



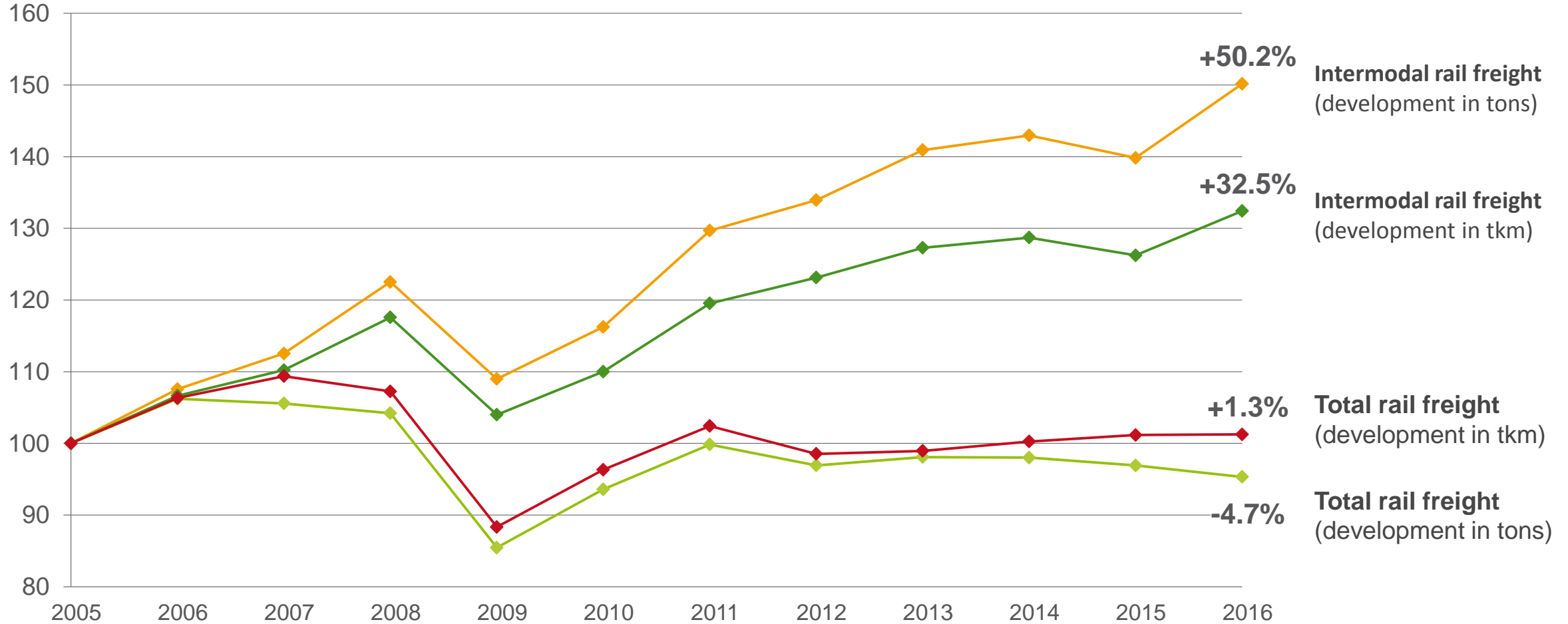
30 by 2030 – Challenges for Multimodality

CFL multimodal

ECOlogistics for our future

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 CO₂ 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 CO₂ 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 CO₂ emissions



Rail is 8 times better in terms of air pollution



Rail causes 85 times fewer casualties

Main Challenges

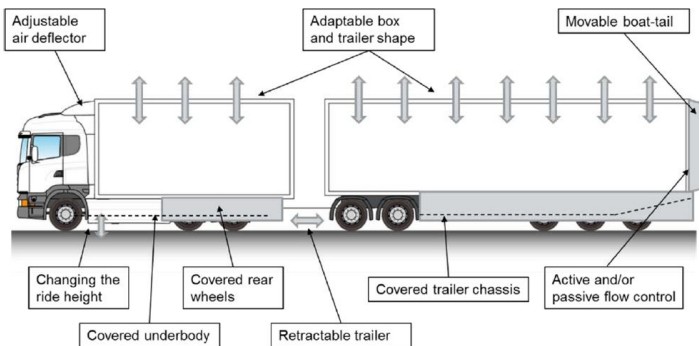
Legislative aspects:

- Review of the Directive 92/106
- Implementing Act of the Regulation 1232/2012
- 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

Complementarity Road and Rail





Thanks for your attention!

Eric LAMBERT
Senior Business Development Manager

eric.lambert@cfl-mm.lu

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