

European rail freight companies double their ambitions to fight climate change

At the Katowice climate conference today, Rail Freight Forward, a coalition of rail freight companies and federations from across Europe, committed to help save up to 290 million tons of CO2 transport emissions over the next decade.

With 275 million tons of CO2 emissions a year, freight transport represents almost a third of total transport emissions, passenger transport included. At an estimated growth rate of 30% by 2030, the climate impact of freight transport is expected to increase substantially over the coming years.

To avoid this increase, Rail Freight Forward aims to boost the share of rail in overall freight transport from 18% to 30% by 2030. With rail freight emitting 9 times less CO2 than road freight, this modal shift from road to rail is a crucial step to help the transport industry reach its climate targets as defined in the Paris Accord.

The signatories committed to transforming their sector and offering innovative and highly competitive rail products, while urging policymakers and partners to create the necessary external conditions to enable a modal shift from road to rail freight.

European rail freight coalition launches urgent call to step up efforts

While participants from around the globe discuss the urgent actions needed to accelerate efforts against climate change, the coalition outlines the clear ambition of the European rail freight industry to step up its efforts and become a key contributor to a more climate-friendly freight sector. With rail freight emitting 9 times less CO2 and causing 8 times less air pollution than road freight, the coalition urges policymakers to recognize and act on its potential to help realize the Paris Climate Accord targets.

Freight transport: a key economic activity with a major climate footprint

Freight transport accounts for 6% of European GDP, with over 19 billion tons of goods being transported every year. While the contribution of the whole sector to the economy is positive, it has a substantial impact on the environment. With currently 75% of all freight transport done by road, the sector has an estimated yearly emission of 275 million tons of CO2. This represents 30% of total transport emissions (i.e. all freight and passenger transport).

30% growth of freight transport by 2030 will come at a huge cost

By 2030, freight transport is expected to grow by 30%. That is roughly the size of the entire German freight transport market or 1 million trucks added on European roads in the coming decade. Looking at the stringent goals of the Paris Accord for the transport sector, it is simply not a sustainable option to keep relying heavily on road freight.

A modal shift for a more sustainable future: rail freight companies commit to an ambitious modal share of 30%

Today's signatories of Rail Freight Forward are convinced that rail has a crucial role to play in building a more sustainable freight sector, that will help Europe realize its climate ambitions. An increase of the modal share of rail freight from currently 18% to 30% by 2030 can largely absorb the expected growth in freight transport and minimize its climate impact.

The 30% target is ambitious, but the European rail freight sector is determined to deliver the sustained efforts needed to achieve it. The members of Rail Freight Forward are committed to work together to transform and modernize the rail freight industry, by driving efficiency and standardization, improving cost-effectiveness and accelerating technological innovation. Each company will step up its efforts to offer competitive products that convince customers to choose rail for its quality, frequency, reliability, flexibility, price and service.

Calling on all stakeholders to enable modal shift to rail

At the same time, Rail Freight Forward calls upon policymakers and key stakeholders to work together in implementing the external conditions needed for a successful modal shift.

Firstly, the development of a competitive rail offering goes hand in hand with that of a rail infrastructure which makes running a train through Europe as easy as running a truck. This requires a clear mandate for infrastructure managers to deploy a network that is easy to access, well-managed and reliable.

Secondly, national and EU authorities are called upon to provide a transparent and solid regulatory framework for infrastructure managers to realize this network. The coalition further asks that the authorities equalize taxes, administrative costs, infrastructure access charges... for the different modes of transport, thereby levelling the playing field for trains and trucks.

Countries taking measures to provide a clear regulatory framework and fair competition, such as Austria (32%) and Switzerland (37%), clearly show a larger modal share of rail.

Noah's Train: raising awareness for a common goal

To mark their climate commitment and win hearts and minds in support of the modal shift, the members of the Rail Freight Forward coalition have chosen Katowice to officially launch **Noah's Train**. This train will travel through Vienna (14/1), Berlin (24/1), Paris (5/2) and Brussels (20/2). In each city, prominent local street artists will gradually transform the train into the world's longest mobile artwork, inspired by the oldest tale of environmental activism.

For more information on the Rail Freight Forward Coalition, its "Vision 2030" or Noah's Train, visit www.railfreightforward.eu.

-END-

About Rail Freight Forward

Rail Freight Forward is a coalition of European rail freight companies that are committed to drastically reducing the negative impact of freight transport on the planet and mobility through innovation and a more intelligent transport mix.

The coalition has the ambition to increase the modal share of rail freight to 30% by 2030 as the macro-economically better solution for European growth. It strives to engage railway undertakings, infrastructure managers and policymakers across Europe in acting to realise this modal shift.

Rail Freight Forward is a broad and continuously expanding coalition composed of rail freight operators and supported by the sector associations CER, UIC, ERFA and VDV.

Current members of the Rail Freight Forward coalition are BLS Cargo, CD Cargo, CFL Cargo, DB Cargo, GreenCargo, Lineas, LTE Group, Mercitalia, Ost-West Logistik, PKP Cargo, Rail Cargo Group, SBB Cargo, SNCF Logistics, ZSSK Cargo.



Pressrelease

Noah's Train – Climate ambassador for the world

- Rail freight transport is the only way to manage transport growth in Europe - in terms of sustainability, safety and infrastructure capacity
- Rail Freight Forward (RFF) is a joint initiative of many European freight railways and interest groups to make this clear and to demonstrate the necessary framework conditions.
- Noah's Train is synonymous with green rail transport and stands for sustainability through lower emissions and energy consumption.
- Noah's Train is the world's longest mobile artwork in cooperation with national artists

(Vienna, 14.01.2019) – Rail Freight Forward is a coalition of European freight railways and associations which have set themselves the goal of drastically reducing the negative effects of freight traffic on the environment and people. To this end, Noah's Train was launched in mid-December at the World Climate Conference in Katowice, Poland. With the participation of Federal President Alexander van der Bellen, Federal Minister of Transport, Innovation and Technology Norbert Hofer, ÖBB CEO Andreas Matthä and the CEOs of the Rail Freight Forward Initiative, the train was ceremoniously received today at Vienna's Westbahnhof and was immediately dismissed.

30 until 2030

Traffic is the biggest and fastest lever to save CO₂. In Europe, the transport market will grow again by 30% until 2030. We must do everything we can to ensure that this growth takes place largely by rail. One of the greatest global challenges for the coming decades in the field of environmental protection is undoubtedly the reduction of the greenhouse effect caused by human," affirms Josef Plank, Secretary General of the Federal Ministry for Sustainability and Tourism. Because the road transport causes 21 times more CO₂ emissions in Europe than the train transport, it is about 85 times more unsafe. In total, the road transport leads to the fact that each of us will be stuck in traffic jam on average about 120h per year. This is why the major European railway companies have launched the "Rail Freight Forward" initiative. The aim is to make it clear to the population, the media and political decision-makers throughout Europe that rail is essential for coping with the growth in transport in Europe. The aim of the Rail Freight Forward is to achieve a 30% share of the rail freight market by 2030.

"Austria often plays a pioneering role in Europe, from investments in infrastructure to transport policy measures. With a modal split of around 30% in Austria, we are the leader in the European Union," explains Federal Minister Norbert Hofer.

The Vision

Rail Freight Forward is a pan-European measure. First and foremost, the aim is to communicate to a broad circle of stakeholders that the current transport policy is leading to a suboptimal transport mix from an economic point of view. In addition, levers shown how the transport mix can be optimized in the interests of the European economy and society - and in some cases very quickly.

"Driving a train through Europe must be as easy as driving a truck. Furthermore, fair competitive conditions between rail and road are needed," ÖBB CEO Andreas Matthä confirms the importance of the Rail Freight Forward initiative. "Noah's Train sets an important example in this respect".



Noah's Train: Raising awareness of a common goal

In order to create awareness of this topic, Noah's train was launched in mid-December in Katowice, Poland. The colorful and environmentally friendly container train travels via Vienna, Berlin, Paris to Brussels and then by ship to the next World Climate Conference. Noah's Train is inspired by the oldest history of environmental protection and will be the longest mobile work of art in the world - a symbol of making freight transport more sustainable and climate-friendly.

First stop: Vienna

In Vienna, further artfully designed freight wagons have been shunted to Noah's Train, being the Austrian contribution to the project. Noah's Train expresses the vision 2030 of Rail Freight Forward and underlines the joint commitment of ÖBB, industry and politics against climate change.

ÖBB is a strong partner for Austria and Europe. Their business model is already sustainable per se and we are very happy to pursue all initiatives that are primarily taken in the area of sustainability," said Federal President Alexander van der Bellen at the event.

With the signatures of all guests and a clear commitment to climate protection, Noah's Train was jointly sent off. Next stops are Berlin (24.01.), Paris (5.02.) and Brussels (20.02.).

Rail Freight Forward

Rail Freight Forward is a coalition of European freight railways which have set themselves the goal of drastically reducing the negative effects of freight traffic on the planet and mobility through innovation and a more intelligent traffic mix.

The coalition aims to increase rail freight's share of the modal split to 30% by 2030. Rail Freight Forward wants to involve railway companies, infrastructure managers and political decision-makers throughout Europe in the measures to implement this modal shift.

Rail Freight Forward is a broad-based and steadily growing association of rail freight transport companies supported by the CER, UIC, ERFA and VDV associations.

BLS Cargo, CD Cargo, CFL Cargo, DB Cargo, GreenCargo, Lineas, LTE Group, Mercitalia, Ost-West Logistik, PKP Cargo, Rail Cargo Group, SBB Cargo, SNCF Logistics, ZSSK Cargo are currently participating.

Rail Cargo Group: Freight traffic of ÖBB

With 8,700 employees, branches throughout Europe and an annual turnover of EUR 2.2 billion, the Rail Cargo Group is one of the leading rail logistics companies in Europe. Together with strong partners, Rail Cargo Group operates a nationwide network of door-to-door logistics in Europe and beyond to Asia. It connects European conurbations and ports with prospering economic centres in Russia, Turkey and China. Rail Cargo Austria AG is the operational lead company of the Rail Cargo Group.

ÖBB: Austria's largest mobility service provider

As a comprehensive mobility service provider, the ÖBB Group annually transports 459 million passengers and 115 million tons of goods to their destinations in an environmentally friendly manner. Rail passengers are particularly climate-friendly on their way. This is because 100 percent of the traction current comes from renewable energy sources. In 2017, ÖBB was one of the most punctual railways in Europe with around 96 percent punctuality. Group-wide, 41,107 railway and bus employees (an additional 1,900 apprentices) ensure that around 1.3 million passengers arrive safely at their destinations every day. The Group's strategic lead company is ÖBB-Holding AG.



**RAILFREIGHT
FORWARD**
EUROPEAN RAIL FREIGHT VISION 2030



**Photos can be used free of charge if the © is observed:
Photocredit: Photo_NN © RCA_NN**

For further information please contact Rail Cargo Group:

Mag. Daniel Pinka, MAS
ÖBB-Holding AG, Corporate communication
Press spokesman
Telephone: +43 1 93000 32233
daniel.pinka@oebb.at
www.oebb.at



Presseinformation

Ein Zeichen für mehr Klimaschutz: Noah's Train macht Halt in Berlin

Mit der Aktion unterstreicht die Initiative „Rail Freight Forward“ der europäischen Güterbahnen ihr Engagement für mehr Klimaschutz

(Berlin, 24. Januar 2019) „Noah's Train“, das längste mobile Kunstwerk der Welt, macht heute auf seiner Reise durch Europa Zwischenstopp in Berlin. Mit diesem besonderen Zug, benannt nach der biblischen Arche Noah, werben die europäischen Güterbahnen für die Verlagerung von mehr Verkehr auf die umweltfreundliche Schiene. Namhafte Street-Art-Künstler besprühen dazu bei jedem Halt zwei Container mit Tiermotiven.

Ziel der gemeinsamen Initiative „Rail Freight Forward“ der europäischen Güterbahnen ist es, den Anteil der Schiene am gesamten Güterverkehr in Europa bis 2030 von 18 auf 30 Prozent zu erhöhen. Gemeinsam mit Bundesumweltministerin Svenja Schulze, die die Initiative unterstützt, wurde der Zug heute am Berliner Bahnhof Gesundbrunnen begrüßt.

Alexander Doll, DB-Vorstand Finanzen, Güterverkehr und Logistik: „Bahnfahrer sind Klimaschützer – im Personen- wie im Güterverkehr. Allein durch die Leistung von DB Cargo ersparen wir heute schon einen jährlichen CO₂-Ausstoß von rund fünf Millionen Tonnen. Das entspricht etwa der CO₂-Menge, die die Städte Aachen und Kassel zusammen in zwölf Monaten produzieren.“

Dr. Roland Bosch, Vorstandsvorsitzender DB Cargo: „Wir arbeiten mit unseren europäischen Partnern daran, den Transportmix der Zukunft zu ändern. Wenn 30 Prozent mehr Güterverkehr in Europa bis 2030 nur über die Straße gingen, wären das eine Million LKW zusätzlich, mehr Stau und schädliche CO₂-Emission. Die Verkehrswende kann nur gelingen, wenn wir mehr Güter auf die Schiene holen.“

Joachim Berends, Vizepräsident des VDV: „Auf langen Strecken ist der elektrische Schienengüterverkehr die einzig ökonomisch und ökologisch tragfähige Alternative zum LKW. Der Marktanteil der Schiene muss deshalb gerade dort sehr viel stärker wachsen, wenn wir die Verpflichtungen aus dem Pariser Klimaschutzabkommen auch nur annähernd erfüllen wollen. Der VDV unterstützt deshalb die Railfreight-Forward-Kampagne mit dem ambitionierten Ziel: 30 Prozent Marktanteil für den Schienengüterverkehr.“

Noah's Train ist Mitte Dezember zum Ende der Weltklimakonferenz im polnischen Katowice gestartet und über Wien nach Berlin gefahren. Die nächsten Zwischenstopps legt der Zug in Paris (5. Februar 2019) und Brüssel

Andrea Brandt
Leiterin Kommunikation
Güterverkehr & Logistik
c/o Schenker AG
Kruppstr. 4
45128 Essen
Tel. +49 201 8781-8556
Fax +49 201 8781-8495
presse@deutschebahn.com
www.deutschebahn.com/presse
twitter.com/DB_Presse

Herausgeber: Deutsche Bahn AG
Potsdamer Platz 2, 10785 Berlin
Verantwortlich für den Inhalt: Oliver Schumacher
Leiter Kommunikation und Marketing





Presseinformation

(20. Februar 2019) ein. Auch in Berlin werden namhafte Street-Art-Künstler zwei Containerwagen zum rollenden Symbol für Klimaschutz gestalten.

Hinweis für die Medien: Weitere Informationen über Rail Freight Forward unter www.railfreightforward.eu

Aktuelle Tweets und Fotos zur Kampagne von Noah's Train unter:

www.twitter.com/DB_Cargo, www.instagram.com/railfreightforward

#NoahsTrain, #RailFreightForward, #30by2030, #ModalShift

Rail Freight Forward

Rail Freight Forward (RFF) ist ein Zusammenschluss europäischer Güterbahnen, die sich zum Ziel gesetzt haben, die negativen Auswirkungen des Güterverkehrs auf den Planeten und die Mobilität durch Innovation und einen intelligenteren Verkehrsmix drastisch zu reduzieren.

Der Zusammenschluss hat das Ziel, den Anteil des Schienengüterverkehrs für das europäische Wachstum am Modal Split bis 2030 auf 30 Prozent zu erhöhen. RFF will dabei Eisenbahnunternehmen, Infrastrukturbetreiber und politische Entscheidungsträger in ganz Europa in die Maßnahmen zur Verwirklichung dieser Verkehrsverlagerung einbeziehen.

Als breit angelegter und stetig wachsender Zusammenschluss von Schienengüterverkehrsunternehmen wird RFF von den Verbänden CER, UIC, ERFA, VDV, Allianz pro Schiene und dem Deutschen Naturschutzring unterstützt. Aktuell beteiligen sich BLS Cargo, CD Cargo, CFL Cargo, DB Cargo, Green Cargo, Lineas, LTE Group, Mercitalia, Ost-West Logistik, PKP Cargo, Rail Cargo Group, SBB Cargo, SNCF Logistics, ZSSK Cargo.



Herausgeber: Deutsche Bahn AG
Potsdamer Platz 2, 10785 Berlin
Verantwortlich für den Inhalt: Oliver Schumacher
Leiter Kommunikation und Marketing



Andrea Brandt
Leiterin Kommunikation
Güterverkehr & Logistik
c/o Schenker AG
Kruppstr. 4
45128 Essen
Tel. +49 201 8781-8556
Fax +49 201 8781-8495
presse@deutschebahn.com
www.deutschebahn.com/presse
twitter.com/DB_Presse



**RAILFREIGHT
FORWARD**
EUROPEAN RAIL FREIGHT VISION 2030

PRESS RELEASE



Paris, February 6th, 2019

Rail freight for the planet : Noah's train stops in Paris

After a launch in Katowice during the last day of COP 24 and stops in Vienna and Berlin, the world's longest mobile work of art made a stop in Paris. Imagined and put on rails by Europe's freight operating companies, this train promotes Modal Shift as a powerful tool to fight against climate change. In Paris, an elephant, a horse, a toucan and a fish on the French containers joined the animals that had already been spray-painted on the Polish, Austrian and German containers, allowing the train to resonate more and more with the image of Noah's Ark. After a successful public event on February 2nd, the train was revealed to all the stakeholders of the sector at Gare de L'Est on the 5th.

"If nothing changes, in 2030 we won't be able to reach the commitments we took in the Paris Agreement, with more than 80 additional millions of CO2 emitted each year? We need a modal shift, which is the best environmental and social answer to the growth of freight in Europe", said Sylvie Charles, CEO of SNCF Logistics/Rail and Intermodal.

"We, as infrastructure managers, are on your side! And we do need campaigns like this one to help us change the way we function internally", said Jean Ghedira, CEO of SNCF Réseau, the Infrastructure branch of SNCF.

"Noah's train encourages us to take action, and also to cooperate. Because in a railway sector open to competition, it is vital that all stakeholders work together to make railfreight stronger", said Elisabeth Borne, French Minister of Transport.

Noah's train then left in music to Brussels, its next destination, pursuing its journey towards a better tomorrow...

CONTACTS :

Asha Meralli – 06 11 91 46 67 – asha.meralli@sncf.fr

Nafi Mbaye – 06 26 95 08 08 – nafi.mbaye@sncf.fr



LINEAS

Doubling freight transport by rail as a specific solution for our climate

Brussels, 20th February 2019 – European and Belgian rail freight companies have committed to doubling rail volumes for radically reducing the impact of freight transport on the climate. Armed with a clear action plan, they are offering an ambitious but specific campaign focused on shifting transport from road to rail. “We represent a major opportunity for radically reducing the transport sector’s CO2 footprint”, says Geert Pauwels, CEO of the Belgian company Lineas.

Noah’s Train: a fun campaign... with a serious aim

A colourful scene is coming to Schaerbeek station today. Noah's Train, a freight train painted with colourful animals, inspired by the world's first ever climate activist, is arriving in Belgium with a clear message: this time, it's the railway that will save the day.

Departing from the UN climate conference in Katowice in December, Noah's Train will pass through European capital cities on its journey where local artists will bring a creative aspect to the call for more climate-friendly freight transport. The aim of the longest travelling work of art in the world is to promote a shift from road transport to rail, a mode of transport with a much lower carbon footprint.

A fast-growing transport sector with a large carbon footprint

The campaign is fun, but the goal is deadly serious. Today, with 275 million tonnes of CO2 emissions a year, 11 million of which are in Belgium, freight transport is responsible for almost 10% of the total CO2 emissions. The main reason for this is that 75% of all freight transport goes by road. Road transport has a significantly higher footprint than other modes of transport, in terms of its impact on air pollution and mobility problems as well.

Furthermore, freight transport in Europe is expected to increase by at least 30% by the year 2030. Geert Pauwels, CEO of Lineas, explains: *“Without drastic measures, CO2 emissions will increase by a quarter which will make our climate goal of -49% impossible. Air pollution will increase proportionally and soon we will all be stuck in traffic jams permanently. This way, we won't achieve anything. We need to switch to rail as a matter of urgency.”*

Shifting transport to rail: a climate-focused intervention with a big impact

For this reason, the European rail freight operators are joining forces in the Rail Freight Forward coalition. The European rail freight operators have put a firm action plan on the table for doubling freight volumes transported by rail by 2030. Rail uses around 6 times less energy than road transport and emits 9 times less CO2. Moreover, it causes 8 times less air pollution, is much safer and offers a solution to the growing problem of traffic congestion.

Doubling rail transport specifically means an increase in the rail share from 18% to 30% in Europe and from 10% to 16% in Belgium. *“This prevents us from adding a million extra lorries to our roads by 2030, 90,000 of which would be in Belgium,”* Pauwels continues. *“And with that, additional annual emissions of 1.5 million tonnes of CO2 and 2,000 tonnes of particulate matter in Belgium.”*

Specific action plan for doubling rail volumes

The ‘30 by 2030’ action plan, referring to the ambition to increase the rail share in Europe to 30% by 2030 explains the conditions necessary to make this specific climate-friendly intervention possible. The action plan was also detailed in Belgium by the new Belgian Forum of Rail Freight Operators.

An important preliminary step is for rail freight operators to continue to focus on innovative solutions that can be competitive with road transport in terms of frequency, reliability, flexibility, price and service. The focus should be on user-friendliness for the customer, the further adoption of new technologies and the further modernisation of the sector.

Three areas of action for the government

In addition, the government is being asked to develop a climate-focused transport policy that makes the shift to rail possible. Specifically, rail freight operators are asking the government to take action at three levels.

The first level concerns infrastructure managers. *“Infrabel must make driving a train through Belgium as easy as driving a lorry,”* says Pauwels. The infrastructure manager, Infrabel in Belgium, must be given the task, the mandate and the resources to roll out and manage a high-quality rail network according to customers’ needs and mobility.

Secondly, the government must make it easier and cheaper for companies to opt for rail transport. This can be done by partially reimbursing the costs of transferring lorries to trains as well as the costs for the first and last mile. *“Many companies and hauliers want to put more goods on the railways instead of getting stuck in traffic jams with their lorries. If the government compensates some of these handling costs, they will actually do so.”*

Thirdly, the Belgian government should take the example of neighbouring countries such as Germany, Austria, Switzerland and the Netherlands. These countries have deliberately radically reduced the costs of train paths, the costs that operators pay for using the railways. *“Railway companies pay for every kilometre they travel on the track,”* says Pauwels. *“In Germany, they recently halved these costs and this has a direct impact on the competitiveness of the railways.”*

Time for a bold policy

The rail freight operators are ready, but are asking those responsible for policy to move on to taking specific action. *“We need to convince all Belgians to take the train and cycle more for our planet, but let’s also offer companies a more climate-friendly transport model. It can be done. And it can be done relatively quickly, cheaply and to everyone’s benefit,”* is Geert Pauwels’ conclusion.

-END-

For more information about Rail Freight Forward, Vision 2030 of the coalition or #NoahsTrain, visit www.railfreightforward.eu or contact press@railfreightforward.eu.

Press images, videos and the memorandum of the Belgian forum of rail freight operators can be downloaded at www.railfreightforward.eu/belgium.

Press contact

Evelyne Van Cleven
Corporate Communications Manager
+32 476 45 40 80
evelyne.vancleven@lineas.net

About Rail Freight Forward

Rail Freight Forward is a coalition of European rail freight operators who want to reduce the negative impact of freight transport on our planet and mobility radically through innovation and a more intelligent transport mix.

The coalition wants to increase the modal share of rail freight to 30% between now and 2030, because this is the best solution for European growth from a macro-economic point of view. It seeks to encourage action by railway companies, infrastructure managers and policy makers in Europe to bring about this modal shift.

Rail Freight Forward is a broad, constantly growing coalition of rail freight operators supported by the sector associations CER, UIC, EFRA and VDV.

The current members of the Rail Freight Forward coalition are BLS Cargo, CD Cargo, CFL Cargo, DB Cargo, GreenCargo, Lineas, LTE Group, Mercitalia, Ost-West Logistik, PKP Cargo, Rail Cargo Group, SBB Cargo, SNCF Logistics and ZSSK Cargo.



About the Belgian Forum of Rail Freight Operators

The Belgian Forum of Rail Freight Operators brings together the rail freight companies active in Belgium. Its ambition is to double the volumes of rail freight in Belgium and Europe. With today's transport model consisting of 75% of trucking and the projected growth of the sector being 30% by 2030, a modal shift to rail freight is the socio-economic better solution to mitigate the negative impact on climate, mobility and health.



About Lineas

Lineas is one of the largest private rail freight and door-to-door logistics solutions providers in Europe. With a top-quality offering, Lineas is keen to convince companies to shift their freight transport from road to rail. This modal shift enables companies to improve their supply chain as well as their environmental footprint and mobility.

Lineas employs almost 2,000 people from its headquarters in Brussels with sites in France, Italy, Spain, the Netherlands and Germany. It has a fleet of more than 250 locomotives and 7,000 wagons. The company's shareholders are the independent private equity group Argos Wityu (69%) and SNCB (31%).

www.lineas.net

FS ITALIANE, *NOAH'S TRAIN* STOPS IN ITALY TO PROMOTE AND ENCOURAGE RAIL FREIGHT TRANSPORT

- presented today in Roma Tiburtina by Mercitalia Rail (Polo Mercitalia – Gruppo FS Italiane)
- objectives: to reduce environmental CO₂ emissions by increasing the share of freight traffic to 30% by 2030

Rome, 7 May 2019

Promoting and encouraging rail freight transport to reduce CO₂ emissions into the environment and increase the market share of the sector to 30% by 2030.

With these objectives in mind, as part of a comprehensive European tour, *Noah's Train* - a special freight convoy consisting of wagons and containers provided by the railway operators involved in the initiative, painted by street artists with images of animals inspired by the world's oldest story about environmental rescue and preservation - stopped at Roma Tiburtina station in Italy today.

Noah's Train began its journey through Europe in December 2018 from the city of Katowice (home of the 2018 United Nations Conference on Climate Change, COP 24), before travelling to Vienna, Berlin, Paris, Brussels and Rome.

The train was welcomed by **Sergio Costa**, Minister of the Environment and Protection of Land and Sea, **Gianluigi Castelli**, Chairman of the Union Internationale des Chemins de Fer (UIC) and President of the FS Italiane Group, **Marco Gosso** Managing Director of Mercitalia Logistics (FS Italiane Group), **Gian Paolo Gotelli**, Managing Director of Mercitalia Rail (Polo Mercitalia - FS Italiane Group), **Giorgio Zampetti**, General Manager of Legambiente and **Sandra Gehenot**, Freight Director UIC.

“Noah’s train travelling through Europe, with colorful coaches, brings around a very important message: to reduce CO₂ emissions and fight climate change we need to move freight traffic from road to rail. Rail transport emits 9 times less CO₂ than road transport, an important contribution from this sector”, states Sergio Costa, ministry of Environment.

“The rail sector can play a key role in the challenge of decarbonising transport, which as a whole generates 27% of emissions in Europe”, said Gianluigi Castelli. *“Noah's Train, which stopped today in Rome, is the symbol of this challenge and of the entire railway sector's ambition to increase the share of rail freight from the current 17% to 30% by 2030. Rail transport has an undisputed record in terms of safety and sustainability (-90% of emissions compared to road transport), but drastic and courageous decisions are needed from policymakers, especially at a supranational level, for example in the key area of interoperability. Railway companies are ready to play their part, investing in greener and more sustainable locomotives and wagons, seizing the opportunities of digital convergence and developing increasingly efficient transport systems”*. *“The FS Italian Group – continued Castelli – is committed to supporting and maximizing the benefits of rail transport to reduce the negative impacts on the atmosphere as much as possible. Freight transport plays a fundamental role in our sustainability and environmental strategies. For example, a few months ago, with the Polo Mercitalia, we launched a new*



high-speed freight transport service, Mercitalia Fast, which will take around 9,000 trucks off the main Italian motorway artery (A1 motorway) every year. Shifting freight traffic from road to rail is one of the most important strategic objectives of the FS Italiane Group and we can achieve this by focusing on customer satisfaction and increasing our reliability”.

Noah's Train is an initiative by Rail Freight Forward, a coalition of 18 European railway companies operating in the logistics and freight transport sector, including Mercitalia Rail, the largest rail freight company in Italy and one of the largest in Europe. The coalition was set up to highlight and enhance the environmental and social benefits of rail compared to road transport. In fact, transporting people and goods by train has up to nine times less impact in terms of CO₂ emissions and up to six times more energy efficiency than transporting by road. Moreover, rail transport helps to relieve road traffic congestion, significantly reducing the rate of accidents and deaths. For example, by providing more than 90,000 trains in 2018, Mercitalia Rail was able to take about 1.5 million trucks off the road.

After the stop in Rome, *Noah's Train* will continue its journey to Leipzig for the International Transport Forum 2019 (22 May), then back to Vienna for the Austria World Summit (28-29 May) and the Transport Logistic show in Munich (4-7 June).

Press Release

Noah's Train stops in Luxembourg

Dudelange, July 10th, 2019

Noah's Train draws attention to the Rail Freight Forward coalition's goal of shifting 30% of freight to rail by 2030. Two containers, painted by Luxembourgish artists, join the Noah's Train, the longest mobile art work in the world.

Noah's Train is an initiative launched by several European railway companies to promote freight transport by rail. Together in the Rail Freight Forward coalition, they defend a common goal: to reduce the environmental impact of freight transport in Europe.

The Rail Freight Forward coalition currently counts 18 members, including CFL cargo, which with its sister company CFL multimodal is actively working on promoting rail transport in Europe, and Luxembourg in particular. Aware of the ecological crisis, the signatory railway undertakings wish to raise awareness of a transition towards more environmentally friendly modes of freight transport. Their horizon of action extends until 2030, to double the share of rail freight in Europe from 18% to 30%.

On July 10th, Noah's Train stopped in Luxembourg. Two containers painted by the Luxembourgish artists Daniel Mac Lloyd and Alain Welter join the train, which is already composed of 13 containers belonging to the members of Rail Freight Forward.

In the presence of political figures and representatives of the Rail Freight Forward coalition, Marc Wengler, CEO CFL, presented the project and the objectives of the coalition. Rail Freight Forward works to mobilize railway undertakings so that they offer attractive and competitive services, infrastructure managers so that they can ensure that it is as easy to cross Europe by train as by truck and European and national institutions so that they may guarantee a level playing field between the different modes of transport. François Bausch, Minister of Mobility and Public Works, underlined the Luxembourg government's political will to put logistics at the heart of Luxembourg's economic diversification policy, to support investment in national logistics centers and to invest in efficient and innovative infrastructures.

The journey of Noah's Train started in Katowice, Poland, on December 14, 2018. The train then headed to Vienna, Berlin, Paris, Brussels and Rome for a recent stop in Munich on June 4 at the fair transport logistic. It will continue its journey through Europe until October, when containers will join the COP25 taking place in Chile.

About CFL multimodal

CFL multimodal is a logistics service provider, covering the entire logistics chain. With 12 companies in 6 European countries, CFL multimodal and its sister company CFL cargo offer a broad, high-quality and customized service portfolio: combined and conventional rail freight, wagon maintenance and repairs, customs clearance, as well as forwarding and logistics services. In Luxembourg, the activities of CFL multimodal center on the intermodal terminal Bettembourg-Dudelange in the Eurohub South Logistics Park. Located on the Rail Freight Corridor 2 (North Sea-Mediterranean) and at the crossroads of the North-South and East-West transport routes, the terminal is ideally positioned as an international hub for the consolidation of multimodal transport flows across Europe and beyond. With a total yearly capacity of 600.000 units and equipped with the latest technology in terms of security and surveillance, the intermodal terminal is connected by combined train shuttles to the main ports and industrial regions.

A propos de Rail Freight Forward

Rail Freight Forward is a coalition of European rail freight operators who want to reduce the negative impact of freight transport on our planet and mobility radically through innovation and a more intelligent transport mix.

The coalition wants to increase the modal share of rail freight to 30% between now and 2030, because this is the best solution for European growth from a macro-economic view. It seeks to encourage action by railway companies, infrastructure managers and policy makers in Europe to bring about this modal shift.

Rail Freight Forward is a broad, constantly growing coalition of rail freight operators supported by the sector associations CER, UIC, EFRA and VDV.



The current members of the Rail Freight Forward coalition are BLS Cargo, CD Cargo, CFL Cargo, DB Cargo, GreenCargo, Lineas, LTE Group, Mercitalia, Ost-West Logistik, PKP Cargo, Rail Cargo Group, SBB Cargo, SNCF Logistics and ZSSK Cargo.

Contact

Julie BÜCHLER
Responsible Communication
Tel: + 352 4996 0401
julie.buchler@cfl-mm.lu



Responding to SJSC Latvijas Dzelzceļš invitation, climate change messenger arrives in Riga

The transport industry's impact on the environment can be reduced if railway is chosen for freight transport increasingly often. Responding to SJSC Latvijas Dzelzceļš (LDz) invitation and highlighting railway as one of the climate-friendliest modes of transport, Noah's Train – Europe's longest mobile work of art that has been travelling around Europe since December 2018 – has arrived at the Riga Central Station.

Noah's Train of the international coalition Rail Freight Forward – containers decorated with animal motifs – will be on display at the Riga Central Station's platform 12 until Friday, August 9. On Monday, August 5, SJSC Latvijas Dzelzceļš President Edvīns Bērziņš presented Noah's Train and the company's activities to reduce climate change.

"Noah's Train is not just a work of art, it is also a messenger of climate change, created by drawing inspiration from Noah's Ark, which is arguably the world's oldest symbol of environmental protection. LDz, too, strives to introduce increasingly climate-friendly solutions by looking for alternatives to diesel fuel and implementing the major railway electrification project, where the primary objectives are based on environmental goals," emphasizes Edvīns Bērziņš.

The goal of Rail Freight Forward is to shift 30% of freight in Europe to rail by 2030, up from 18% at this time. Latvia has already attained the goal – slightly more than 38% of the total freight amount in Latvia was transported by rail in 2018. 49.2 million tons of freight was shipped through LDz infrastructure last year, a 12.5% increase on 2017. LDz President points out that, regardless of Latvia's remarkable achievements, more progress must be made and the amount of freight transported by rail has to continue to increase.

We hear about different consequences of climate change on a daily basis, increasingly often these matters are included on the agenda of high-level meetings and they take priority over other problems. World Wide Fund for Nature Chairman in Latvia Uģis Rotbergs: "Climate change is very fast, there's no time for waiting. Climate crisis and preservation of natural diversity were also named the main challenges today at the World Economic Forum in Davos. One of the biggest

challenges at this time is decoupling economic growth from fossil fuel sources. We would be very happy if other industries too, like the railway industry, were looking for solutions to reduce climate change.”

The authors of the Noah’s Train initiative point out that freight transport by rail is six times more energy efficient than transport by road. Furthermore, rail transport is the best way to integrate economic growth with climate goals.

Participants in the Rail Freight Forward coalition are several major European railway and logistics companies, including Deutsche Bahn, Italian railway company, Swiss company for freight transport by rail, as well as the International Union of Railways (UIC) and the Community of European Railway and Infrastructure Companies (CER).

These companies and organizations are aware of the transport industry’s impact on the environment, and that shifting more freight to rail transport from road transport will help stop climate change.

The objective of the coalition is to not only reduce the transport industry’s negative impact on the environment and help achieve climate action goals, but to also make the rail transport sector an efficient and sustainable system with high added value that would form the European logistics industry’s backbone.

SJSC Latvijas Dzelzceļš (LDz) is the manager of public railway infrastructure and the leading company in Latvijas Dzelzceļš Group. The Group also includes six subsidiaries - JSC LatRailNet, which determines infrastructure charges and is responsible for railway infrastructure capacity allocation, LDZ CARGO Ltd., which provides railway freight transportation and international passenger transportation services, infrastructure construction and maintenance company LDZ Infrastruktūra Ltd., rolling stock repair and maintenance company LDZ Ritošā Sastāva Serviss, security company LDZ Apsardze Ltd., as well as logistics company LDZ Loģistika Ltd. LDz has been awarded Platinum Category in the Sustainability Index and is ranked among the five most valuable and best-managed Latvian companies in annual ratings collated by Prudentia and Nasdaq Riga.

SJSC Latvian State Railways was founded in 1919 and this year the company is celebrating its 100th anniversary, which will be marked by various educational, cultural and business events.



Phone: 67233797, 20396396

e-mail: Ella.Petermane@ldz.lv

www.ldz.lv