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.

European Commission

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, transhipment 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.
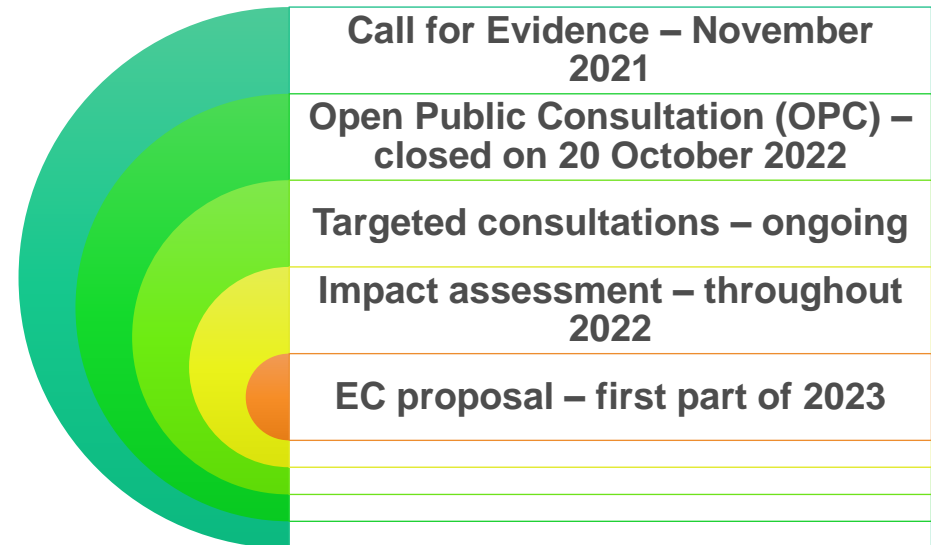
CountEmissions EU

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

Call for Evidence – November 2021

Open Public Consultation (OPC) – closed on 20 October 2022

Targeted consultations – ongoing

Impact assessment – throughout 2022

EC proposal – first part of 2023

European Commission

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

European Commission

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:

  o objective: to increase the number of multimodal transhipment hubs for freight

  o wider definition of TEN-T terminals: in addition to RRT terminals, also terminals in inland/maritime ports and in urban nodes

  o 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

  o obligation to have at least one multimodal freight terminal per urban node

  o terminals to be equipped with at least one alternative fuel recharging station to serve heavy-duty vehicles.

European Commission

# 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

Common requirements for service providers and platforms

- Platforms' functionalities
- Service providers' obligations
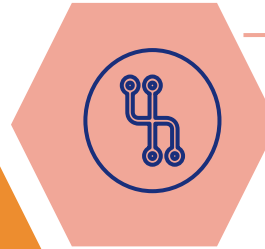
Option for the economic operators

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

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 <u>not</u> concerned

Aug 2020

Entry into force

Aug 2025

Full application

European Commission

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

- NAIADES 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

- …..

European Commission

Thank you

Unit D1 "Maritime Transport and Logistics"
Directorate General for Mobility and Transport