30 BY 2030: TOWARDS A BETTER TRANSPORT MIX FOR EUROPE'S FUTURE

MULTIMODAL, ECOLOGICAL AND EFFICIENT

RAILFREIGHT
FORWARD
EUROPEAN RAIL FREIGHT VISION 2030

An initiative of the Rail Freight Forward coalition

▶ 30 BY 2030: TOWARDS A THRIVING SOCIETY

The vision of Rail Freight Forward is to transform rail freight into the high-performing, efficient and sustainable backbone of a multi-modal European transport sector. We aim to increase the modal share of rail freight to 30% by 2030.

The realisation of this ambition requires decisive action not only from rail undertakings, but also from infrastructure managers, policymakers and authorities.

If and when the actions outlined in this brochure are implemented and the objectives achieved, railway undertakings will be able to:

1. double the current volume of goods transported by rail, thereby taking 30% of modal share, enabling growth without congestion and reaching climate targets;

2. deliver reliability in line with market needs;

3. invest significantly in innovation in order to reinvent rail.

With these measures, we will avoid 1 million extra trucks on the road and generate an economic gain of EUR 100 billion due to lower external costs. We will also avoid 290 million tons of CO2 emissions and 45,000 premature fatalities by 2030.

▶ 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:

75% =

|		
275 million tons of CO_2 per annum	Road freight transport contributes substantially to road congestion	Freight transport has a significant health impact and is responsible for 50,000 premature fatalities per year
This represents 30% of the transport sector emissions	Each driver wastes about 120 hours in traffic 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
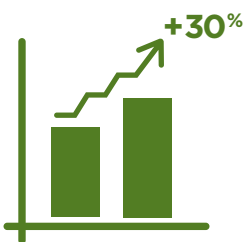
 The European land freight transport market will grow by 30% by 2030. This growth may have a strong interconnection with road, corresponding to 1 million extra trucks on European roads.

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_2 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.**
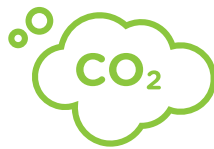
A higher modal share of 30% of rail freight by 2030 is the better macro-economic solution for European transport growth:
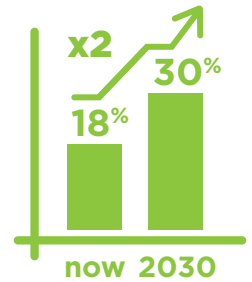
Rail has 12 x less external costs to society than road.

Rail has 6 times lower specific energy consumption

Rail is 9 times better in terms of CO_2 emissions

Rail is 8 times better in terms of air pollution

Rail causes 85 times fewer casualties

HOW CAN WE ACHIEVE THE MODAL SHIFT

Railway undertakings, infrastructure managers and authorities can achieve the modal shift if they take the following actions in parallel:

Railway undertakings have to offer superior innovative products for the benefit of the customer. They can achieve this by:

- continuing restructuring and modernisation to achieve a competitive cost base;

- intensifying their work on quality, flexibility and ease of use by offering integrated multimodal solutions;

- driving automation, continuing to develop telematics and building more user-friendly interfaces;

- implementing their contingency management.

Infrastructure managers have to provide and manage interoperable and sufficient infrastructure which is "as easy to use as European roads" by:

- offering standardised, highly available and high-capacity infrastructure for freight without bottlenecks;

- providing easy access to the entire European rail network;

- ensuring easy, reliable and fast planning of train paths throughout Europe;

- running easy train operations with real-time ETA and dynamic traffic management in the case of congestion.

Policymakers and authorities have to ensure a stable regulatory framework and a level playing field for rail and all other modalities to nudge customers towards rail. They can do so by:

- ensuring a higher level of internalisation of external costs through road charges or carbon taxation, which in turn can be used to stimulate the use of transport modes with the lowest external cost.

- reducing the Track Access Charges;

- avoiding additional administrative costs;

- sharing the burden on safety costs between authorities, infrastructure managers and railway undertakings;

- taking into account all societal benefits when planning infrastructure investments;

- stimulating and maintaining best last-mile infrastructure;

- supporting innovation.
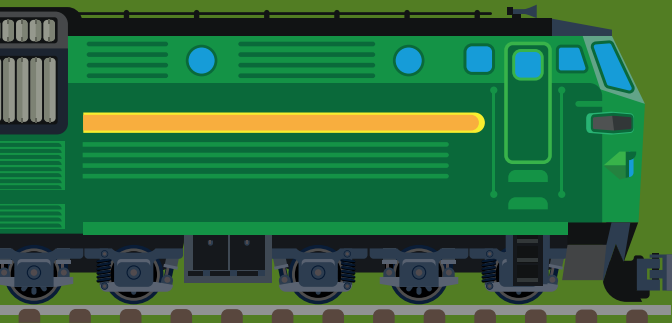
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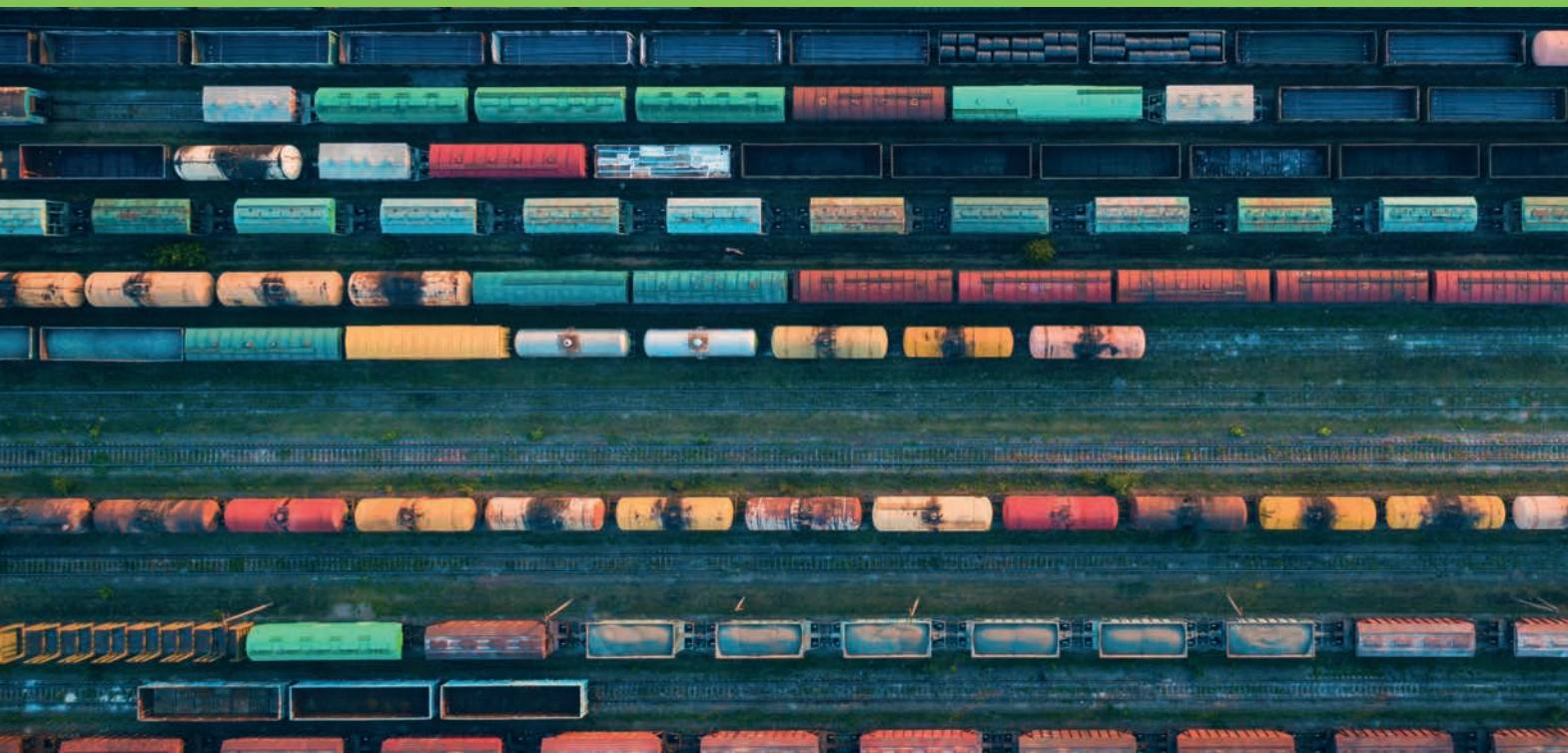
An initiative of the Rail Freight Forward coalition.

Rail Freight Forward is a coalition of European rail freight companies which 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 achieve 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.

www.railfreightforward.eu

Members of the coalition:

bls cargo | ČD Cargo | CFL cargo | DB

green cargo | LINEAS YOUR FREIGHT FORCE | LTE logistics & transport | MERCITALIA RAIL GRUPPO FERROVIE DELLO STATO ITALIANE

OST-WEST | PKPCARGO | Rail Cargo Group Member of ÖBB | renfe Mercancías

SBB CFF FFS Cargo | SNCF LOGISTICS | ZSSK CARGO

Supported by:

CER The Voice of European Railways | ERFA European Rail Freight Association | UIC | VDV Die Verkehrs-unternehmen