



The CT4EU campaign accompanies the EU legislative initiatives in transport until 2024 and directs attention to the challenges and crises affecting Combined Transport.

THE COMBINED TRANSPORT FOR EUROPE CAMPAIGN 2021-2024

The CT4EU Campaign promotes Zero-Carbon Combined Transport as the **low risk, affordable and highly effective** means to achieving the EU policy objectives, while offering effective crisis resolution to intermodal freight transportation.

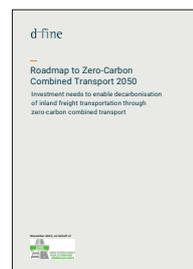
Communication on climate, environmental, transport and strategic energy dependency objectives of the European Union based on three studies already completed (www.ct4eu.eu/studies) :



Energy efficiency and carbon footprint of contemporary door-to-door Combined Transport: 60-90% smaller carbon footprint and 40-70% better energy efficiency per tonne-kilometre when compared to unimodal road transport using a Euro 6 truck.



Technical feasibility and evaluation of door-to-door Zero-Carbon Combined Transport (ZCCT): with technologies and products already in the market today, ZCCT exceeds every technical alternative proposed to decarbonise longer distance inland freight transportation.

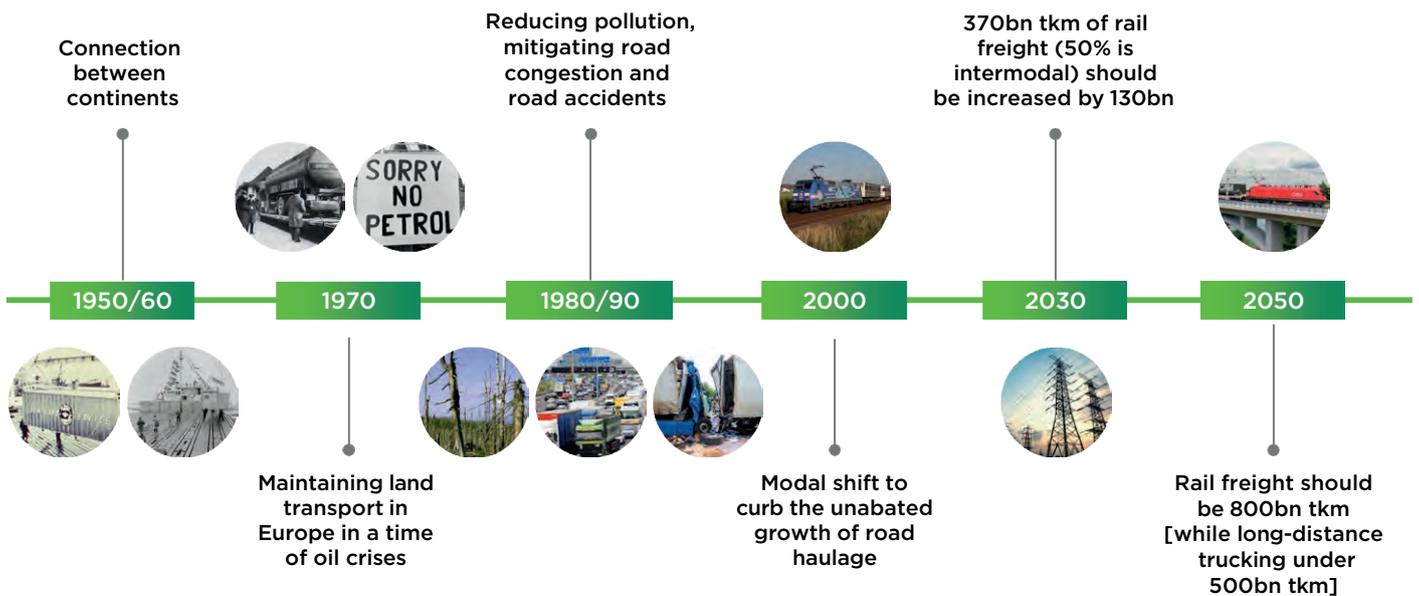


Roadmap to Zero-Carbon Combined Transport: delivering the EU objectives to be achieved by 2050 requires a yearly €18 billion of investments – €16,5 billion rail freight focused infrastructure investments and €1,5 billion worth of investments into intermodal assets and digitalisation – between today and 2050. The result is the lowest risk, high certainty and most affordable achievement of the EU policy objectives, including decarbonisation energy efficiency and decoupling from external energy dependency.

Effective crisis resolution:

- **Punctuality performance** of intermodal freight trains
- **Traction electricity prices:** irrational increases, opaque charging schemes and unpredictable developments
- **Infrastructure capacity for intermodal freight trains:** inadequate quality and quantity of train paths offered to freight trains, also when circumventing sections of line impacted by works.

COMBINED TRANSPORT, THE SOLUTION PROVIDER SINCE 1950



- Combined Transport arrived in Europe after World War II. It provided an **efficient intercontinental connection** to other parts of the world.
- The **oil crises** of the 1970s conceived the first European Directive on the promotion of Combined Transport in 1975.
- During the late '80s attention turned towards **air pollution, road accidents and congestion**: Combined Transport proved effective against these menaces too.
- Since the turn of the Century, Combined Transport has been delivering **modal shift** to curb the unabated growth of long-distance road haulage by effectively inserting sustainable modes of transport into long-distance transport chains.
- **Intermodal freight trains produce half of the tonne-kilometres of rail freight in Europe today.**

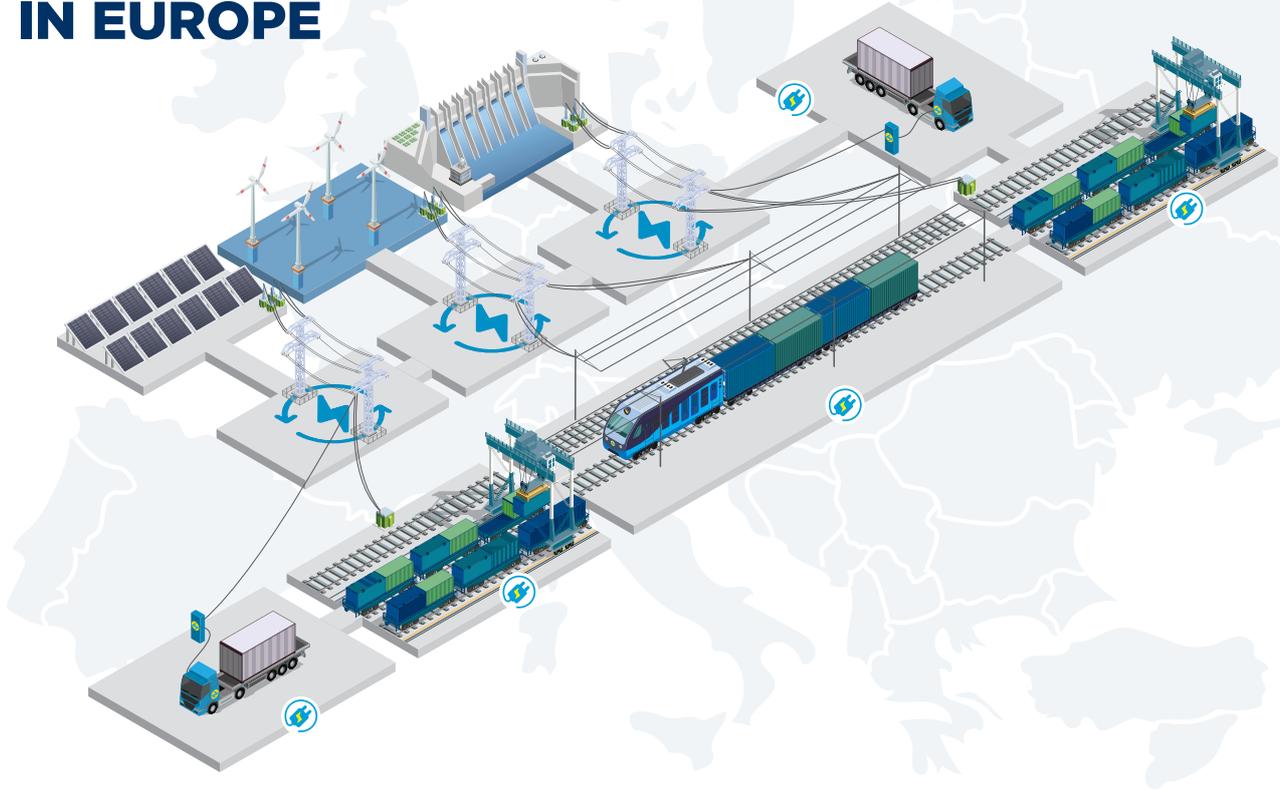


INTERMODAL RAIL FREIGHT SUFFERS DUE TO A SERIES OF CRISES BEYOND ITS CONTROL:

- An unpredictable traction electricity price explosion that started in late 2021
- Deteriorating punctuality performance due to a congested network and inadequate traffic prioritisation
- A lack of freight train paths needed to access the infrastructure, both in terms of quality and quantity, curtails the growth of Combined Transport, also when circumventing sections of the line affected by works

SOLUTIONS ARE FEASIBLE UNDER THE EXISTING REGULATORY FRAMEWORK!

ZERO-CARBON COMBINED TRANSPORT IN EUROPE



Zero-Carbon Door-to-Door Combined Transport [ZCCT]

where battery-electric trucks perform the road legs to transshipment terminals which operate electrically powered transshipment technologies to electric freight trains. The entire system is powered by renewable electricity.

The growth required from ZCCT to deliver the EU decarbonisation, energy efficiency and fossil fuel decoupling objectives requires coordinated positive legislative changes by the European Union legislator. This involves the:

- **TEN-T Regulation revision** which impacts the transport infrastructure, corridors and terminals

The Greening Freight Package - expected to be unveiled in June 2023 - containing from a CT perspective:

- The recast of the **Combined Transport Directive**
- A new **regulation on rail infrastructure capacity management**
- A new **regulation on counting the emissions of transport chains**, and
- The amended **Weight and Dimensions Directive**

as well as

- The 4 implementing regulations of the **Electronic Freight Transport Information Regulation (eFTI)**



**LETS CONVINCING TOGETHER
THE EU LEGISLATORS
TO ENACT THE NECESSARY
CHANGES THAT DELIVER
THE DESIRED ZCCT RESULTS!**

SUPPORTERS OF THE CT4EU CAMPAIGN



Do you agree with the objectives of the CT4EU campaign?
Would you like to join the campaign and provide support?

BECOME A SUPPORTER!

For more information: <https://www.ct4eu.eu/become-a-supporter>

NATIONAL COORDINATORS OF THE CT4EU CAMPAIGN

National associations who share the CT4EU objectives and vision coordinate the campaign activities in several EU Member States.



Are you interested in becoming a national CT4EU coordinator or would you like to join the national CT4EU campaigning?

Contact: headoffice.brussels@uirr.com