

# TRANSFER CONFERENCE & SHIFT TO REGIONAL RAIL AWARD

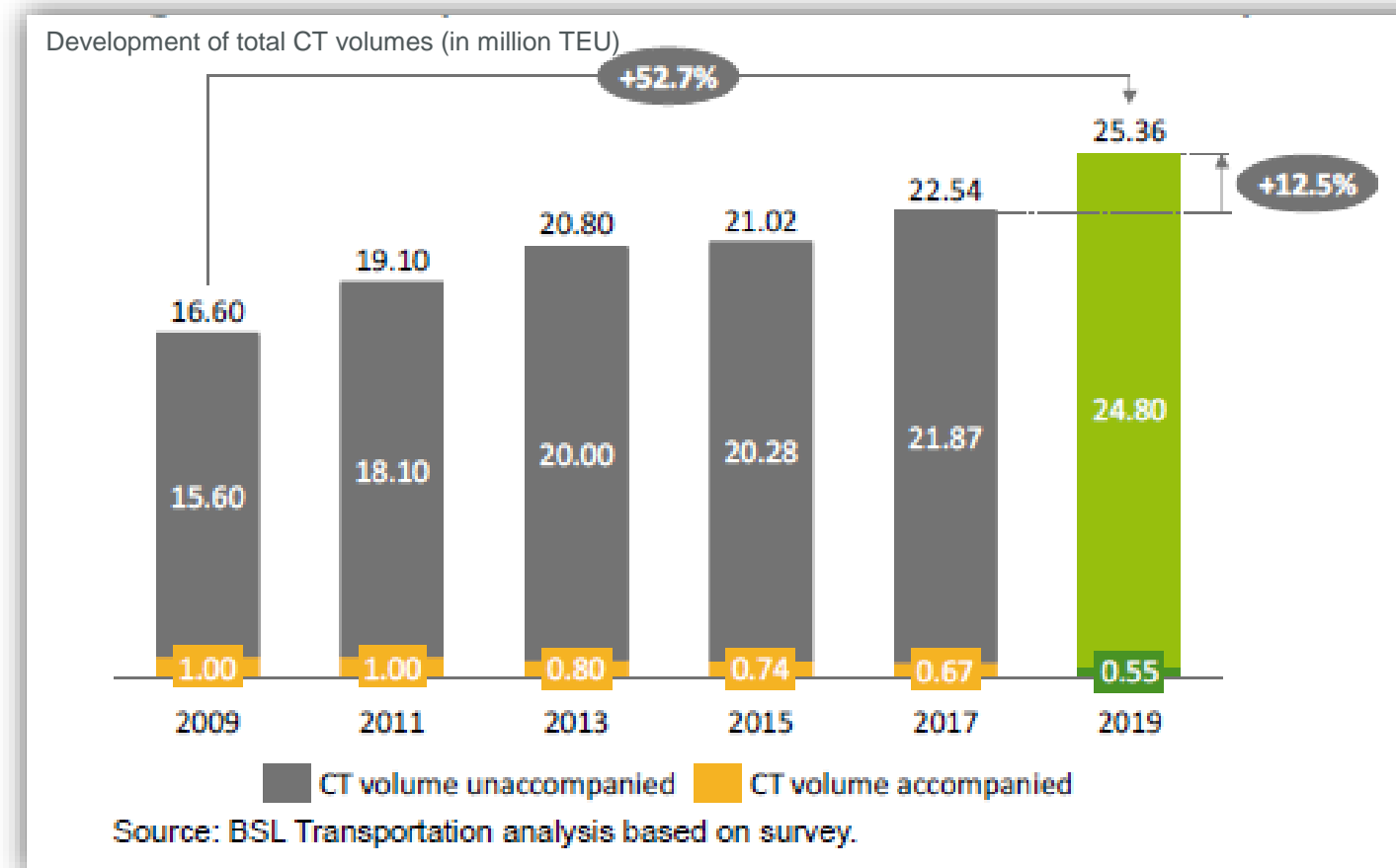
Technical Session - REIF Project and beyond:  
opportunities and challenges for the future of rail freight transport

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## The Combined Transport as the backbone of a sustainable Supply Chain:

- The European Parliament Resolution on Climate and Environment Emergency has led to the *European Green Deal* and the *“Fit to 55” Package*, which inspired the European Climate Law. The legislative proposal is to spell out the pace and extent of decarbonization: 55% until 2030 and climate-neutrality by 2050.
- Decarbonization and effectively countering the other challenges of our times (pandemic, social inclusion, etc.) cannot be achieved without a major impact on the way transportation is done today. Within the transport sector, when it comes to the longer distance freight segment, Combined Transport delivers.
- Shares of rail freight and particularly of Combined Transport have increased from 2009 to 2018, especially international CT.
- CT with its growth figures is a key driver in order to achieve the 30by2030 objectives for the rail sector as a reliable system even in times of crisis. This is indorsed also by the positive outlook of the sector for 2022 to 2024 regarding volume and revenues. More and more Big Players are sensitive to the added value of combined transport in an integrated, and tomorrow digitalized supply chain. <sup>1</sup>



### As a result:

- **The mental shift** will be the main key of the new Supply Chain models as only a mental shift will lead to a modal shift.
- **Interoperability** must be **the guiding principle** for the revision procedures of the various European Directives underway (Weights and Dimensions 96/53/EC, Combined Transport 92/106/EC)

**WE NEED MORE RAIL FREIGHT**, and Combined Transport is an integral part of the solution for encouraging a modal shift and ensuring that rail becomes the backbone of future mobility.<sup>2</sup>

1) UIC Report on Combined Transport - 2020

2) <https://www.railfreightforward.eu>

## Highlights:

- The next UIC Report on Combined Transport will be published in late 2022, and will focus on several key points:
  - The complete statistics on intra-Community flows, which confirm the importance of combined transport, especially with the pandemic that has been affecting us since 2020.
  - The impact of the Suez Canal improvement on intercontinental flows and on a possible transfer of flows from Northern European ports to Mediterranean ports.
  - **Business models are evolving:** Shipping Lines are investing in rail terminals and transport. Logistics Services Providers are developing more and more complete supply chains including the transport legs.

## The adequate answer:

- Within the framework of the development of the European Transport Corridors as defined in the new TEN-T regulation to come, it will be important to cover the European territory with a network of road-rail terminals equipped with the necessary technologies for the transfer of transport units, including non-cranable semi-trailers, and linking industrial centers and the large seaports together.
- These terminals should be the center of gravity of a logistics zone offering all the necessary services for the integrated supply chain.



Good practice, see the next slide



Good practice:

Bettembourg – Dudelange (LU)



Verona (IT)



Dourges (FR)



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**Thank you for your attention.**