

*REIF PROJECT
TRANSFER CONFERENCE & REIF SHIFT TO REGIONAL RAIL AWARD*

BOOSTING MULTIMODAL TRANSPORT TO ACHIEVE THE GREEN DEAL OBJECTIVES – *THE USER'S PERSPECTIVE*



- **Lack of Harmonised Definitions and Interpretations**

- **Lack of clarity on some definitions** led to significantly diverging interpretations of the CT Directive

- 'Combined Transport Operation' (e.g. 1-leg vs 2-leg operation)
- Authorisation of heavier loads in cross-border operation

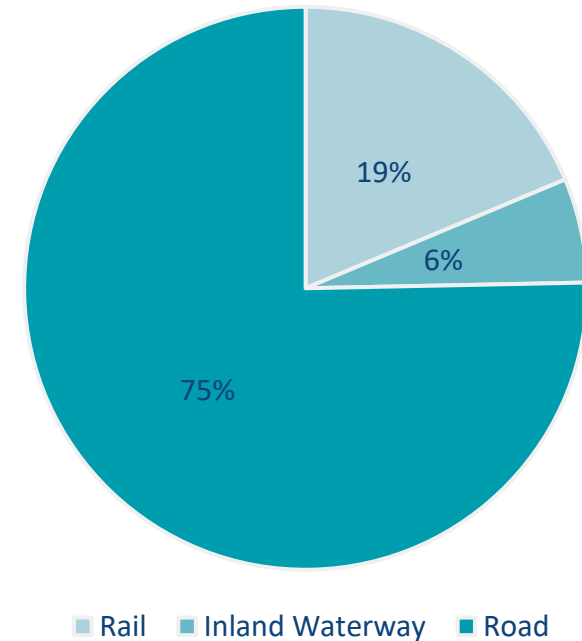
- **Infrastructure**

- Insufficient or not correctly used terminal infrastructure

- **Cost**

- Competitive disadvantage compared to road-only transport due to higher cost

Freight Transport Share



- **Definitions**

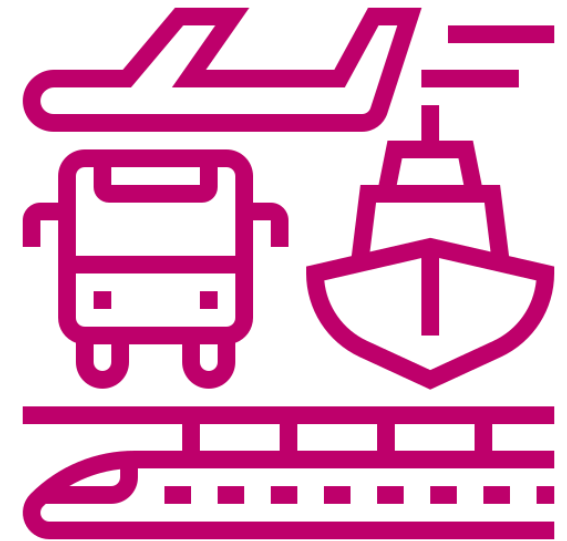
- Clear definitions needed, leaving no room for interpretation
- Clarification of difference between multimodal-, intermodal- and combined transport

- **Legal Form**

- Regulation instead of Directive → avoiding the need for transposition into national law
- Extension of scope to **all multimodal transport operations in the Union**
- Accurate **measurement and reporting of GHG emissions**
 - → overall sustainability of the transport journey should be considered



- **Incentivisation of Multimodal Transport Operations**
 - Support for **mixed trains** at EU level
 - Upholding the **cabotage exemption** (Article 4)
 - Exemption from **traffic bans**
 - Continuation and extension of **heavier load authorisations** (44/46t)
 - **Direct financial support**, provided this does not lead to a distortion of competition (e.g. eco-premium)
 - **Indirect financial support** (e.g. reduction of track access charges, waiver of road tolls, reduction of administrative burdens and costs, EU-funding for craneable trailers)
- → **modal shift should be market-driven**



- **Addressing Practical Implications in Capacity and Quality (1/2)**

- Closing **missing links**
- Increasing **transshipment infrastructure**
- **Higher allocation of paths**
- **Increased priority and flexibility** for freight trains
- **Optimisation of integrated site logistics**
 - Sufficient **availability of multimodal terminals** responding to client needs
(incl. upgrading and optimising existing ones)
 - **Increased efficiency of terminals** (incl. reduction of waiting times)
 - **Reduction of terminal costs**



- **Addressing Practical Implications in Capacity and Quality (2/2)**
 - **Removal of 'nearest suitable terminal'**, or alternatively introduction of a clear and unambiguous definition
 - **Flexibility** in determining the maximum length of the road leg
 - Improvement of **connectivity for best use in South-East Europe**
 - Taking into account **digitalisation efforts**, including the provision of regulatory information in digital format (eFTI Regulation)



SUMMARY OF SUGGESTIONS FOR THE WAY FORWARD



- **Clear definitions are needed** to ensure a common understanding and application throughout the EU of the CT Directive, leaving no room for interpretation. This should counter existing problems and ease combined transport.
- CLECAT would support the **change of the legislative instrument from a Directive to a Regulation**. This would mean that the Regulation would have a more binding legal force throughout the Union and would avoid current problems caused by different interpretations.
- An **extension of scope of the instrument to all multimodal transport operations** in the EU should be introduced, provided that the longest leg of the journey is carried out by a sustainable mode of transport, in support of a market-driven modal shift.
- **Appropriate financial and non-financial incentives** are needed to support the industry to move towards multimodal transport.
- CLECAT equally highlights the **need to allow for mixed trains, the provision of high-quality reliable infrastructure, heavier load authorisations for multimodal transport, the introduction of eco-premiums and a reduction of administrative burdens and costs**



ANY QUESTIONS?



Thank you for your attention!

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