CONTEMPORARY CHALLENGES IN COMBINED TRANSPORT FROM A POLICY AND BUSINESS PERSPECTIVE

COMBINED TRANSPORT IN THE NEW LEGISLATIVE AND POLITICAL CONTEXT
OCTOBER 12TH, 2023
Program

Presentation by Tobia Mazzi
Program

10.00 – 10.15 Introduction
Barbara Chevalier – CEO CFL Multimodal
Philip Van den bosch – UIC

10.15 – 11.00 Presenting the current trends on Combined Transport in Europe
Trends & evolutions on CT in Europe
Philip Van den bosch – Deputy Director Freight - UIC

The Role of Combined transport in current logistics operations and how it has changed (or not)
Eric Feyen – Technical Director - UIRR

The new handbook on Combined Transport
Eric Lambert – Former chairman Combined Transport Group - UIC

11.00 – 11.30 Combined Transport in a new business context
Presentation of the new study on direct shipment between rail and waterborne transport
UIC & Louis Descamps - University of Antwerp

Role of combined transport from a customer perspective
Tobia Mazzi - Transportation Purchasing Senior Manager - Arcese Trasporti

11.30 – 12.00 Combined Transport in a new legislative and political context
Presentation of the latest legislative initiatives
Jacques Dirand - Head of Rail Freight Services – CER

Stakeholder debate on the new legislative era

Combined transport in the new Eastern Europe reality
Andrius Sinkevičius - Business Development - LTG Cargo

12.00 – 12.15 Conclusions
UIC & CFL Combined Transport Seminar

Panel 3: Combined Transport in a new legislative and political context

ONLINE
12 October 2023
Jacques DIRAND
Head of Rail Freight Services
**Weights & Dimensions**

**Legislative Proposal**

### For ROAD-ONLY transport...

<table>
<thead>
<tr>
<th>Current Rule</th>
<th>Proposed NEW Rule: 2 tons extra <strong>Weight</strong> + 90cm extra <strong>Length</strong>...</th>
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<tbody>
<tr>
<td><img src="40t_42t_ZEV.png" alt="" /> 40t / 42t ZEV</td>
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<td>![90cm_ZEV.png] 90cm ZEV</td>
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### For COMBINED Transport...

<table>
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<tr>
<th>Current Rule</th>
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<tr>
<td><img src="44t_46t_ZEV.png" alt="" /> 44t / 46t ZEV</td>
<td><img src="44t_48t_ZEV.png" alt="" /> 44t / 48t ZEV</td>
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<tr>
<td>![zev_power.png]</td>
<td>![power_batteries.png]</td>
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**WARNING:** The 2-tons extra weight for batteries may be used for payload if, over time, technological developments allow to reduce batteries’ weights!
### Cross-border acceptance of Gigaliners & 44 tons – COUNTERPRODUCTIVE!

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<th>GIGALINERS</th>
<th>COUNTER ARGUMENTS</th>
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| ✪ Cross-border acceptance of longer/heavier trucks will, de facto, **increase their long-distance use**  
  • at the expense of “7-times more energy-efficient” RAIL!  
  • **REVERSE MODAL SHIFT:**  
    - 38% Single Wagonload / -13% Combined Transport  
  • at the expense of the environment and of Europe’s energy independence → **More cargo on road** = big overall increase of energy consumption – modest energy saving per ton |
| 44-TONS TRUCKS | ✪ It is also **counterproductive**, as extending the use of overweight and oversized combustion vehicles will reduce the incentive to move to “electric” traction.  
  **TRADE OFF**: 4 tons... For **Goods**? Or for **Batteries**? |
CER analysis (2)

Extra allowance of 2 tons has already been granted in the 2015 revision.
- This is sufficient for short distances
- e.g. for the road legs of Combined Transport

Push extra allowance to 4 tons will only serve long-distance road transport
- at the expense of “7-times more energy-efficient” RAIL!
- at the expense of the environment (use of more rare metals – more extraction and processing)

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CER analysis (3)

- Reverse modal shit from rail back to road.
- 30 cm more height may be incompatible with most rail loading gauges
- Limit truck use to short distances preserves drivers work-life balance
- ... + addresses drivers’ shortage (1 train drivers = 40 truck drivers)
- Continuous enforcement monitoring (via onboard sensors linked to tachograph)
- Proposal does not address rail-road interoperability! (e.g. cranability, resistance to rail aerodynamic forces, protruding devices...)
- Rail 7 times more energy-efficient than road!

Need to revise W&DD in combination with CTD!
Boost multimodality... via a coordinated and simultaneous revision of CTD and W&DD

CTD

Promote a full life-cycle approach to assess performance of transport chains:

- **Short term** - 2 criteria: “Energy Consumption” and “CO2 Emissions” based on a “well-to-wheel” approach (“CountEmissions”)

W&D

Promote combinations of road units that optimise multimodal chains: Cross-border acceptance of gigaliners Would de facto allow their circulation on long distances, hence cannibilising rail freight. Gigaliners should only be allowed on the road leg of multimodal chains where rail (IWW SSS) is used on the main leg.

Promote road-rail compatibility and interoperability to ensure that multimodal chains work. Rail-road interoperability can be enhanced via intelligent adaptations of road vehicles’ type approval characteristics: weights, sizes, shapes, cranability, resistance to on-rail air forces, retractability & foldability of protruding devices (type approval regulations: e.g.: Reg 1230/2012...).
Thank you

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Debate