



Greening Freight Package

SUSTAINABLE & SMART
MOBILITY STRATEGY

Delivering on the European Green Deal

OBJECTIVE I – SUSTAINABLE MOBILITY



SHIFT TO ZERO-EMISSION MOBILITY

- 90 % reduction in transport emissions
- All transport modes more sustainable
- Right incentives for sustainable choices

OBJECTIVE II – SMART MOBILITY



SEAMLESS, SAFE
AND EFFICIENT CONNECTIVITY

- Seamless multimodal transport
- Digitalisation
- Paperless freight transport

OBJECTIVE III – RESILIENT mobility



A MORE RESILIENT SINGLE EUROPEAN
TRANSPORT AREA: FOR INCLUSIVE CONNECTIVITY

- Deepening and enforcing internal market
- Making our system crisis proof
- Building safety, affordability, accessibility

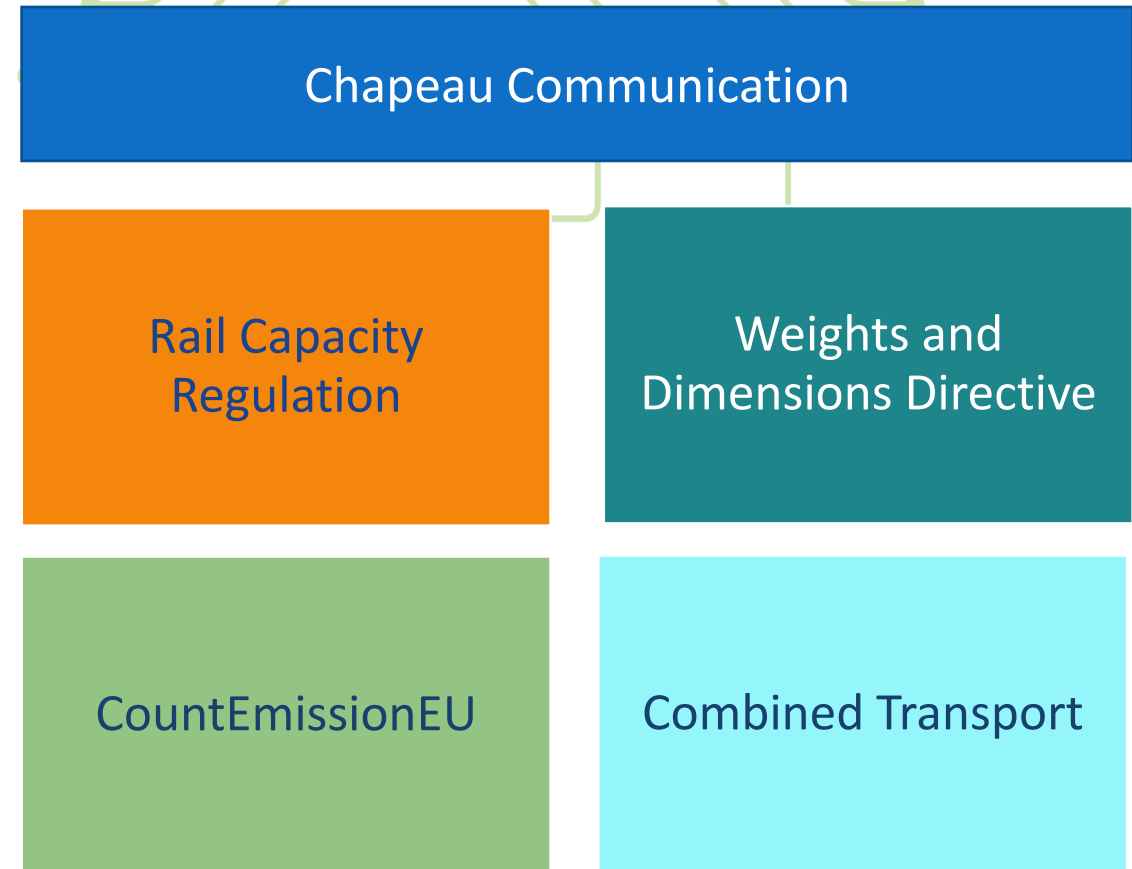
Greening freight transport: delivering on the European Green Deal



- Backbone of our Single Market & trade with the rest of the world
- Responsible for 30% of transport CO2 emissions
- Projected to grow

Greening Freight

- Focus on **improving sustainability and operational efficiency** of European freight transport – at the **modal** and the **system** level
- Not a stand-alone package: **builds on initiatives already put forward** (Fit for 55, Efficient and Green Mobility Package, etc.) and the ones still to come
- Reflects on how the **recent crises** have affected European freight





**Regulation on the use of railway
infrastructure capacity
in the single European railway area**

Rail infrastructure capacity

Additional capacity thanks to better management processes

Operators can request and receive capacity at any time based on market needs

Transparency & certainty for operators about capacity supports investments

Coordination between IMs supports new cross-border freight & passenger services, including night trains

Less disruptions due to infrastructure works (maintenance, renewal, upgrade)

Regular performance review and powerful IT tools support improvements in service quality



**CountEmissions EU -
Regulation on the accounting of
greenhouse gas emissions of transport
services**

CountEmissions EU

A harmonised framework for calculating GHG emissions of transport services



Multimodal door-to-door transport chain

Individual transport and hub operations

Freight and passenger

- **Binding opt-in:** only for those that calculate and disclose GHG emissions data of transport services
- **EN ISO 14083** as the method for calculating GHG emissions of transport services
- Input data treatment: **priority for primary data** and **default values databases** managed by the European Environmental Agency
- **Harmonised metrics** for GHG emissions data disclosed on the market
- Rules on **communication and transparency**
- Use of **certified calculation tools**
- **Conformity assessment** (verification) of GHG emissions data and calculation processes: SMEs exempted.



Revision of the Combined Transport Directive

Support framework for intermodal transport of goods

Keep emissions and costs under control

All intermodal operations

Support for combined transport (CT)

- CT= intermodal operations that save 40% of external costs compared to road-only alternative between same starting and end points
- Loading units - identified either by ISO or ILU code
- Mandatory use of eFTI platforms – calculation tool to prove the eligibility for support
- Exemptions from weekend, night and holiday driving bans for CT road legs
- Target to reduce operational cost of CT by 10% within 7.5 years
- Transparency rules for transshipment terminals



Revision of the Weights and Dimensions Directive

Objectives of the revision of the W&D directive



Decarbonisation of freight transport

Removing barriers for the uptake of ZEV and energy-saving technologies

Incentivising intermodal transport



Efficient and fair internal market

Harmonising the rules on maximum W&D of HDV in cross-border operations



Compliance with EU rules

Improving the effectiveness and efficiency of enforcement in cross-border operations

What we propose: Decarbonisation measures

Remove barriers to the uptake of ZEV and grant additional payload

- weight, axle-weight and length: 4 t/ 90 cm for ZEV



40t / 42t ZEV



40t / 44t ZEV



90cm ZEV

- other vehicles within scope: trailers and buses
- indirect support to improved aerodynamics

Support intermodal transport

- 4t more for multimodal transport + extra height (30 cm for high-cube containers)



44t / 46t ZEV



44t / 48t ZEV

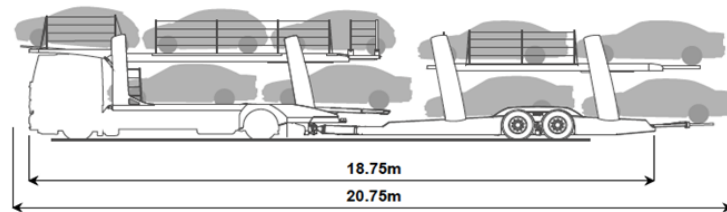
What we propose: Harmonisation

- European Modular System between allowing MS

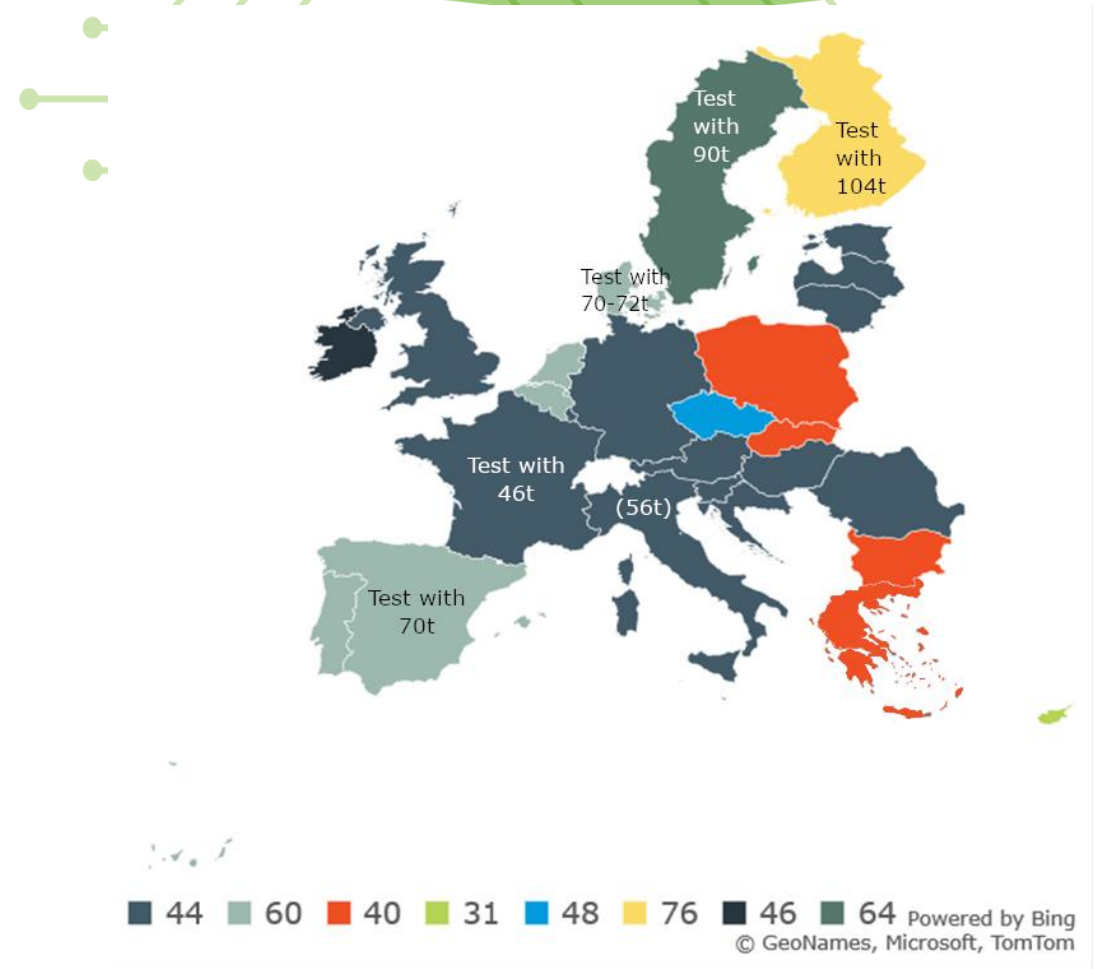


- 44-t HDV between allowing MS (temporarily)

- Loaded length of vehicles transporters (20.75m)



- Streamlining procedures and requirements for indivisible loads



Enforcement measures & Crisis-proof

- ❑ Minimum level controls (6 per million vehicle/Km)
- ❑ Minimum deployment of Weight-In-Motion systems (every 300 km TEN-T)
- ❑ Intelligent Access Policies (i.e.: geofencing)
- ❑ Information and monitoring systems for EMS and trials
- ❑ Increasing Resilience: Temporary exceptions for crisis situations

**SUSTAINABLE & SMART
MOBILITY STRATEGY**



European
Commission | **Mobility and Transport**



Let's discuss

#MobilityStrategy