



Amendment of the Combined Transport Directive

European Logistics Platform Event on Combined Transport

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DG MOVE

Background – Combined Transport Directive

- Objective - is to reduce negative environmental impact of freight transport by reducing dependence on road and supporting intermodal transport
- Part of the Greening of Freight Package, announced in the European Green Deal and in the Sustainable and Smart Mobility Strategy
- A support framework - does not regulate how intermodal operation has to take place
- Complements the sectoral rules in all modes that regulate market access
- Builds on the experience from 1998 and 2017 proposals

What kind of transport are we talking about?

- **Multimodal transport** – any operation with 2 or more modes (incl. bulk)
- **Intermodal transport** – multimodal operations in closed loading units and more than 2 modes
- **Combined transport** – operations covered by the definition in the Directive
 - *in the current Directive ~40% of all intermodal*
 - *amended Directive: ~ 60-70% of all intermodal*

- *Intermodal and multimodal transport are not synonyms!*
- *Combined and intermodal transport are not synonyms!*

Proposal - coverage

Scope of the Directive

All intermodal operations: national, between Member States and international with 3rd countries, ...but applies only to the (part of) the operation taking place in EU

All intermodal operations

- Ban on quotas and authorisations
- Terminal transparency
- National policy frameworks
- Market reporting by the Commission

Combined Transport

- Special support regime:
 - certain regulatory benefits
 - fiscal support to rolling highways
 - target to reduce operational cost

Combined Transport
between Member States

- Use of non-resident hauliers for road legs

Definition of the 'Combined Transport'

- **Intermodal operations that save 40% of external costs compared to road-only alternative between same starting and end points**
 - island connections: to save 40% of external costs compared to 'usual' connection
- **External cost savings calculation:**
 - methodology in an implementing act, building on the values in the Handbook of External Costs in Transport, GHG component in the future according to the CountEmissions
 - covers all parts of the operation, including the depot run
 - performed by eFTI platforms, based on the information entered by the organiser/shipper
- **Loading units - identified either by ISO or ILU code**
- **Proof of eligibility – through eFTI platforms**

Harmonised measures at EU level

As today

- **Art 4:** use of non-resident hauliers
- NB! only applies to operations between Member States!
- **Art 6:** Fiscal support to rolling highways
 - **Art 8:** Exemption from price regulation

As today, updated

- **Art 2:** ban on quotas and authorisations (extended to all intermodal)
- **Art 9:** Dedicated rules on own-account CT road legs

New

- **Art 3a(2)(i):** target to reduce operational cost of CT by 10%
- **Art 9a:** exemption from weekend, night and holiday driving bans for CT road legs
- **Art 9b:** transparency rules for terminals

National policy frameworks

- Member States have to:
 - analyse the national situations looking at all measures that impact intermodal transport
 - assess existing/add new measures to set up national policy frameworks - to achieve 10% cost reduction for CT in 7.5 years
- Policy frameworks need to be notified to Commission and kept up to date
- Links to all policy frameworks and measures published on a central website
- Measures can vary, an indicative list in the annex
- State aid rules apply, where relevant

Obligations on the Commission

- Ensure all implementing and delegated acts are prepared and in force in time
- Establish a baseline for costs against which the 10% reduction is assessed
- Prepare and manage a dedicated homepage for publishing national policy frameworks and measures
- Prepare and publish a market report every 5 years
- Analyse if a terminal categorisation framework is useful and if yes, prepare an implementing
- Evaluate the Directive in 10 years

Next steps

- To be discussed by the EP and the Council
- Due to EP elections, a deal is unlikely before 2025
- Implementing and delegated acts will require ca 2.5 years after entry into force
- A deferred implementation – the current Directive has to stay in force until the new is implemented
- The Commission to prepare reports to assess:
 - the baseline situation right after the adoption
 - the achievement of 10% cost reduction 7.5 years after entry into force

Thank you



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