



Amendment of Combined Transport Directive

DG MOVE

Current directive

- **Support instrument**, no regulatory obligations on operators
- **Limited scope, narrow definition** with interpretation issues
- **Proof of eligibility** conditions not effective (do not provide proof)
- **Economic support** narrow and ineffective
- **Regulatory support** measures/references partly outdated and not sufficient
- **Reporting** obligation is weak and has not been fulfilled

New approach to dedicated support

- **Eligibility - focus support** to those that deliver the objective – saving of externalities - COM proposal 40%. Other operations can continue. Does not apply/restrict State aid, only regulatory measures in the CTD.
- **Evidence based support** – cross-modal national analysis by MS and EU wide analysis by COM, clear objectives.
- **New regulatory measures** and clarification of old ones
- **Regular review** of both national and EU wide support
- **Implementation - eliminate authorities discretion on interpreting eligibility and speed up controls** – COM proposal: eFTI platforms. Cannot apply until exist, safeguards can be included.

Summary of measures as proposed

As today, no change

- **Art 4:** use of non-resident hauliers

NB! only applies to operations between Member States!

- **Art 8:** Exemption from price regulation

As today, updated language

- **Art 2:** ban on quotas and authorisations for all operations covered

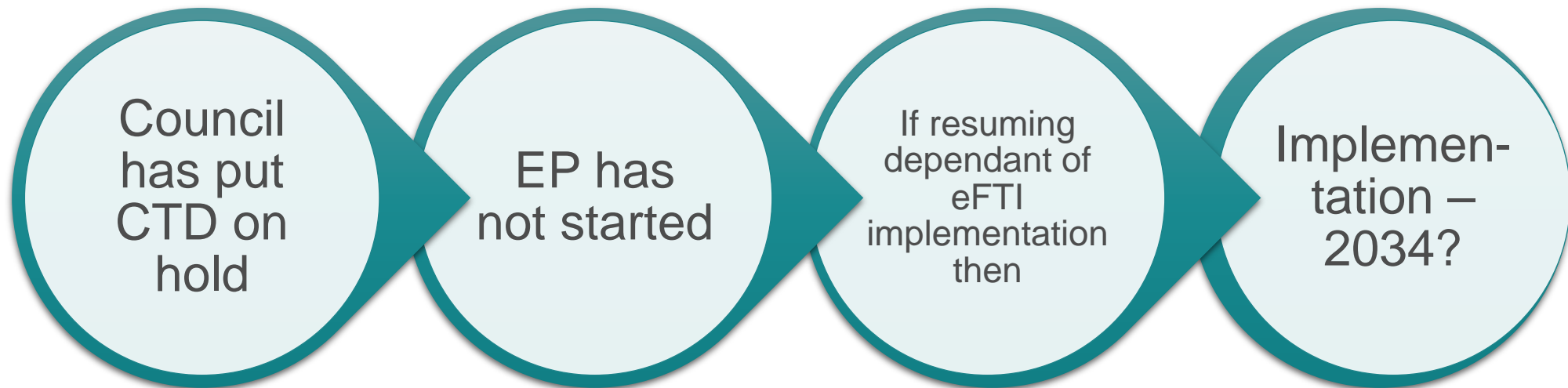
- **Art 6:** Fiscal support to rolling highways

- **Art 9:** Dedicated rules on own-account CT road legs

New

- **Art 3a:** 10% target & national policy frameworks
- **Art 9a:** exemption from weekend, night and holiday driving bans for CT road legs
- **Art 9b:** transparency rules for terminals

Next steps



Thank you



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