

TOMORROW'S RAIL FREIGHT TRANSPORT NEEDS MORE THAN JUST IDEAS: ACTION SPEAKS LOUDER THAN WORDS!

To boost attractiveness and sustainably maintain Germany's status as both a business and high-tech production country, **RAIL HAS TO BECOME THE MOST EFFICIENT TRANSPORT ALTERNATIVE. THE MORE CARGO ON THE TRACKS**, the more road congestion can be relieved and the more the environment and climate can benefit. For rail to realize a higher degree of ongoing competitiveness and become one of the cornerstones of **SUSTAINABLE "LOGISTICS OF THE FUTURE"**, the political and economic sectors have to actively and collectively pursue the following courses of action:



TO BENEFIT THE ENVIRONMENT AND SOCIETY: TAKE THE ROAD TO RAIL MODAL SHIFT SERIOUSLY!

Rail freight transportation is considerably more environmentally and climate-friendly than road transport and saves up to 80 % CO₂ per ton and kilometer. The **ENERGY REVOLUTION** can therefore only be achieved by actively implementing the **ROAD TO RAIL MODAL SHIFT**. A welcome side-effect: traffic jams, the number of which almost tripled between 2011 and 2016, could be reduced.

The preconditions:

- Secure a permanent **REDUCTION IN TRACK ACCESS CHARGES** and develop the system as a whole. The decrease at the end of 2018 was a significant first step in that direction;
- Impose charges on specific modes of transport for the emissions they cause;
- **UNCOUPLE THE USAGE OF RAIL INFRASTRUCTURE FROM THE PRICING**, so that transport policymakers can create targeted impetus without having to consider the costs for expanding or maintaining infrastructure;
- **RELEASE RAIL FREIGHT TRANSPORT FROM THE BURDEN OF THE EEG LEVY** and make it exempt from electricity tax to allow for fair competition among the various modes of transport. This is particularly relevant in light of the toll exemptions for electric trucks;
- Consider **NOISE MITIGATION MEASURES FOR INFRASTRUCTURE** as part of the current modernization initiative to enhance levels of social acceptance towards rail freight transport;
- Continue to promote the **CONSTRUCTION AND MAINTENANCE OF RAILWAY SIDINGS** across the country on a permanent basis and meet the prerequisites for the **UNIVERSAL USE OF 740-METER LONG TRAINS**.

NEW RAIL TECHNOLOGIES: BOOSTING RAIL'S COMPETITIVE EDGE

Competitive rail transport requires technologies and digital solutions to ensure its full **INTEGRATION CAPACITY IN MODERN SUPPLY CHAINS.**

Specifically speaking, it is therefore important to:

- Actively promote **FUTURE TECHNOLOGIES** in the rail freight transport sector through **PROJECT INVESTMENTS** and by simplifying **REGULATORY FRAMEWORK CONDITIONS;**
- Prevent misguided incentives for road transport innovations (such as larger payloads and longer dimensions for trucks or the electrification of highways for overhead line-powered trucks);
- **IMPROVE INTERCHANGEABILITY BETWEEN ROAD AND RAIL,** to boost **COMBINED TRANSPORT.** This includes making it mandatory for new semi-trailers to be cranable right from the point of construction.

RAIL FREIGHT TRANSPORT IN EUROPE: STANDARDIZING FRAMEWORK CONDITIONS

The fact that Germany is a top exporting nation located in the heart of Europe means it relies on a **HIGH-PERFORMANCE, EFFICIENT AND ATTRACTIVE EUROPEAN RAILWAY NETWORK** and is also co-responsible for making its infrastructure available for European-wide transportation. Rail allows goods to be exchanged simply and smoothly at both national and international level. It is therefore necessary to:

- **ESTABLISH ALTERNATIVE ROUTES FOR TODAY'S CORRIDORS WITH THE SAME TECHNICAL AND OPERATIONAL STANDARDS,** maintain sufficient capacity for the freight transport in the network and ensure connection to the entire European rail freight transport network;
- **UNIFY AND STREAMLINE REGULATORY FRAMEWORK CONDITIONS ACROSS EUROPE** to simplify operational processes. **STANDARDIZED TRAFFIC MANAGEMENT (ETCS),** a common language and **ELECTRONIC TRANSPORT DOCUMENTS THAT ARE VALID THROUGHOUT EUROPE** are urgently required, along with other measures;
- **ENSURE EFFICIENCY OF THE EUROPEAN SINGLE WAGON NETWORK** and make it accessible for all railway undertakings. A key factor here is introducing digital, automatic central buffer coupling to ensure that rail also becomes a competitive alternative to road transport for small and mid-sized enterprises.

ABOUT VTG

VTG Aktiengesellschaft is one of the leading wagon hire and rail logistics companies with more than 94,000 railcars on its books at the current time – the largest privately owned fleet in Europe.

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