

# VTG AG POLICY BRIEF

## COMBINED TRANSPORT: THE FUTURE OF RAIL FREIGHT IS GREEN

Dear Sir or Madam,

The corona pandemic is here to stay, for now, and it has made us all the more aware of rail freight's critical role in the transportation system as a whole. Rail has enabled cross-border transport chains in Europe and beyond to be maintained successfully for months, thus ensuring a continued supply to people, industry and the economy alike.

It is no doubt difficult to see positives in the corona crisis, but I urge you to acknowledge this and continue to play an active role in shaping the future of freight transport. COVID-19 aside, we should not squander the opportunity to strengthen the position of rail, the eco-friendly mode of transportation, and develop a collaborative schedule for a sustainable mobility transition.

Unrivalled in its ability to satisfy ecological, economic and social demands, combined transport is a major player in the traffic turn, fully exploiting the numerous structural benefits of rail vis-à-vis other transport modes.



In this issue of our policy brief, you can find out about the prerequisites and solutions that can strengthen the position of combined transport over the long term.

I hope that you find the brief to be an interesting and stimulating read.

Dr. Heiko Fischer  
Chairman of the Executive Board'

**2 MILLION TONS OF CO<sub>2</sub>**

has been saved **every year** over the last twenty years, thanks to the promotion of combined transport.

Source: BMWI

## MULTIMODAL FREIGHT TRANSPORT FACILITATES THE MOBILITY TRANSITION

Combined freight transport (CT) has secured even more funding in future, thanks to the European Commission's European Green Deal. The advantages of combining rail, road and water transportation are not just ecological: (macro)economic factors also favor the use of intermodal transport solutions.

### SUSTAINABILITY

Transferring freight goods from road to rail significantly reduces CO<sub>2</sub> emissions. According to calculations from the IFEU Institute in Heidelberg, the reduction amounts to 54 grams of CO<sub>2</sub> per ton and kilometer.

### COSTS

Combining various modes of transportation and grouping shipments together reduces the price per transported ton when compared with standard road transport. This economic advantage particularly comes to the fore in relation to medium and long-range routes.

### PLANABILITY

Pre-determined departure times make combined transport more efficient in terms of both planning and reliability. Disruptions can be detected more easily and major transshipment hubs are within reach for both ship and train, enabling smooth transit.

### INFRASTRUCTURE

More improved and more effective distribution of freight transport using a variety of different infrastructures relieves congestion on roads and highways. This eases the traffic situation considerably for everyone, causing fewer holdups.

# THE NECESSARY PREREQUISITES FOR BOOSTING COMBINED TRANSPORT

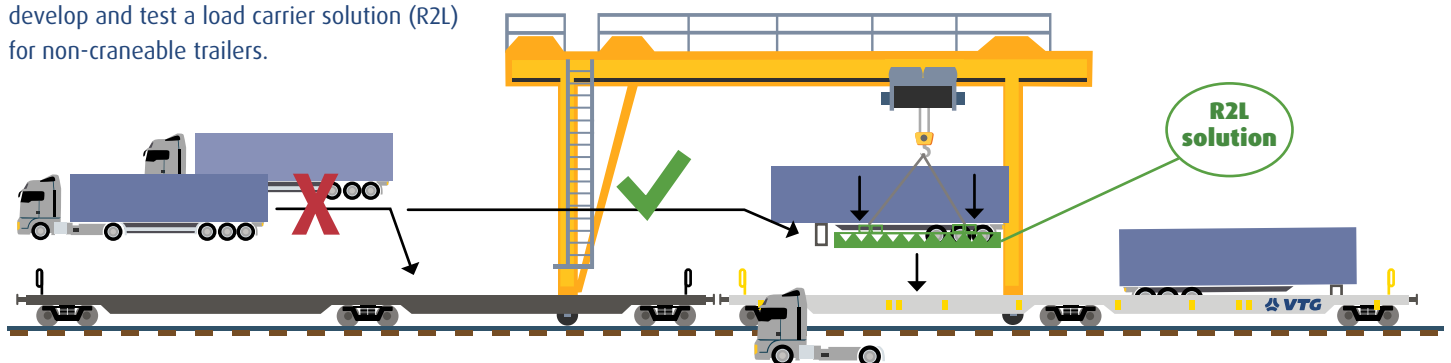
To ensure that the transport transformation is both successful and sustainable, with increasingly more shipments being transported by rail over the long term, the following preconditions have to be fulfilled:

- ! EXPAND TERMINALS:**  
Forecasts indicate that by 2030, combined transport freight traffic volumes are set to increase by 79.3 percent. In order to manage this increase effectively, **NEW, DIGITALIZED TRANSSHIPMENT TERMINALS** have to become a top priority. In addition, comprehensive solutions have to be found to enable non-craneable semi-trailers to be loaded onto rail.
- ! SIMPLIFY REGULATIONS:**  
Planning and implementing cross-border transportation is unnecessarily complicated and radical simplification, by way of a complete **HARMONIZATION OF RULES ACROSS EUROPE**, is desperately needed. This includes introducing electronic transport documents and a common language for transportation as well as a standardized legal framework.
- ! DEVELOP INFRA-STRUCTURE:**  
Rail infrastructure has to be expanded even further to prevent capacity bottlenecks. Investments in the **CONSTRUCTION AND MAINTENANCE OF RAIL SIDINGS AND CORRIDOR EXTENSIONS** are imperative. Furthermore, the **COMPREHENSIVE ELECTRIFICATION OF THE RAILWAY NETWORK** has to be pursued.
- ! REDUCE COSTS:**  
The EEG levy and track access prices constitute a decisive competitive disadvantage and an enormous, multifaceted burden for the rail sector. Lowering costs is therefore a prerequisite for establishing CT over the long term i.e. though **EXEMPTION FROM THE EEG LEVY and a permanent REDUCTION IN ROUTE ACCESS PRICES.**
- ! BEWARE OF MISGUIDED INCENTIVES:**  
In CT, the strengths of all modes of transport are pooled together. Rail enables large volumes to be carried over long distances and trucks distribute goods to their final destinations. Yet, this allocation becomes counter-productive as soon as trucks are allowed to be larger, longer and heavier. **CURRENT THRESHOLD LIMITS MUST THEREFORE REMAIN IN PLACE.**

## INNOVATIVE LOAD CARRIER SOLUTION FOR COMBINED TRANSPORT

VTG has been committed to the expansion of pan-European combined transport for many years now and develops innovative solutions to facilitate its usage. The company is currently working in close collaboration with its partners Vega International and Kässbohrer to develop and test a load carrier solution (R2L) for non-craneable trailers.

At present, around 95 percent of semi-trailers are still unable to be used in combined transport as they are not suitable for crane handling. CT holds major potential for the future!



## CONTACTING VTG

We would like to engage in active dialog with you! Please feel free to contact us with all of your rail freight transport-related questions and queries. We would be delighted to assist you and provide you with any facts, figures and estimates you may require.

### YOUR CONTACT

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