

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...		
Current Rule	Proposed NEW Rule: 2 tons extra Weight + 90cm extra Length ...	
 <p>40t / 42t ZEV</p>	 <p>40t / 44t ZEV</p>	 <p>90cm ZEV</p>

For COMBINED Transport...		
Current Rule	Proposed NEW Rule: 2 tons extra Weight + 30cm extra Height ...	
 <p>44t / 46t ZEV</p>	 <p>44t / 48t ZEV</p>	

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 !

GIGALINERS



COUNTER ARGUMENTS

- 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**?

2-Tons extra Weight for Batteries? NOT NEEDED AT ALL

ROAD-ONLY Transport

COMBINED Transport

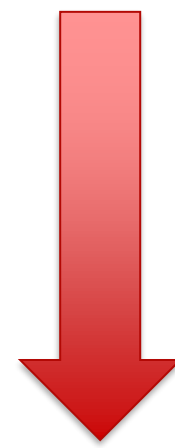
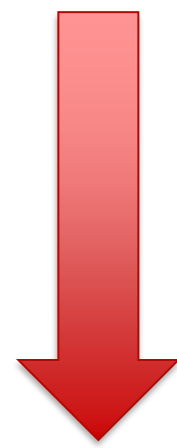
COUNTER ARGUMENTS



40t / 42t ZEV



44t / 46t ZEV



40t / 44t ZEV



44t / 48t ZEV

- 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)

CER analysis (3)

- **Reverse modal shift** 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



Position Paper ([2-page-long](#)) - **FINAL**
Brussels, 19 September 2022

Combined Transport AND road vehicles Weights & Dimensions, the 2 sides of the same coin... 10 GUIDING PRINCIPLES for the Revision of the Multimodal Regulatory Framework

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")
- **Medium term** - evolve towards a full well-to-wheel lifecycle assessment referring to the Commission's Handbook on External Costs of Transport (incl. 1. Energy Consumption; 2. CO2 Emissions; 3. NOx; 4. Particulates; 5. Land Use; 6. Road Congestion; 7. Road Accidents, 8. Noise)

W&D

Promote combinations of road units that optimise multimodal chains: Cross-border acceptance of gicaliners Would de facto allow their circulation on long distances, hence cannibilising rail freight. Gicaliners 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...).



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Thank you

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Program

Debate