

Subject: Shift from Rail to Road – Urgent Need for Action in Our Region

Attachment: Open Letter “Save Combined Transport”

Dear,

I would like to draw your attention to the **“Save Combined Transport”** initiative (<http://www.rettet-den-kombinierten-verkehr.de>) launched by the rail freight sector. The open letter to Federal Minister of Transport Patrick Schnieder and DB CEO Evelyn Palla describes in striking detail what users of combined road-rail transport have been experiencing every day – and for many months: deteriorating infrastructure, train cancellations, detours and sharply rising costs.

Because rail services are becoming increasingly unreliable, we are being forced to shift more and more transports to the road – resulting in substantial additional costs and significant losses in productivity and planning reliability. The consequences are dramatic, not only for our company, but also for the economy, essential climate protection, road safety and Germany’s competitiveness as an industrial location.

These problems stem primarily from the poor condition of the rail infrastructure and the lack of prioritisation of freight transport within DB InfraGo and the Federal Ministry of Transport. Without swift countermeasures, we face a massive shift from rail to road – and with it the failure of the climate targets in freight transport. For many companies, the effects of the planned corridor works are threatening their very existence.

I therefore urgently ask you to **support the demands of the “Save Combined Transport” initiative** and to actively raise this issue within your parliamentary group and committees. Specifically, the sector now needs:

- **A freeze on track access charges**
An immediate measure with strong signalling effect – analogous to long-distance passenger transport.
- **A capacity guarantee of at least 90% of today’s transport performance**
For all corridor renovations and extended construction phases.
- **Upgrading of suitable diversionary routes**
With the same parameters for train length, weight and profile as on the main corridors.
- **Path allocation during capacity shortages based on market needs**
Taking into account profile, train load and frequency in order to keep as many transports on rail as possible.
- **Operational hardship compensation for inferior routes during corridor works**
To maintain connections that would otherwise have to be discontinued.
- **Suspension of cancellation charges**
Until an acceptable level of network quality is restored.
- **A stronger user perspective within DB InfraGo and the Federal Ministry of Transport**

With your political support, combined transport can remain operational, rail can continue to be a real alternative for environmentally friendly freight, and Germany can remain an attractive and competitive business location.

We are ready to work together on solutions – but **time is running out**.

Kind regards,

Supporter
of the
initiative

