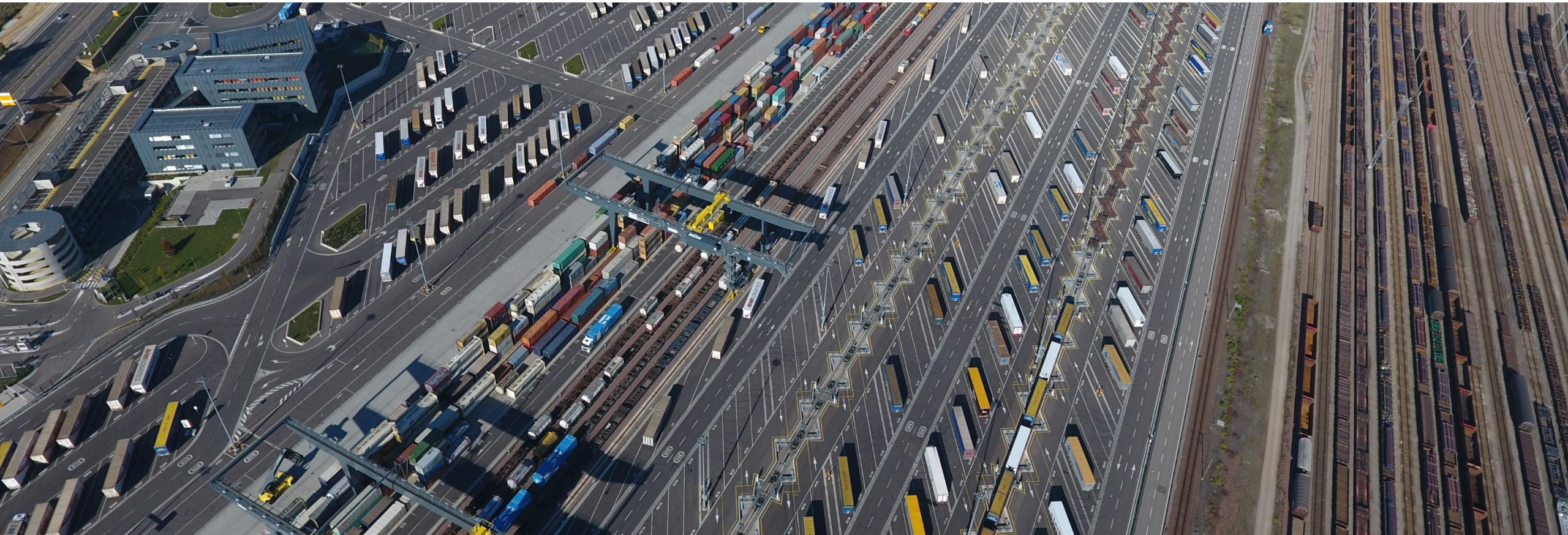
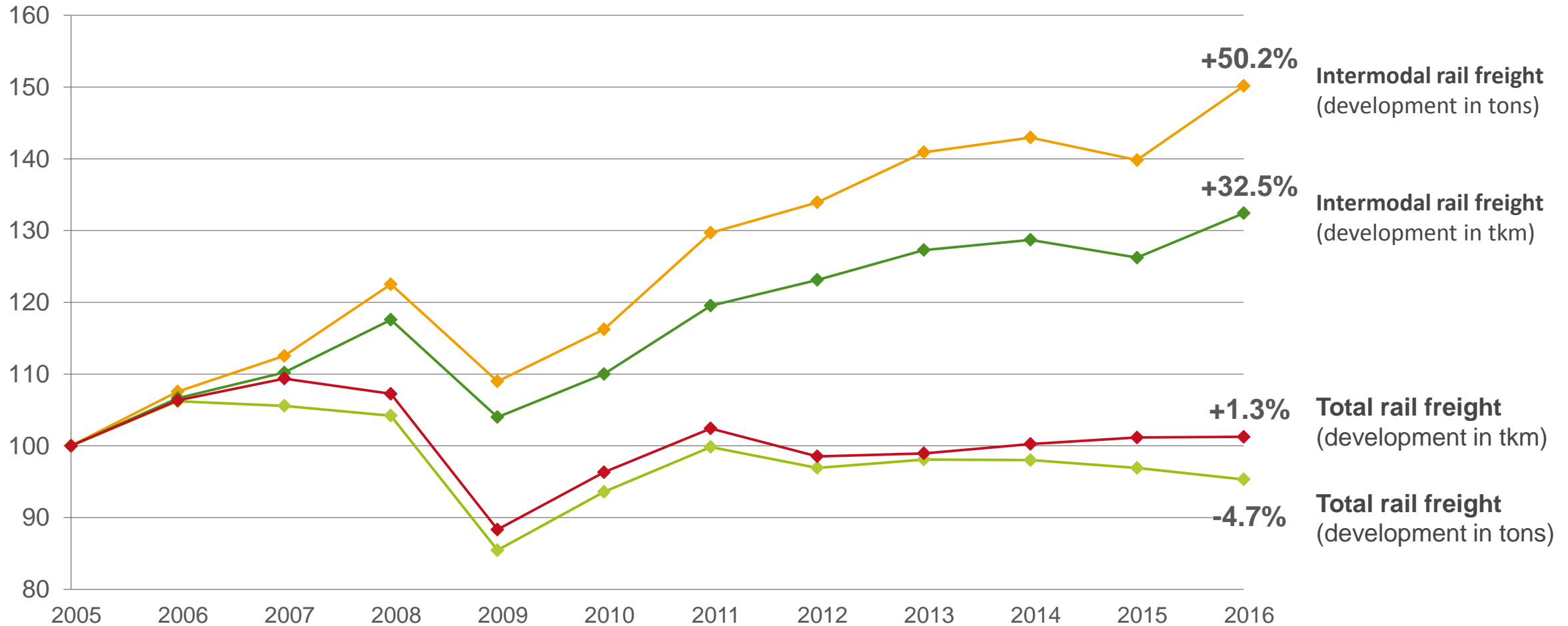


# 30 by 2030 – Challenges for Multimodality



# Combined Transport at a glance

Development in % until 2016 compared to base year 2005 (index 2005 = 100)



Source: Eurostat (2018), last database update by Eurostat: intermodal rail freight (rail\_go\_contwgt) 14 November 2018, total rail freight (rail\_go\_typeall) 19 October 2018

# Figures and Facts

## ► TODAY

The current European transport mix (road, rail, inland waterways) has a massive impact on our society.

Road transport currently has a market share of 75%\*.



This raises challenges at various levels:

275 million tons of CO<sub>2</sub> per annum



This represents 30% of the transport sector emissions

Road freight transport contributes substantially to road congestion



Each driver wastes about 120 hours in traffic per year

Freight transport has a significant health impact and is responsible for 50,000 premature fatalities per year



90% are caused by pollution, 10% by accidents, mainly on road

► €€€ The economic impact of all the above is estimated at 1% of GDP.

## ► TOMORROW



The European land freight transport market will grow by 30% by 2030. This growth may have a strong interconnection with road, corresponding to 1 million extra trucks on European roads.

Road transport cannot absorb this growth without an exponential increase in its social impact and huge investments in additional road capacity.

Furthermore, the growth of road freight traffic will have a significant negative impact on reaching the Paris 2030 goals for the transport sector. An additional 80 million tons of CO<sub>2</sub> will need to be saved to reach these goals.

\*All figures in this brochure are taken from various European studies: CEBR analysis, CE Delft 2012, EEA, eRRac, EU Commission, Eurostat, Fraunhofer IIS, INFRas, INRIX, OANDA, OECD, and UNFCCC

## ► SOLUTION: MODAL SHIFT FROM ROAD TO RAIL

We can avoid the social and environmental impact of the freight transport sector with a **modal shift** in freight transport from road to rail.

It is in everyone's interest (including that of the road transport sector) to increase the modal share of rail freight from 18% currently to **30% by 2030** to absorb transport growth and neutralise the increasing social impact. This means more than **doubling the volumes transported by rail**.

A higher modal share of 30% of rail freight by 2030 is the better macro-economic solution for European transport growth:



Rail has 12 x less external costs to society than road.



Rail has 6 times lower specific energy consumption



Rail is 9 times better in terms of CO<sub>2</sub> emissions



Rail is 8 times better in terms of air pollution



Rail causes 85 times fewer casualties

# Main Challenges

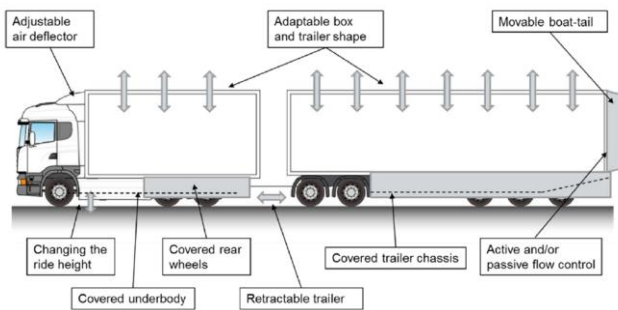
## Legislative aspects

- Review of the Directive 92/106
- Implementing Act of the Regulation 1230/2012
- Implementing Act of the Directive 719/2015

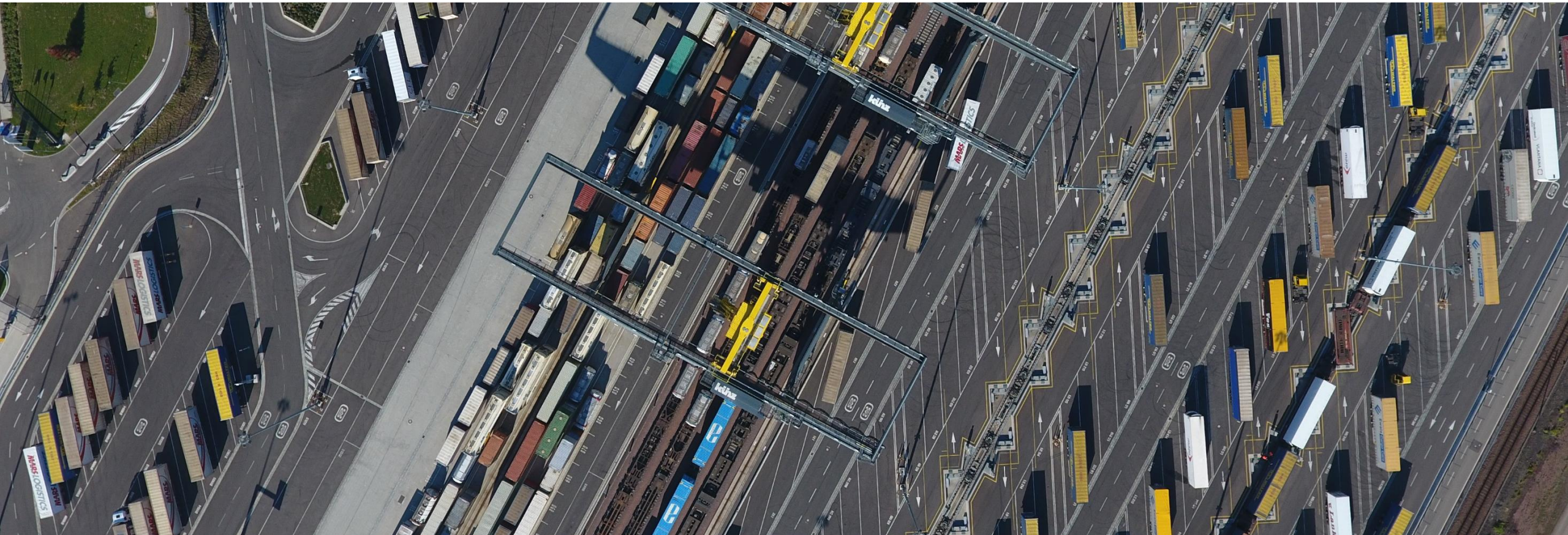
## Operative aspects

- Coordination within the entire logistic chain, for an offer Door-to-Door
- Internet of Things - Digitalisation
- Automated Vehicles - Platooning

## Complementary Road and Rail



# Thank you for your attention!



**CFL** multimodal

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**ECO**logistics for our future