

## **Press Release**

# **“We can’t afford anymore ‘radiators on wheels’ for long distance freight transportation “**

*Rethinking in freight transport needed / Valuable crude oil shall not be wasted anymore / Rail freight is five times more efficient than diesel trucks / shift2030 calls for ad hoc initiative by industry and politics*

**Berlin, March 2022** Not often has crude oil been as precious as now and its supply was long time not being such a challenge that we are facing today. At the same time, prices at the pump are rising to incredible heights. Experts fear fuel prices of up to three euros per liter.

Taking this into account, one can be found more than surprised that this valuable raw material is used in large quantities for long-distance freight transport with trucks, whilst **up to 60% of the energy input simply escapes unused as waste heat**, since combustion engines as such do have a low level of efficiency. "In light of the current situation it is hard to explain why we are wasting crude oil in such a way. We simply can no longer afford these ‘radiators on wheels’ for long distance freight transport. This waste heat would be very much needed in people's living rooms," says Sebastian Ruckes, chairman of the shift2030 initiative.

Eventually, there is a mode of transport that is extremely economical in terms of energy consumption: compared to diesel trucks, rail requires **five times less energy** for freight transport and is climate-friendly at the same time, as it mainly uses electricity, which can be supplied by renewables.

Thus, shippers and freight forwarders need to re-think and immediately start working on **solutions to shift more goods to rail**, according to Ruckes. There must also be an end to the usual habit of occasionally putting into question whether rail can really deliver. "In particular, combined transport is very competitive – this is reflected not least in its steady growth. There are a number of innovative and efficient services offered by the market. However, shippers and freight forwarders need to **leave their comfort zone** to learn and integrate rail freight services into their transport planning," says Ruckes.

Therefore, shift2030 calls for an **ad hoc initiative** by shippers, politics, and rail freight providers to **take into account all possible options** for shifting more goods to rail in the very short term.

## About shift2030

The initiative shift2030 brings those together who are committed to work on a modal shift. We follow a hands-on, action-oriented approach in close cooperation with the market and decision makers. Our work is focused on ACTION(S): we demonstrate fresh ideas and innovative technologies that can vitalize rail freight with the ambition to increase its market share and to achieve the demanding climate targets for the EU transportation sector by 2030. The latest ACTION 'Match2Rail' supports shippers in identifying feasible options to shift their cargo from road to rail.

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