Multimodal logistics in the context of EU policies

European Commission, DG MOVE
Multimodality – challenges

- Higher complexity: setting up, contractual, legal, running it;
- Interoperability issues;
- Availability of terminals, network and suitable connections;
- Higher cost and longer transit time - but not always;
- Reliability.
Policy framework

- European Green Deal and EU Climate Targets;
- EU Strategy for Data;
- Sustainable and Smart Mobility Strategy (SSMS):
  - from a modal approach to a transport system perspective,
  - address transport modes where required to improve their performance and service offer,
  - the connections and interactions between the different modes. This includes cross-modal impacts, transshipment infrastructure, data exchange and other digital solutions, economic and non-economic incentives, level playing field.
- Greening Freight Package: CWP 2023
  - catering better for sustainable transport options,
  - improving the operational and system efficiency.
CountEmissions EU

To provide a **common framework** for calculating GHG emissions of transport operations in the freight and passenger transport sector

- Multimodal door-to-door transport chain
- Individual transport operations
- Freight and passenger
- No additional reporting obligations

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Revision of the Combined Transport Directive

- **The only dedicated instrument** to support intermodal transport, dating back to 1992.

- **Directive’s objective** is to reduce negative impact of road freight transport by directly supporting intermodal transport.

- It establishes an **EU level definition** of eligible cross-border operations with strict limits on road legs and non-road legs.

- It foresees **two types of measures** for direct support:
  - regulatory benefits;
  - economic benefits.

- **The revision** is looking into the aspects related to the availability of infrastructure, regulatory and economic incentives, customer awareness, and using of digital technologies.

**Combined transport** — international intermodal operations covered by today’s Directive, with limitations on length of different legs and eligible loading units.

**Intermodal transport** — operations in closed loading units and more than 2 modes.

**Multimodal transport** — any operation with more than 2 modes (incl. bulk).

**Sustainable transport** — operations that are causing relatively less externalities (including emissions, resource use and other externalities). Includes also unimodal transport operations.

**EC proposal** — first part of 2023
Proposal on the revision of the TEN-T Regulation

- Adopted in December 2021; currently undergoing the legislative process;
- Aims to facilitate transport across Europe and reduce regional, economic and social disparities by developing interconnected infrastructure for air, road, rail and shipping (the trans-European transport network);
- Dedicated provisions for the multimodality:
  - objective: to increase the number of multimodal transhipment hubs for freight
  - wider definition of TEN-T terminals: in addition to RRT terminals, also terminals in inland/maritime ports and in urban nodes
  - obligation for Member States to conduct a market and prospective analysis and to submit an action plan for the development of a multimodal freight terminal network
  - obligation to have at least one multimodal freight terminal per urban node
  - terminals to be equipped with at least one alternative fuel recharging station to serve heavy-duty vehicles.
Regulation on Electronic Freight Transport Information (eFTI): EU 2020/1056

Obligation for all competent authorities in all EU MS
- To accept the information electronically
- To use the same requirements/technical specifications for acceptance

Option for the economic operators
- Can present the information electronically or use paper
- When opting for electronic, obligation to use certified eFTI platforms or service providers

Common requirements for service providers and platforms
- Platforms’ functionalities
- Service providers’ obligations

One stop shop certification
- Harmonised rules for third-party certification valid EU-wide

Information requirements
- EU and national legislation regulating freight transport in the EU hinterland
  - Rail, road, inland waterways, aviation
  - Rules concerning the means of transport and the personnel not concerned

Aug 2020
Entry into force

Aug 2025
Full application

Aug 2025
Full application
Digital Transport and Logistics Forum

- **Expert Group** of the Commission; first mandate: 2015 – 2018; second mandate 2018 - …
- **Mission**: To provide a platform for structural dialogue, exchange and provision of technical expertise, cooperation and coordination between the Commission, Member States and relevant stakeholders;
- **Objective**: to assist the Commission in the development and implementation of the Union’s activities and programmes aimed at the digitalisation of the transport and logistics sector and at fostering a more efficient electronic exchange of information in transport and logistics;
- **Scope**:
  - Support the implementation of **eFTI**;
  - Developing **Corridor Freight Information Systems**, to create a common and seamless environment for data sharing, based on a federated network of platforms:
    - Implementation guidelines for organisations - how to plug in and operate in the federated network of platforms
    - Technical specification - registration, architecture, interoperability principles, common services, governance
    - Governance structure at technical, administrative and legal level, covering data sovereignty and access rights, payments and supervision
    - Testing and validation of the concept in real world conditions: support from the CEF DTLF-related projects FEDERATED and FENIX
  - In the framework of the **common European data spaces.**
Other relevant (modal) initiatives

• NAIADDES III action plan (adopted 2021);
• The Urban Mobility Framework (adopted in 2021)
• Revision of the Weights and Dimensions Directive (WDD) (Council Directive 96/53/EC);
• International freight and passenger transport – increasing the share of rail traffic
• .....
Thank you

Unit D1 “Maritime Transport and Logistics”
Directorate General for Mobility and Transport

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