

FERRMED position on the revision of the Trans-European Transport Network (TEN-T) guidelines

ABOUT FERRMED

FERRMED is a non-profit multisectoral Association that was founded by the private sector in Brussels on the 5th of August 2004 in order to improve rail freight transportation and industrial competitiveness in Europe and neighbouring countries.

Another key FERRMED objective is the optimization of the full logistics chain, considering: appropriate intermodality, reducing costs, increasing quality, assuring environmental friendliness, adequate transit times and improving management procedures in the transportation system, in the framework of 5G and Circular Economy.

FERRMED has more than 130 members all over Europe¹.

1. PERFORMANCE AND ENVIRONMENTAL IMPACT OF THE EUROPEAN LAND FREIGHT TRANSPORT SYSTEM

1.1. Background

- In 2015 transport volume in the EU-28 was **19 billion tonnes** of goods transported (or **2,385 billion tonne-kilometre**). In terms of tonne-kilometre, **75% was transported by road, 18% by rail and 7% by barge**².
- Alternatively: In the year 2018, total freight transport performance in the EU-27 (without the UK) was **2,267 billion tonne-kilometre** of which **75,4% by road, 18,7% by rail and 6% by inland waterway**³.
- The major part (around 55%) of total road freight transport performance was over distances of more than 300km of which, roughly one third, where over more than 1000km⁴.
- The impact of road freight transport on the environment is massive: some **275 million tonnes of CO₂** per annum representing **30% of total GHG emissions of the transport sector** as a whole⁵.

Road freight transport also contributes substantially to road congestion and is responsible for premature deaths from pollution and accidents mainly on roads.

1.2. PRESENT CONDITIONS OF THE EUROPEAN LAND FREIGHT TRANSPORT SYSTEM

- In the EU, according to the “World Economic Forum”⁶:
 - 24% of freight vehicles run empty
 - The loading of the rest is, on average, of 57% in terms of weight

¹ Members | FERRMED. (2020). <http://www.ferrmed.com/es/MEMBERSHIP/members>

² Rail Freight Forward (13/12/2018): 30 by 2030 – Rail Freight strategy to boost modalshift (page 6)

³ EU Transport in figures 2020 (Table 2.2.1)

⁴ Eurostat: Statistics explained: Road freight transport statistics November 2019 (page 4)

⁵ Rail Freight Forward (13/12/2018): 30 by 2030 – Rail Freight strategy to boost modal shift (page 6)

⁶ FERRMED Conference (2019) Opening speech of Mr. Antonio Tajani MEP, Chairman of the Committee for Constitutional Affairs, Former President of the European Parliament.

<https://www.weforum.org/agenda/transportation/>

- Overall efficiency is only 43%
- Estimated recoverable loss of 160 billion Euros/year (similar conditions appear at Eurasian level)
- **Rail has 6 times lower specific energy consumption and external costs than road however, there has been no increase in European rail freight share in the last 15 years!**

1.3. CALL FOR A COMPREHENSIVE PLAN OF MODAL SHIFT OPTIMISATION

Considering:

- The performance and environmental impact
- The development expected from 2019 until 2030
- The existing inefficiency of the system
- The waste of economic resources in useless investments
- The lower specific energy consumption and external costs of the railway versus the road

Under the scope of the “European Green Deal”, a comprehensive plan at EU level (even at Eurasian level) of modal shift optimisation is urgently needed. See annex 1

2. FERRMED KEY MESSAGES

- No more additional corridors in the Core Network (except railway back-up lines in the present corridors)
- Under the framework of the European Green Deal, to concentrate efforts on achieving the “White Paper” targets in the most crowded sections of the corridors of the Core Network already defined by the EC (EU Backbone Network)
- To push the implementation of innovative actions in the railway system (infrastructure – operation – rolling stock), seeking more flexibility and drastic operating cost reduction
- To compel automation, “intelligent freight trains” and “intelligent intermodal terminals”

3. THE FERRMED STUDY OF TRAFFIC AND MODAL SHIFT OPTIMISATION IN THE EU

3.1. PRELIMINARY

Considering there has been no increase in EU rail freight share in the last 15 years (17,9% in 2005 and 17,3% in 2017) and that the EU Transport Core Network is too vast (~80,000 km), **the shift from road to rail requires the concentration of investments in a selective part of the main corridors of the Core Network.** FERRMED has initiated a major study highlighted below.

3.2. OBJECTIVES

The objectives of the study are:

- **To identify freight traffic** in total and by mode of transport in the main corridors of the EU Core Network (EU Backbone Network).
- **To propose an Action Plan** to achieve the EU “White Paper” targets by 2030 (30% of freight land transportation over 300 km carried by rail or barge) in the most crowded sections of the corridors, covering 60÷65% of the traffic related to the EU Core Network. See annex 2

3.3. MAIN TOPICS IN THE SHIFT TO RAIL

- We do not intend to have road compete against rail; we consider the railway as the main complement to road traffic. In the vast majority of cases, road is best for short distances and for the first and last miles. **Railway could be considered in the same way as a “ferry” or short sea vessel**, suitable to carry trucks and trailers for long distances (and/or point-to-point traffic).
- To achieve the appropriate transfer from road to rail, **“combined transport” (CT) is key, mainly unaccompanied CT**. Accompanied CT (Rolling Motorways) is more adequate to facilitate the efficient crossing of geographical obstacles (e.g. the English Channel, the Alps, etc).
Therefore, forwarding of intermodal loading units like containers, swap bodies or semi-trailers is the base of CT and the best way to attain the targets of the EC White Paper on transport.

3.4. BASIC STRUCTURE AND CONTENTS OF THE STUDY

- Identification of:
 - The sections of Main Corridors of the Core Network with most traffic (all transport modes) → “Backbone Network” (65% of Core Network traffic).
 - The key strategic logistics hubs.
 - The key intermodal terminals & ports of the “Backbone Network”.
 - The main interconnection links, back-up links and feeder links related to the key intermodal terminals & ports in the “Backbone Network”.
 - The bottlenecks in intermodal terminals & ports and interconnection links according to the traffic (present and future conditions)
- Actions with a socio-economic and environmental impact:
 - Railway Network considering infrastructure and operation
 - Rolling Stock
 - Inland waterways

3.5. A KEY TOOL FOR THE EU COVID-19 RECOVERY PLAN IN TRANSPORT INFRASTRUCTURE AND OPERATION

FERRMED is working intensely on the **FERRMED Study of Traffic and Modal Shift Optimization in the EU**, the results of which may be a key tool to achieve the best return on investment ratio for the actions to be carried out along the global logistics chain.

It is necessary once and for all to put an end to investments of a political or wasteful nature and **to have a properly structured Investment Plan at EU level, in accordance with the socio-economic and environmental priority criteria** approved in advance by the European Commission and Parliament.

These initiatives must be in line with the objectives of the **Commission’s White Paper on Transport**. We need to **act where there really is traffic** and not where the socio-economic and, particularly, environmental impact is negligible.

3.6. MILESTONES

The first phase of the Study, involving **fact-finding on the zones of the whole "EU Core Network", where it is necessary to act pre-eminently**, will be finished by the end of **2020** and the complete Study, which will **specify actions to be carried out on the railway network and on the waterways**, together with an assessment of favorable economic and environmental impact, at the end of **2021**.

The provisional results already available from the first phase of the Study for some countries, give a clear picture of the sections of the railway network requiring investment, if it is intended that by 2030 the railway and the barge bear 30% of land traffic for distances greater than 300 km.

The actions proposed by the FERRMED Study for the whole of Europe include short-term (2023), medium-term (2025) and long-term (2030) actions.

4.- FERRMED POSITION ON THE REVISION OF THE TEN-T GUIDELINES

Despite the investment made during the period 2005 – 2018 the railway share in the EU land transport system is stagnant.

That means that there are no clear priorities in the application of the investments required to obtain the EC White Paper targets on 2030.

In line with the assertions stated in the previous sections of this paper, the FERRMED position, regarding the TEN-T Land System is as follows:

- a) The EU Core Network is too extensive (close to 80,000 kms). So, to achieve the EC White Paper targets and the best "investments-to-results" ratio (from a socio-economic and environmental point of view), it is **necessary to concentrate efforts in the sections of the 9 Main Corridors where the most significant freight transport volumes** (all land transport modes included) are moved.
This approach is even more urgent if we consider the European Green Deal targets and the Recovery Plan to overcome the COVID-19 impact.
- b) A mandatory Action Plan at EU Core Network level, led by the EC, previously agreed by the EU Parliament, is urgently required.
In the EU land transport system, the key issue is to shift traffic from Road to Rail and to Barge.
This Action Plan must take into consideration the measures to be implemented on the railway and inland waterways in both infrastructure and operation.
One key point is to identify a limited number of strategic socio-economic hubs of the EU Core Network with the corresponding clusters of main intermodal terminals (strategic terminals) duly linked to intermediate and local terminals, through suitable rail & barge routes.
- c) Main terminals and main interconnection links (including back-up links) must have the highest possible level of digitalisation and with ERTMS totally implemented.
In the case of railway, the main intermodal terminals and the corresponding interconnection links have to be able to handle long freight trains (1st stage: 740 m,

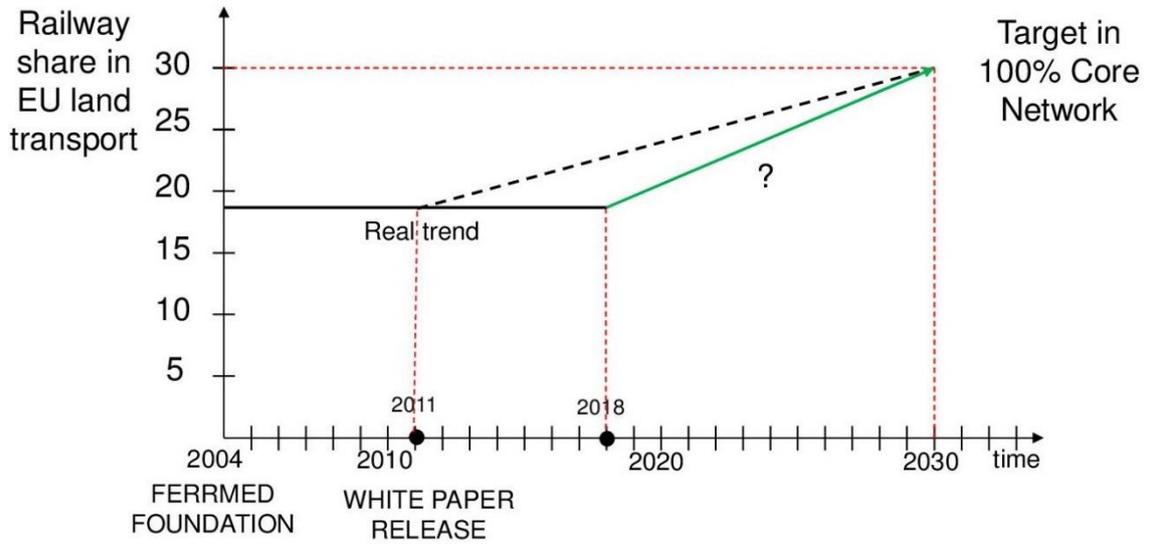
second stage: 1000 - 1500 m), as well as offer the possibility of piggybacking (ferroutage) in all of them (adequate loading gauge is required).

- d) Satisfactory transborder connections with neighbouring countries of the European Union, a Eurasian outlook and long train handling, are strongly required.
- e) At operation level, actions in rolling stock are requested. Mainly, full digitalization with automatic couplings and longer freight wagons, each one being able to carry 4 TEUs. These features allow for longer and compacter trains, facilitating the automation of the coupling / decoupling and the entire marshalling yard.

The results and proposals of the FERRMED Study of Traffic and Modal Shift Optimisation in the EU, will be at the full disposal of the European Commission, European Parliament and all involved Member States.

This will undoubtedly be a key tool for establishing the corresponding priorities and achieve the best socio-economic and environmental results in the forthcoming Action Plan.

RAILWAY SHARE REAL VERSUS PLANNED



Annex 2

FERRMED APPROACH TO ACHIEVE AT LEAST 60 ÷ 65% OF "WHITE PAPER" TARGETS IN 2030

