

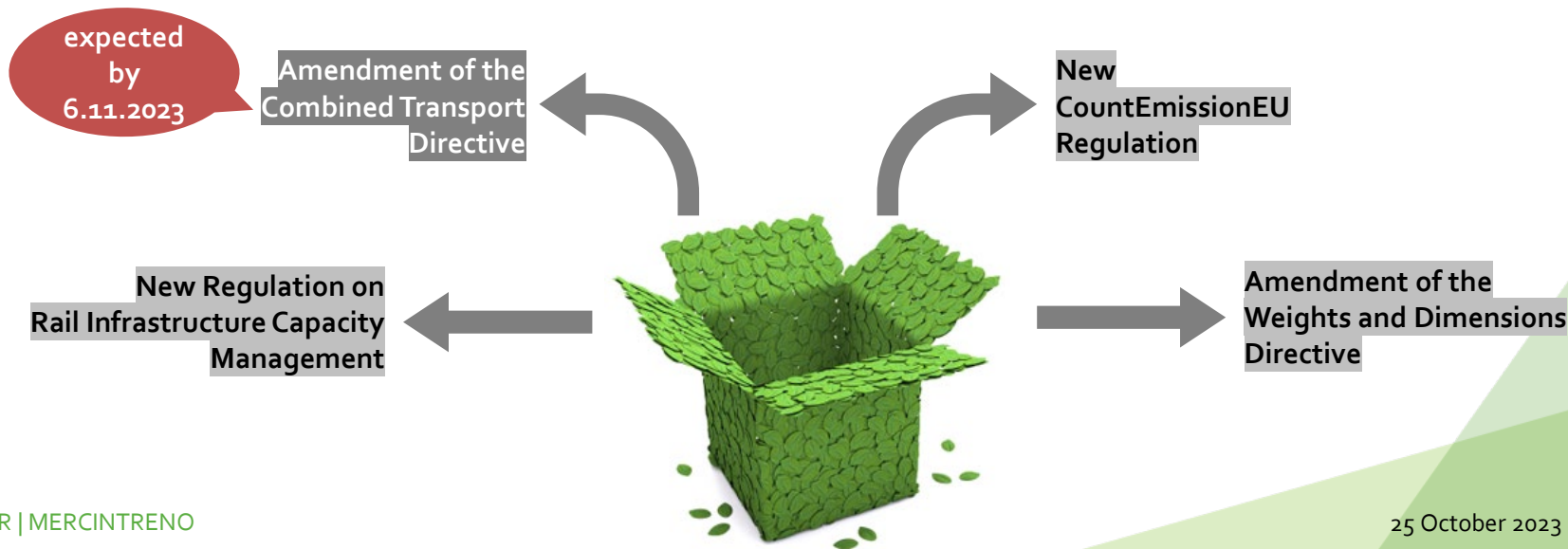
MERCINTRENO

THE GREENING FREIGHT TRANSPORT PACKAGE FROM A COMBINED TRANSPORT PERSPECTIVE

Greening Freight Transport Package

Protectionism or rebalancing of the modal equilibrium?

- Spectrum of EU policy objectives addressed by Combined Transport: air and noise pollution, road congestion and accidents, accelerated wear and tear of the road infrastructure, cargo theft from trucks, carbon footprint reduction of transport chains, energy efficiency, improved labour efficiency / driver shortage, fossil-fuel import dependency
- History of EU legislation aiming to rebalance: Electronic Freight Transport Information Regulation, the Mobility Packages, the Smart Tachograph Regulation, ETS II. for Transport and the Eurovignette Directive; currently done with the TEN-T Regulation



Weights and Dimensions Directive



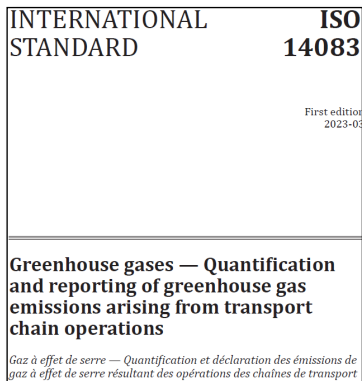
- **Declared objectives:** decarbonisation/efficiency and promotion of intermodal
 - **“Decarbonisation/efficiency”** = increased weight and length allowance + few EU rules – most left to Member States to decide
 - **“Intermodal”** = 48-tonne GVW including semi-trailers, +30cm HQ containers, definition from amended CTD
 - **EVALULATION:** enable giga liners surrounded by superficial distractions – even at the cost of further fragmentation of the single market – and to allow 44-tonne GVW across borders
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- **SUGGESTED CHANGES – UIRR AMENDMENTS:**
 - *interoperability* must be required - in the related type approval regulation amendment
 - *intermodal compatibility* must be required
 - *operational efficiency* should be optimised for short distances + sparsely populated areas
 - *fair competition and technology neutrality* requires total factor inclusion
 - *Freight Transport Information Portal* should be produced by the European Commission



CountEmissionEU Regulation



- **Well-to-wheel basis** following the ISO14083 standard
 - **Voluntary opt-in**, but if declaring carbon footprint then only according to single ISO14083-compliant methodology
 - **SME exemption**
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- **UIRR AMENDMENTS**
 1. NO VOLUNTARY OPT-IN, BUT MANDATORY FOR LONG DISTANCE FREIGHT TRANSPORT
 2. FREIGHT SMEs SHOULD NOT BE EXEMPTED AS ECOTRANSIT IS ISO14083 COMPLIANT
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- **ADDITIONALLY:** (mandatory) labelling of freight transport chains



Rail Infrastructure Capacity Management



OBJECTIVE: *More and better quality train paths for rail freight*

- Socio-economic and environmental cost benefit analysis to assist with decisionmaking during timetabling, TCR-bypass capacity allocation and in traffic management
- Controlling influence of authorised applicants and terminals should remain - from RFC Regulation



UIRR Amendment Requests

1. **Minimum train length requirement** on highly utilised and congested lines.
2. **Removal of constraints on bypass capacity design** to apply the process defined in the RNE Handbook for cooperation of neighbouring infrastructure managers and to take into consideration primarily the busing alternative for passenger trains.
3. **Allocation of bypass capacities based on the peculiarities of the service type** with an emphasis on the flexibility and loyalty of passengers versus the constraints of economic actors who decide to base the functioning of a supply chain on rail freight.
4. **Definition of European train path categories and their hierarchy** in the Regulation to help the creation of freight trains with the parameters required by economic actors, shippers and consignors.
5. **Defend and reinforce the organisational and structural achievements of the past decade** by maintaining the controlling influence of railway undertakings and authorised applicants, as well as service facility managers, primarily terminals, over the rulemaking by ENIM.
6. **Adopt an implementing act on the socio-economic and environmental cost benefit analysis** to define a harmonised European methodology for this important decision-supporting tool.

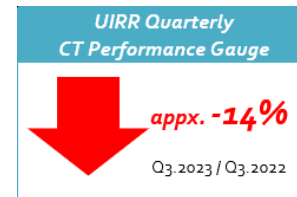
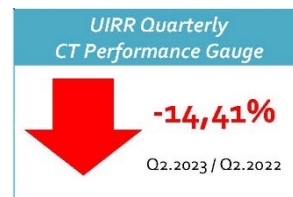
Combined Transport Directive



Expected publication: by 6 November 2023

- Combined Transport arrived in Europe during the 1950s
- **The first EEC Directive on Combined Transport: 1975/441** - a reaction to the oil crises and an attempt to decouple Europe from its dependence on fossil fuel imports
- **The current EU Directive on Combined Transport: 92/106** - after railway liberalisation and realising the potentially unsustainable dependence on road transport
- **What is the need in 2023?** - air and noise pollution, road congestion and accidents, accelerated wear and tear of the road infrastructure, cargo theft from trucks, carbon footprint reduction of transport chains, energy efficiency, improved labour efficiency and mitigated driver shortage, fossil-fuel import dependency **TO BE SOLVED BY USING MORE COMBINED TRANSPORT**

COMBINED TRANSPORT MUST BE KICK-STARTED



Zero-carbon door-to-door transport is feasible already today!





INTERNATIONAL UNION
FOR ROAD-RAIL
COMBINED TRANSPORT

THANK YOU
For your attention

25 October 2023