



# MED RFC RAGTAG MEETING THE CTD AMENDMENT: WHERE ARE WE STANDING?

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12 March 2024

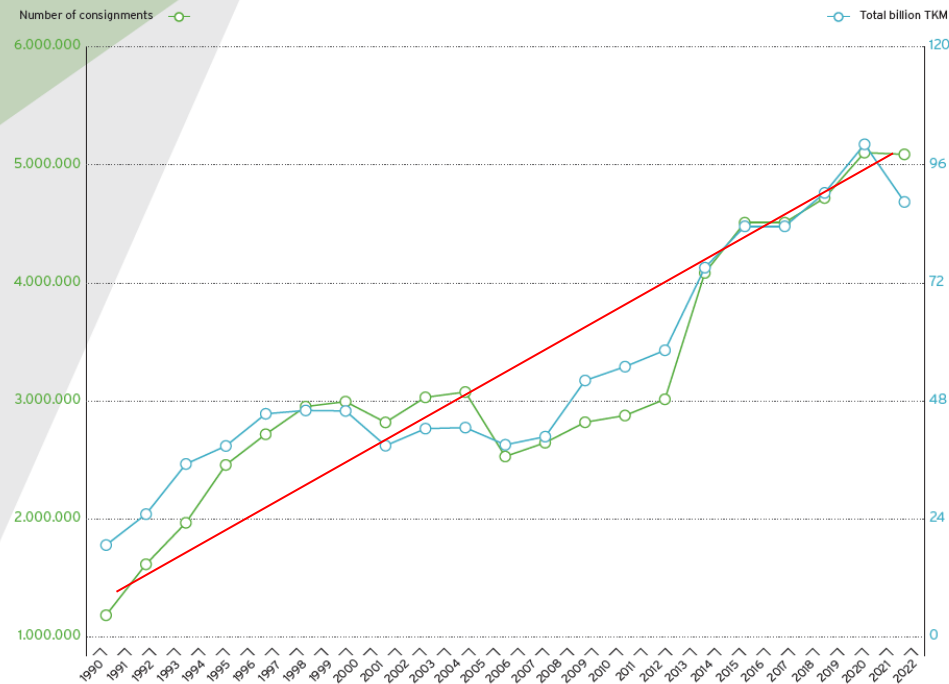
# Greening Freight Transport Package: a unique opportunity

- **CT Directive amendment:** improved definition and enhanced benefits + transparency and accountability
- **Weights and Dimensions:** compatibility with intermodal transport maintained
- **Rail Capacity Management Regulation:** more and better train paths for freight
- **CountEmissionEU Regulation:** emission assessment standards for logistics chains



## Evolution of Combined Transport Traffic

1990 - 2022



# Combined Transport Operation: a new definition

## ■ Policy objectives:

- **extend the scope of Combined Transport** to more intermodal transport operations: domestic transport, any operation that saves meaningful transport externalities (at least 40%) when compared to the unimodal road alternative
- **easier enforcement** through the use of eFTI platforms

## ■ Sector position:

- a simpler definition is needed to enable easier modelling and certification
- the link to the basic concept of „external cost savings“ should be maintained

## ■ Temporary relief until 2035 to accommodate

- lack of terminal capacities and density
- extensive works on the rail infrastructure causing operational disturbances
- missing symbolic new infrastructure like the Benner Base Tunnel, the Lyon-Turing line and the Fahmarn Belt

**Until 2035: majority of the distance driven should be by non-road mode**

**From 2035: the non-road mode should make up at least 60% of the distance**



# Incentives: logic – types – scope – evaluation

- **Logic:**
  - Internalisation of all road externalities cannot be done in one move
  - Compensatory measures are needed until the balancing of the regulatory framework can be achieved
- **Types of compensatory measures:**
  - Rules-based benefits over monetary transfers (monetary transfers should be limited to crises-management measures like the traction electricity price explosion)
  - Examples: driving ban exemption, infrastructure charge discounts, registration fee exemptions
- **Scope:**
  - To be based on the Member State-specific status quo – to be identified in the Member State plans
  - The extent of the measures should be commensurate to the disadvantage suffered
- **Evaluation:**
  - Transparency through EU information portal
  - Periodic reporting based on eFTI data to evaluate results





# Weights and Dimensions: What is the relationship?

- **Operating cost advantage in the low-density high-volume segment:**
  - Depending on the length of the EMS truck (25m or 30m)  
up to 25% per pallet-km lower operating cost
- **An elaborate framework for concluding bilateral deals for EMS trucks:**
  - Consenting neighbouring Member States may authorise cross-border circulation of whatever EMS combo they so desire (even heavier than 44t)
- **Heavier cross-border trucks powered by a fossil fuel tractor – until 2035:**
  - The extra weight allowance will go towards net additional cargo and not the batteries for (long-distance) BEV trucks
- **Interoperability of EMS trucks questionable**
  - Gross vehicle weight allowance for intermodal consignments?
  - Maneuvrability to/from and inside terminals?
  - What happens with the dolly?

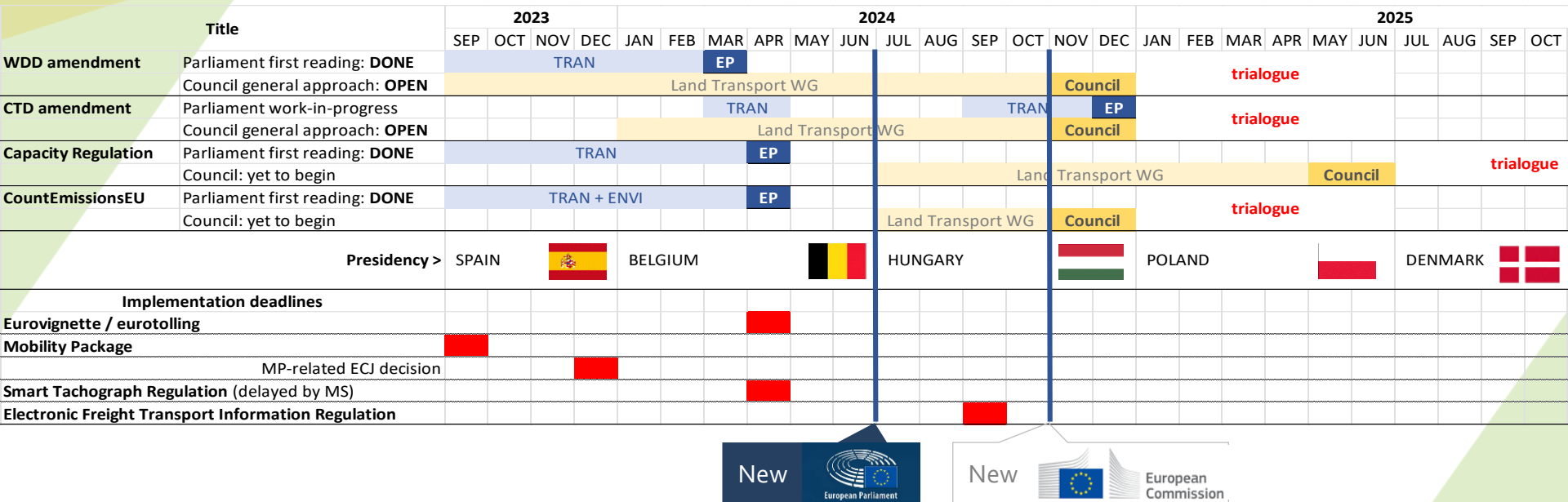


# Capacity Regulation: How does it connect to the objectives?

- **Infrastructure access:** more and better quality train paths for freight trains
- **Minimum train length requirement** on heavily used and congested lines (in mixed use by freight and passenger services)
- **Freight punctuality KPI** (75% of trains within 30-minutes upon arrival)
  - the TEN-T Regulation KPI should be delivered through the Capacity Regulation
- **Sector wish list:**
  - for 4-metre loading gauge development
  - for 740m train length development
  - for electrification
- **Bypass route design and capacity allocation:**
  - in collaboration with other modes (i.e. Buses for passenger services)
  - taking into account the loading gauge and axle load requirement of services
  - respecting customer needs and flexibility (freight vs passenger rail customers)
  - utilising the RNE and the RU Contingency Management Handbook processes



# Greening Freight Transport Package: Keeping the package together



- The „Industrial deal“ is expected to step in place of the „Green deal“
- **Member State-level communication** trumps communication within the „Brussels bubble“



# Zero-carbon door-to-door transport is feasible already today!







THANK YOU  
For your attention