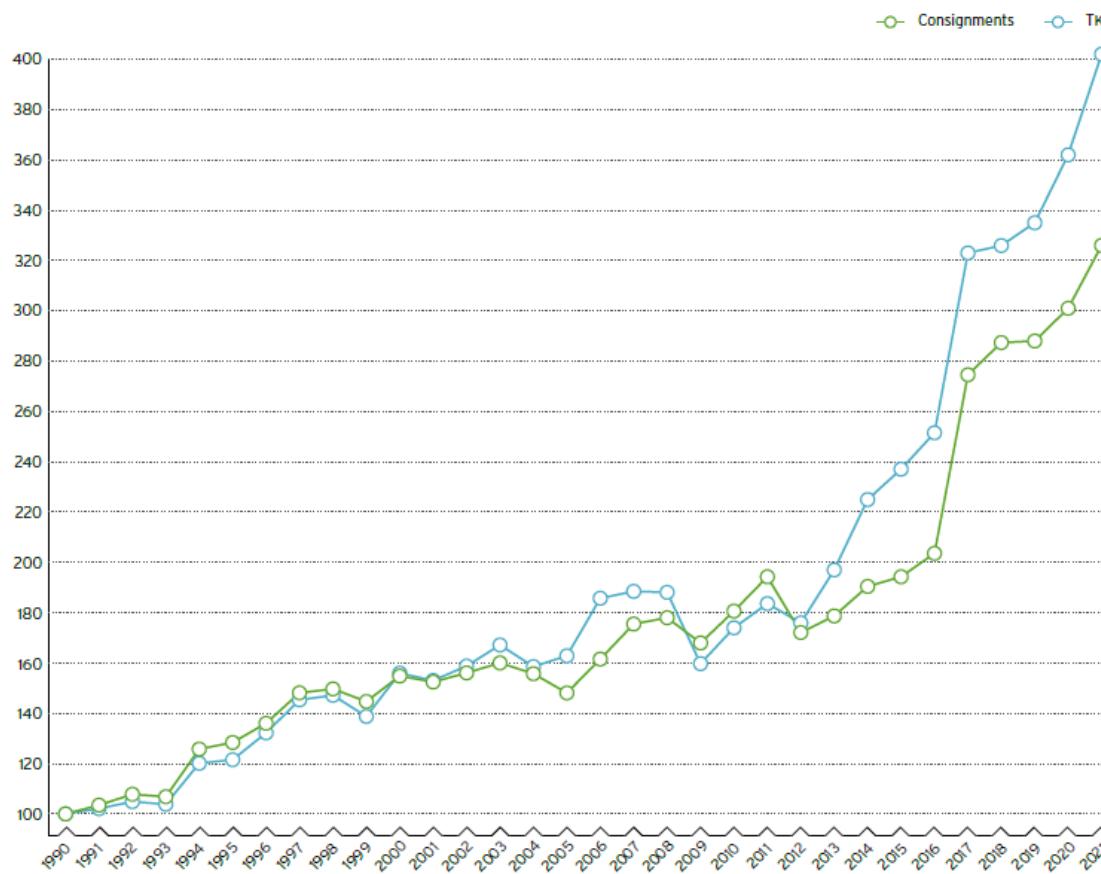
COMBINED TRANSPORT REMAINS THE SOLUTION



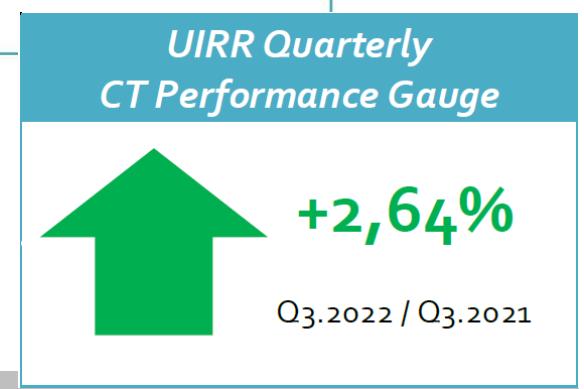
Ralf-Charley SCHULTZE
President

UIRR CT Growth Index

CONSIGNMENTS AND TONNE-KILOMETRES (REFERENCE YEAR: 1990 = 100)



During 2021 the performance of UIRR members grew by 8% in terms of number of consignments and by 11% when counted in tonne-kilometres.



January-September 2022 : +2,5%

UIRR : a well embedded industry association

3



PARTNERS



MOU PEERS

UIRR OPERATORS



UIRR TERMINALS



INDUSTRY ASSOCIATION PEERS



GOVERNMENTAL BODIES



**Zero-carbon emission Combined Transport is the solution
for well performing longer distance surface freight logistics
in a carbon-neutral Europe**



**UIRR advances the development and actively promotes
competitive zero-carbon emission Combined Transport for
Europe**

Ongoing and upcoming EU legislative initiatives: several will impact Combined Transport ⁵

TEN-T Regulation: (in legislative phase)

- reinforced technical parameters: P400 loading gauge, 740m train length, 2000t gross weight 22,5t axle load, electrification;
- 5-minute punctuality threshold and 15-minute border crossing;
- socio-economic cost-benefit analysis to drive decision-making;
- terminal modernisation through enhanced technical parameters

State aid guidelines: (expected in December 2022)

block-exemption for rail freight and Combined Transport

RFC Regulation: (expected in Spring 2023)

enhanced governance + deeper IM integration + increased traffic management role + improved transparency

Weights and Dimensions: (expected in Spring 2023)

- continued compatibility with intermodal transport upheld
- simplified 44-tonne GVW rules

CT Directive amendment: (expected in Spring 2023)

- guidelines for terminal investments + clear objectives
- temporary compensatory measures to enable the growth required of Combined Transport

CountEmissionsEU regulation: (expected in Spring 2023)

- standard European methodology for calculating transport externalities
- framework to monetise externalities



Capabilities: energy efficiency and carbon footprint

I.

40-70% GREATER ENERGY EFFICIENCY

door-to-door Combined Transport vs Euro 6
diesel-powered long-distance trucking alternative

II.

60-90% SMALLER CARBON FOOTPRINT

door-to-door Combined Transport vs Euro 6
diesel-powered long-distance trucking alternative



CT/EU
COMBINED TRANSPORT FOR EUROPE 2021-23

The perfect storm: decarbonisation, social realignment, energy dependency and works



MOBILITY PACKAGE



European Union



THE PERFECT STORM

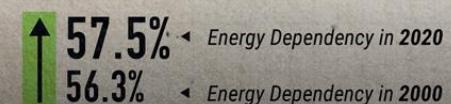
THE EUROPEAN UNION'S ENERGY DEPENDENCY

Energy dependency



i The EU-27 excludes the UK

EU AVERAGE



Crisis management: punctuality and train path capacity



- **Punctuality** – the needs of rail freight are lost amid works-related disruptions
SOLUTION: joint communication of operators-shippers-consignors towards decisionmakers
 - **special traffic management regime** around works, including the weekend-reset concept, as well as the **extension of the RNE Contingency Management Handbook to cover works-related contingencies**
- **Traffic priority of freight trains** – pursuant to the analogy of energy trains or Ukraine trains
SOLUTION: joint communication of operators-shippers-consignors towards decisionmakers
 - **freight trains should be recognised – especially cross-border freight – beyond words,** need to translate into actions, which is feasible under the existing regulatory framework
- **Availability of freight train paths** – lack of track capacity due to works
SOLUTION: joint communication of operators-shippers-consignors towards decisionmakers
 - **socio-economic cost-benefit analysis** should assist decisionmakers when allocating scarce track capacities; if need be underutilised light passenger trains that may be replaced by a (single) bus should give up their train path to a (fully laden) freight train

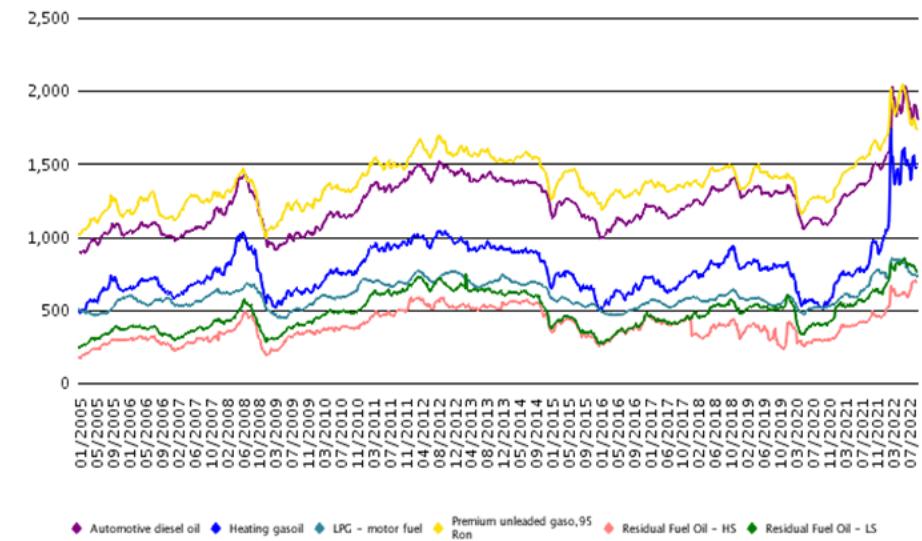
Crisis management: TRACTION ELECTRICITY

- Price change of diesel fuel (2020-2022):

€1,1/liter -> €1,8/liter (EU27 average)

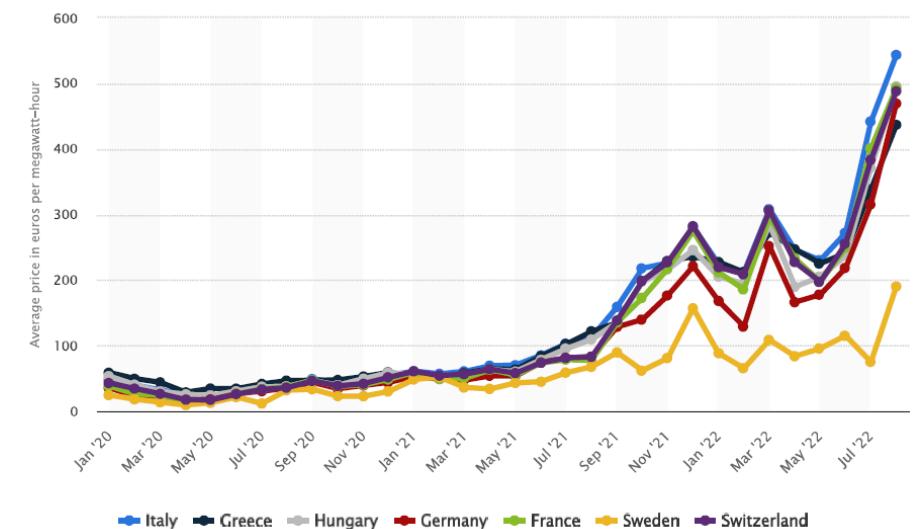
- Wholesale price of electricity (7 Member States):

€80/MWh -> €500/MWh (Italy, Hungary)



SOLUTION: joint communication of operators-shippers-consignors towards decisionmakers

- the electricity price regulation tool (Regulation 1854/2022) should be applied to electric rail freight, whereby electric rail freight is declared an end-customer group worthy of protection through a regulated price [positive example: Spain]



railway undertakings

environmental campaigners, NGOs



Combined Transport Operators

customers

shippers

Zero-Carbon Combined Transport: FEASIBLE ALREADY TODAY

On the road: BEV trucks

Transhipment: grid-powered and battery-electric transhipment technologies, shunting



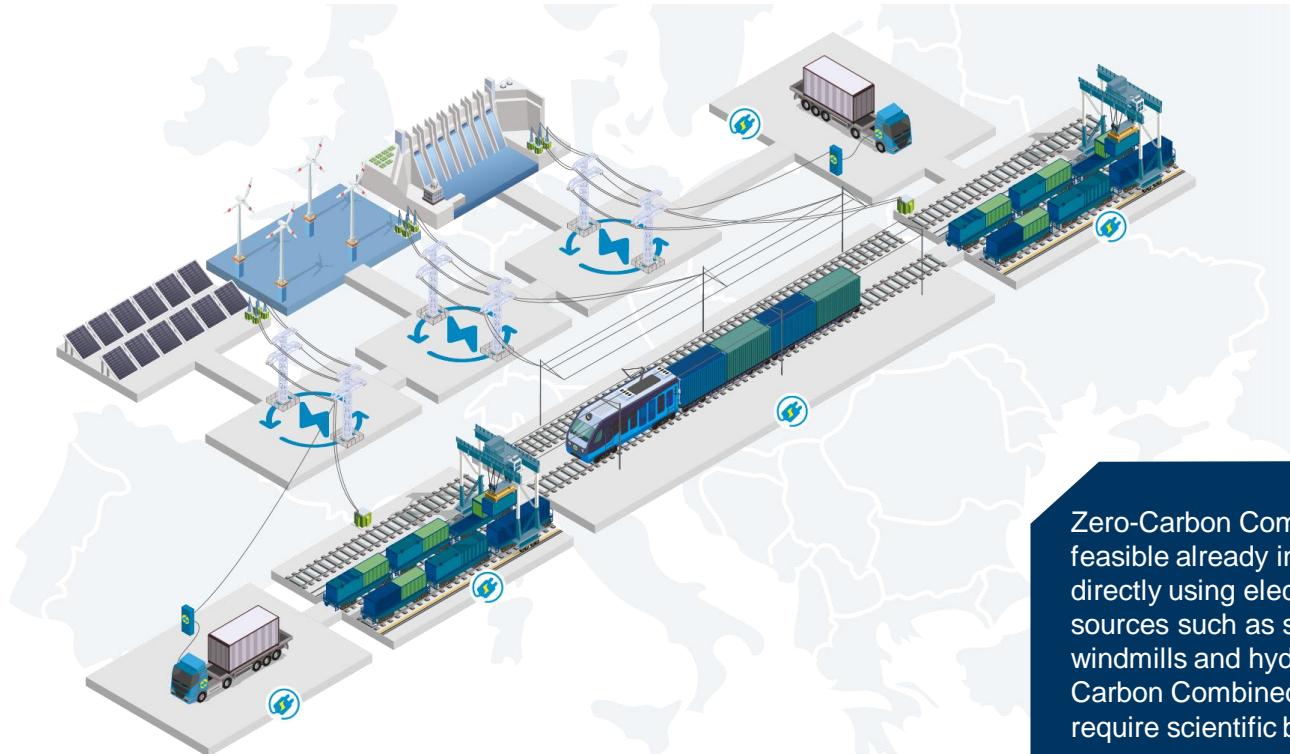
On the rail: traction using renewable electricity

Present day Combined Transport:

An adequate shift to existing Combined Transport could deliver the Fit for 55 objective + resolve the driver shortage and contribute to the European energy efficiency and decoupling targets

Zero-Carbon Combined Transport:

The only proven, industrial scale solution that delivers zero-carbon and energy efficiency at the same time

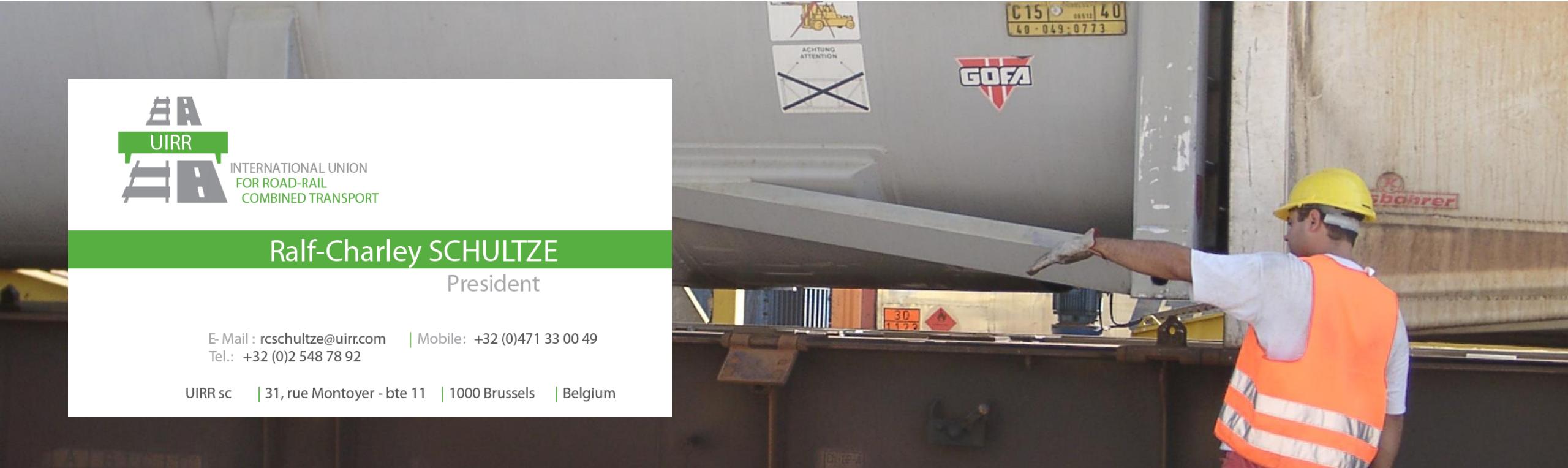


Zero-Carbon Combined Transport is feasible already in 2021* through directly using electricity from renewable sources such as solar powerplants, windmills and hydroelectric plants. Zero-Carbon Combined Transport does not require scientific breakthroughs.

Lets work together: we need the single voice of operators-shippers-consignors towards decisionmakers

THANK YOU

for the attention

A large, light-colored shipping container occupies the background of the slide. On the side of the container, there is a yellow hazard sign with a yellow truck icon, a red 'X' over a white rectangle, and the word 'ACHTUNG ATTENTION'. To the right of the hazard sign is a red 'GOFA' logo with a white 'G' and 'OFA' stacked. Below the 'GOFA' logo is a yellow license plate-like sign with 'C15' on top, '40' on the right, and '40 - 049 - 0773' below it. At the bottom right of the container, a small red 'Kraibauer' logo is visible.

 **UIRR**
INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

Ralf-Charley SCHULTZE
President

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