Press Release
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More energy efficiency, more climate protection and less energy dependency through door-to-door combined transport

Brussels. The consistent expansion of door-to-door combined transport offers an efficient and quick way to significantly reduce CO_2 emissions in Europe and thus support the sustainability goals of the European Green Deal. Zero-carbon door-to-door combined transport, already possible with today's technological means, could be a major pillar of the solution. This is the result of a current study by the Frankfurt-based consulting company d-fine GmbH. On behalf of the International Union for Road-Rail Combined Transport (UIRR), the transport experts examined the savings potential of carbon-free door-to-door combined transport and analyzed the aspects of energy efficiency, alternative drives, battery technologies and CO_2-free power generation. UIRR President Ralf-Charley Schultze: "As the technology required for zero-carbon door-to-door combined transport is not only available but has also already proven its practical suitability in numerous industrial applications, the European decision-makers should now push this climate-friendly solution with all determination. Combined transport is fundamental for the implementation of the European Green Deal and the EU's climate neutrality by 2050."

The d-fine study emphasizes that a shift to a more energy-efficient and low-emission freight transport solution through an expansion of door-to-door combined transport can reduce European CO_2 emissions much more and much faster than any additional optimization of road only freight transport could. This is particularly because rail transport is inherently more energy efficient than road transport due to lower rolling resistance and aerodynamic benefits. Significant additional energy savings can also be achieved with longer trains (up to 740 meters) and the new Digital Automatic Coupling (DAC). It has been demonstrated in a previous study that a consistent shift to door-to-door combined transport can save up to 90% in CO_2 emissions and up to 70% in the energy used.

According to the study published today, zero-carbon power generation, electrification of the rest of rail transport and transshipment terminals, and battery-powered vehicles for the short first and last mile road legs are the key factors for zero-carbon EU freight transport. Practical experience at the *Cargo City Wien Süd* and *Megahub Lehrte* terminals shows that CO_2-free door-to-door combined transport is already possible with today's technologies.

"In order to reduce greenhouse gas emissions in the EU as quickly as possible, the share of door-to-door combined transport in total freight transport must be increased significantly," points out UIRR President Ralf-Charley Schultze. "Therefore, suitable measures must be taken as quickly as possible to expand the existing zero-carbon transport services into a Europe-wide zero-carbon transport network." In addition, political decision-makers should not unilaterally restrict the range of technological options required to achieve the goal of a climate-neutral EU: "Those responsible should concentrate on defining the political goals and creating a fair legal framework. The optimal solution should then emerge on the basis of fair competition based on technical merits and management excellence."

Background to the study:
- door-to-door combined transport is a system of freight transport based on the efficient and economic integration of electric rail into long-distance and (road) transport chains through the use of intermodal loading units (ILUs).
- UIRR is the International Road-Rail Combined Transport Association, founded in 1970. UIRR represents the interests of European combined road-rail transport operators and transshipment terminal operators.

Contact: Akos Ersek,Cieh Policy Advisor, UIRR [aersek@uirr.com - +32 02 548 7891]