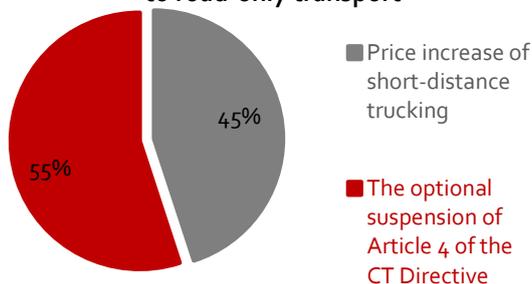


## New EU Road Haulage Rules: impact on Combined Transport

### Reverse modal shift from sustainable modes to trucks

8% of the total European Combined Transport volume in 2019 – equivalent to nearly 15 billion tonne-kilometres – is at risk of reverting back to long distance trucking in case the new EU rules on road haulage, adopted in July 2020, are fully implemented.

**Causes of reverse modal-shift from CT to road-only transport**



In fact, the competitive conditions in overland freight transport in Europe are determined by the prices of trucking – this also applies to Combined Transport.

On 15 July 2020 EU legislation was adopted as part of Mobility Package 1 to comprehensively reform the European road transport sector. The *revised rules for access to the road haulage market*<sup>1</sup> and the *new social/working/posting rules for drivers*<sup>2</sup> will take effect in early 2022.

The intermodal sector has commissioned a study<sup>3</sup> to examine the impact of the new EU road haulage rules on Combined Transport.

In this paper, UIRR reflects on the findings of the study as both long-distance trucking, a competitor of Combined Transport, and short-distance trucking, which provides first/last mile connections as part of Combined Transport, will be heavily impacted:

- **Short distance trucking:** the cost of first/last mile trucking for Combined Transport, especially if conducted by non-domestic hauliers, is predicted to increase by 16%. This cost effect can be further exacerbated in case a Member State chooses to apply the optional regulatory possibility to suspend compliance with Article 4 of the Combined Transport Directive. In this case, a 5-10% reduction of supplied capacity is expected, leading to a cost increase for first/last mile road haulage up to 22%. The overall cost increase for Combined Transport on distances shorter than 1.000km (more than half of the total CT market) is expected to be 9%.
- **Long distance trucking:** trucking prices over long distances are projected to increase by about 5% as a consequence of the new EU rules.

**5%** cost increase for long-distance trucking vs. **9%** cost increase for Combined Transport on distances shorter than 1.000km

The near double cost impact on more than half of the intermodal market will result in a significant reverse modal shift, where – unless action is taken – consignments that are carried by Combined Transport will revert to long distance trucking.

<sup>1</sup> Regulation 2020/1055: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R1055&qid=1610011970949>

<sup>2</sup> Regulation 2020/1054: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32020R1054&qid=1610011900811>  
Directive 1057/2020: [https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L\\_.2020.249.01.0049.01.ENG&toc=OJ:L:2020:249:TOC](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L_.2020.249.01.0049.01.ENG&toc=OJ:L:2020:249:TOC)

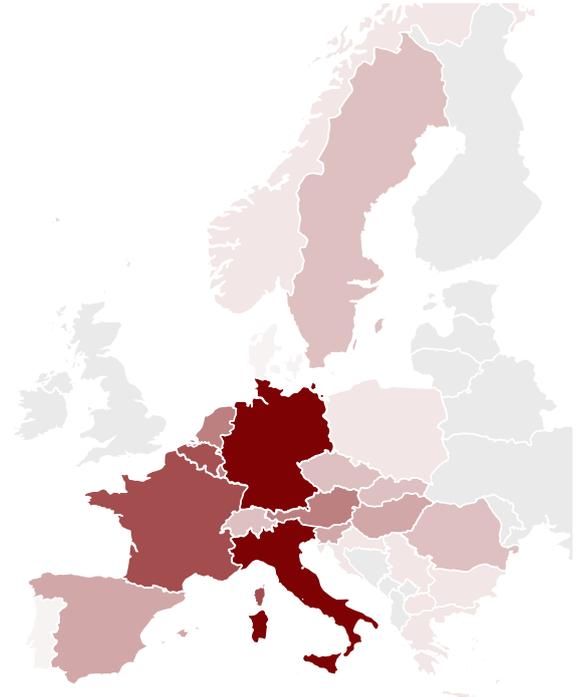
<sup>3</sup> <http://www.uirr.com/en/media-centre/leaflet-and-studies/mediacentre/1730-impact-of-the-new-eu-road-haulage-rules-on-combined-transport-.html>

### Top 10 list of Member States with the greatest risk of reverse modal shift

The map to the right shows the Member States where the combined effect of the cost increase of short-distance trucking and the optional suspension of compliance with Article 4 of the Combined Transport Directive threatens the greatest reverse modal shift: the darker the colour the greater the CT volume at risk of being lost.

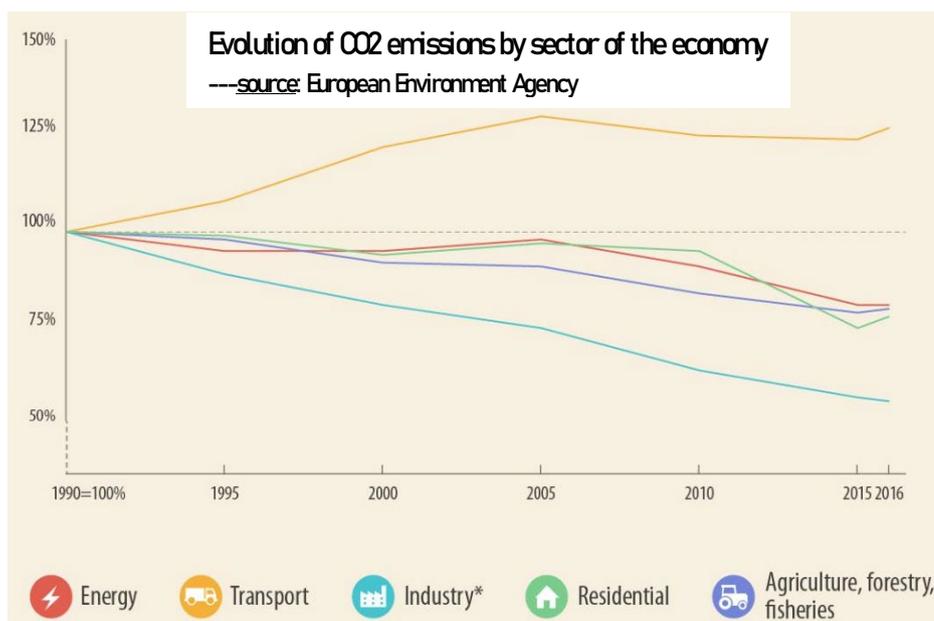
The Top 10 list of affected Member States is:

1. Germany
2. Italy
3. France
4. Belgium
5. Austria
6. The Netherlands
7. Luxembourg
8. Sweden
9. Spain
10. Hungary



### The EU will not achieve its decarbonisation objectives

Member States are required to develop national long-term strategies<sup>4</sup> on how they plan to achieve the greenhouse gas emissions reductions needed to meet their commitments under the Paris Agreement and the jointly agreed EU objectives. During the ongoing negotiations for the European Climate Law – under the European Green Deal – the Commission and the European Council proposed a 55% reduction by 2030 and complete carbon-neutrality by 2050<sup>5</sup>. The European Parliament advocates to go even further by demanding that Member States oblige to a 60% cut until 2030.



Transport is the only sector of the European economy, which has failed to deliver any reduction in carbon emissions since 1990. On the contrary, transport-related CO<sub>2</sub> emissions even increased during the past decades.

The national long-term strategies should focus on transport, one of the largest greenhouse gas emitters.

Combined Transport, which efficiently inserts sustainable modes into longer distance transport-chains, is an obvious choice. This is underlined by the Commission's mentioning of the need for much more intermodal transport in its recently published Strategy for Smart and Sustainable Mobility<sup>6</sup>.

<sup>4</sup> [https://ec.europa.eu/info/energy-climate-change-environment/implementation-eu-countries/energy-and-climate-governance-and-reporting/national-long-term-strategies\\_en](https://ec.europa.eu/info/energy-climate-change-environment/implementation-eu-countries/energy-and-climate-governance-and-reporting/national-long-term-strategies_en)

<sup>5</sup> [https://ec.europa.eu/clima/policies/eu-climate-action/law\\_en](https://ec.europa.eu/clima/policies/eu-climate-action/law_en)

<sup>6</sup> <https://ec.europa.eu/transport/sites/transport/files/legislation/com20200789.pdf>

### The recommended course of action

The revised rules of access to the road haulage market and the new social/working/posting rules for truck drivers will likely achieve their aim to make road transport safer and to improve the working conditions for truck drivers. The solution found by the European legislation to achieve the desired result, however, causes Combined Transport to become collateral damage. This would undermine the most productive means to achieve the much-needed decarbonisation of transport: intermodality.

In order to neutralise the unwanted effects of the legislation the following measures are recommended:

- ✓ **Refrain from the suspension of Article 4 of the CT Directive:** Regulation 2020/1055 allows Member States to derogate from Article 4 of Directive 92/106/EEC, which has been found in the study to be particularly harmful to Combined Transport from both a cost and a capacity perspective.

SOLUTION: Member States should refrain from employing this optional regulatory tool. The undesirable practice against which this unusual regulatory tool has been established can be achieved through clever enforcement based on electronic tachographs.

- ✓ **Make distance-based tolling mandatory and internalise external costs:** Inadequate road tolling and the various externalities are the source of the cost imbalance that advantages road haulage since the founding of the European Union according to the CE Delft's Handbook on the External Costs of Transport<sup>7</sup>. In 2016 this type of advantage of trucking over the other modes of surface freight transport amounted to €195 billion<sup>8</sup>. Combined Transport is capable of offering an efficient solution to about 50% of road haulage performance, which is conducted over distances of 300km or more.

SOLUTION: The appropriate amendment of the Eurovignette Directive<sup>9</sup> – delivering a solution along the European Parliament first reading opinion adopted in October 2018 – is needed alongside the speedy adoption of the Energy Taxation Directive amendment that the Commission will propose in 2021<sup>10</sup>. The Directive should define what must be financed from the fuel excise duty (e.g. consequences of CO<sub>2</sub> and pollutant emissions, operation and maintenance of the non-tolled road infrastructure, technical rescue, etc.) and the algorithm with which the country's applicable fuel excise level is to be calculated.

- ✓ **Offer Temporary Compensatory Measures:** The Commission's Strategy for Smart and Sustainable Mobility<sup>6</sup> foresees to achieve a price neutrality in terms of internalising the external costs of transport by 2050. In case the European legislator would agree with the Commission and prolong the achievement of conditions for fair competition in surface freight transport until 2050, temporary compensatory measures – linked to productivity improvements – would need to be offered to Combined Transport.

SOLUTION: A state aid block exemption should be granted, and the framework for temporary compensatory measures as well as a list of possible support measures should be defined in the upcoming revision of the Combined Transport Directive. For its competitiveness the intermodal sector does not wish to rely on state aid, nevertheless the disadvantage suffered because of an imbalanced regulatory framework must be compensated.

#### *Other compensatory measures:*

SHORT-TERM (i) Waiver of train path costs, parking and cancellation fees – legally already allowed until end 2021, (ii) Compensation for productivity gap for "underlength 740m" along the Rail Freight Corridors, (iii) Promotion of CT semi-trailers: Investment cost subsidy or compensation for reduced loading weight for the current, non-optimised trailers, (iv) Inclusion of the terminal development action in every CEF Transport call for proposals;

MID-TERM – until 2025 (v) Upgrade of the TEN-T network for 740m / P400 train paths, (vi) Craneability of semi-trailers a standard feature, (vii) Improve quality/punctuality by revising passenger timetables (buffers for getting on/off the train)

LONG-TERM (viii) Guaranty capacity for freight transport through network utilisation concepts (with TTR).

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<sup>7</sup> [https://www.cedelft.eu/assets/upload/file/Rapporten/2019/CE\\_Delft\\_4K83\\_Handbook\\_on\\_the\\_external\\_costs\\_of\\_transport\\_Final.pdf](https://www.cedelft.eu/assets/upload/file/Rapporten/2019/CE_Delft_4K83_Handbook_on_the_external_costs_of_transport_Final.pdf)

<sup>8</sup> See Table 66 on p.155 of the CE Delft Handbook on the External Costs of Transport

<sup>9</sup> [https://www.europarl.europa.eu/RegData/etudes/BRIE/2017/614625/EPRS\\_BRI\(2017\)614625\\_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/BRIE/2017/614625/EPRS_BRI(2017)614625_EN.pdf)

<sup>10</sup> [https://ec.europa.eu/info/system/files/2021\\_commission\\_work\\_programme\\_new\\_policy\\_objectives\\_factsheet\\_en.pdf](https://ec.europa.eu/info/system/files/2021_commission_work_programme_new_policy_objectives_factsheet_en.pdf)

- ✓ **Mandate transparency and define Key Performance Indicators:** The European Union needs reliable facts and figures reflecting the real picture. Member States should offer a regular comprehensive report on the status of decarbonisation of transportation on their territories. Transparency is necessary due to the large number of factors that fall under Member State competence (investment spending, taxation and tolling, state aid measures) and the conditions for transport peculiar to each Member State. The pressing need for action justifies regular progress reporting.  
SOLUTION: The currently deliberated European Climate Law and the Combined Transport Directive should define the standard EU framework for the provision of the needed transparency in cutting transport-related greenhouse gas emissions, whereby information is provided on the progress achieved in this area.

The national fact sheets in the annex of this position paper offer a set of recommendations tailored to the unique conditions that prevail within the 10 most significantly impacted Member States. The European intermodal sector will initiate a dialogue with each Member State to discuss the most ideal mix of measures to be employed to achieve the desired effects so as to prevent the collateral damage on Combined Transport threatened by the new EU road haulage rules.

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### Annex I – Germany



Germany's Climate Action Plan 2050

([https://ec.europa.eu/clima/sites/lts/lts\\_de\\_en.pdf](https://ec.europa.eu/clima/sites/lts/lts_de_en.pdf)) calls for:

- greenhouse gas emissions from transport have to be cut by at least **65 million tonnes** of CO<sub>2</sub> equivalent by 2030
- a **28% increase in HGV vehicle-kilometres** is projected between 2010-2030, which is to be kept at bay by a "30% reduction in GHG emissions" by 2030, to be achieved through technology improvement measures
- **rail freight is projected to grow by 43%** (unclear whether in tkm, train kilometres or tonnes) between 2010-2030
- there are **no goals for modal shift**, and there are **no goals for intermodal or Combined Transport**, only a concept is promised to be produced to increase the level of rail freight beyond the projections in relation to which the strengthening of the modal shift inducing funding programmes has been promised
- substantial public funding is promised for (green) **hydrogen and fuel cell technology, as well as LNG-powertrains** (despite the fact that LNG emits the same GHG as diesel power)

**€0,47**

The fuel excise duty in one litre of diesel

Source: <https://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessment-4>

**€0,18**

Road toll per vkm for a 40t EURO6 truck (on the tolled sections of road in Germany)

Source: [https://www.kfz-auskunft.de/info/lkw\\_maut4.html](https://www.kfz-auskunft.de/info/lkw_maut4.html)

**€3,00**

Track access charge for a freight train per kilometre in Germany

Source: [https://ec.europa.eu/transport/sites/transport/files/staff\\_working\\_document\\_-\\_6th\\_rmms\\_report.pdf](https://ec.europa.eu/transport/sites/transport/files/staff_working_document_-_6th_rmms_report.pdf)

**36,4%**

Market share of long-distance road haulage (~50% of overall road transport).

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

**19,8%**

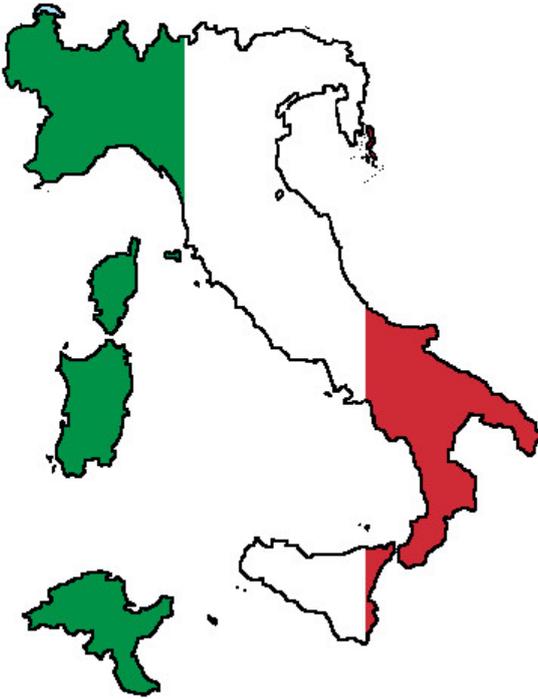
Market share of rail freight.

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

#### Actions needed in Germany:

- Produce a target and a roadmap for modal shift – from road to non-road modes including the temporary compensatory measures and investments that will enable the achievement of the objective.
- Maintain the principle of *technology neutrality* – let the market produce the winners under fair and equal conditions.
- Adjust (i) fuel excise duty to reflect €100/t of CO<sub>2</sub> + pollution and cost coverage for operating and maintaining the non-tolled road network and (ii) truck toll rates to reflect the wear and tear caused by a 40-tonne vehicle to the infrastructure.

### Annex II – Italy



The national decarbonisation plan until 2030 – PIANO NAZIONALE INTEGRATO PER L'ENERGIA E IL CLIMA specifies targets until 2030 ([https://www.mise.gov.it/images/stories/documenti/it\\_final\\_necp\\_main\\_en.pdf](https://www.mise.gov.it/images/stories/documenti/it_final_necp_main_en.pdf)):

- **46 million tonnes of CO<sub>2</sub> emission** to be reduced from transport from 2005 until 2030.
- With regard to transport, priority is given to policies for reducing demand for mobility, which includes **shifting freight transport from road to rail** (Ferrobonus).
- (Promotion of) renewable **hydrogen for the decarbonisation** of long-haul commercial transport.
- Non-ETS sectors (such as road transport) should **reduce GHG emissions by 33%** until 2030.
- Tax stabilisation for **LNG in the transport sector** and development of **LNG in the heavy goods vehicle sector**.
- **10% share of energy from renewables** in the gross final consumption of energy in the transport sector.

**€0,62**

The fuel excise duty in one litre of diesel.

Source: <https://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessment-4>

**n/a**

Road toll per vkm for a 40t truck (30 motorway sections are tolled in Italy) – there is no national toll rate per kilometre – the toll level may be different according to the motorway section or the tunnels/bridges in question.

**€2,00**

Track access charge for a freight train per kilometre in Italy.

Source: [https://ec.europa.eu/transport/sites/transport/files/staff\\_working\\_document\\_-\\_6th\\_rmms\\_report.pdf](https://ec.europa.eu/transport/sites/transport/files/staff_working_document_-_6th_rmms_report.pdf)

**43,4%**

Market share of long-distance road haulage (~50% of overall road transport)

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

**13,1%**

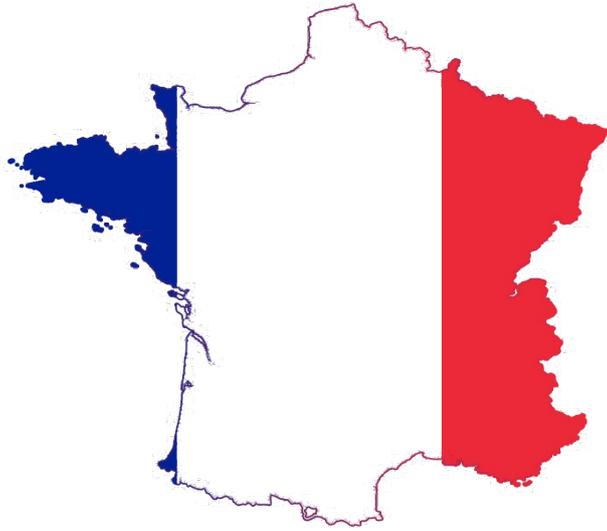
Market share of rail freight.

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

#### Actions needed in Italy:

- Produce a target and a roadmap for modal shift – from road to non-road modes including the temporary compensatory measures and investments that will enable the achievement of the objective.
- Maintain the principle of *technology neutrality* – let the market produce the winners under fair and equal conditions.
- Extend road tolling to entire motorway and main road network with uniform vkm-based tolls and electronic toll collection.

### Annex III – France



France's Climate Action Plan 2050 – Stratégie nationale bas-carbone ([https://ec.europa.eu/clima/sites/its/its\\_fr\\_fr.pdf](https://ec.europa.eu/clima/sites/its/its_fr_fr.pdf)) calls for:

- **33 million tonnes of CO<sub>2</sub> emission** reduction from transport between 2020 and 2030
- The **road sector was responsible for 95%** of transport's annual GHG emissions (in 2018) and transport made up **30% of national GHG** production
- **Externalities generated by heavy goods vehicles** shall be paid by the road transport sector
- **Natural Gas for Vehicles (GNV) and hydrogen as a road transport fuel** should be promoted
- **Modal shift and optimization** of the use of vehicles for the transport of goods. To effectively and sustainably reduce freight emissions, it is necessary to promote a more **pronounced modal shift for freight transport**, boost the competitiveness of rail freight

**€0,59**

The fuel excise duty in one litre of diesel.

Source: <https://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessment-4>

**n/a**

Road toll per vkm for a 40t truck (on the 113 tolled sections of motorways in France) is determined by section – there is no uniform km-based toll.

Source: <https://www.autoroutes.fr/FCKeditor/UserFiles/File/D%c3%a9pliant%20tarifs%202017.pdf>

**€2,00**

Track access charge for a freight train per kilometre in France.

Source: [https://ec.europa.eu/transport/sites/transport/files/staff\\_working\\_document\\_-\\_6th\\_mmms\\_report.pdf](https://ec.europa.eu/transport/sites/transport/files/staff_working_document_-_6th_mmms_report.pdf)

**43,9%**

Market share of long-distance road haulage (~50% of overall road transport)

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

**9,9%**

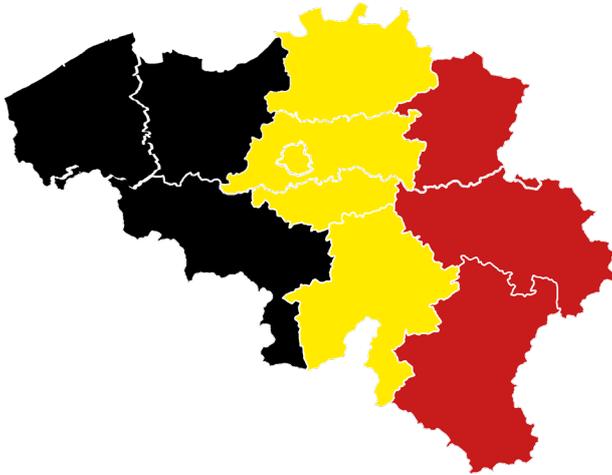
Market share of rail freight.

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

#### Actions needed in France:

- Produce a target and a roadmap for modal shift – from road to non-road modes including the temporary compensatory measures and investments that will enable the achievement of the objective.
- Maintain the principle of *technology neutrality* – let the market produce the winners under fair and equal conditions.
- Extend road tolling to entire motorway and main road network with uniform vkm-based tolls and electronic toll collection.
- Strategy to measure and – if needed – recertify the available loading gauge on the railway network.

### Annex IV – Belgium



Belgium's Climate Action Plan 2050 – Belgische Langetermijnstrategie

([https://ec.europa.eu/clima/sites/its/its\\_be\\_nl.pdf](https://ec.europa.eu/clima/sites/its/its_be_nl.pdf)) calls for:

- **6,3 million tonnes of CO<sub>2</sub> emission** reduction between 2017 and 2030
- For the transport of goods, a **modal shift from truck to rail** or waterway will result in less congestion.
- Zero-emission freight transport still requires other **technological advances in terms of propulsion**, charging systems, batteries, the electricity network as well as the entire hydrogen technology and new synthetic and advanced biofuels.
- In the case of freight transport, priority should be given to inland waterways and railways. **Road freight transport would become the exception**, and for distances short and medium-sized via zero emission trucks.

**€0,60**

The fuel excise duty in one litre of diesel.

Source: <https://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessment-4>

**€0,13-0,16**

Road toll per vkm for a 40t EURO6 truck (on the tolled sections of motorways in Belgium).

Source: [https://www.viapass.be/wp-content/uploads/2020/12/Rates\\_gegroepeerd\\_01-2021\\_UK.jpg](https://www.viapass.be/wp-content/uploads/2020/12/Rates_gegroepeerd_01-2021_UK.jpg)

**€1,95**

Track access charge for a freight train per kilometre in Belgium.

Source: [https://ec.europa.eu/transport/sites/transport/files/staff\\_working\\_document\\_-\\_6th\\_rmms\\_report.pdf](https://ec.europa.eu/transport/sites/transport/files/staff_working_document_-_6th_rmms_report.pdf)

**36%**

Market share of long-distance road haulage (~50% of overall road transport).

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_fmmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_fmmod/default/table?lang=en)

**11,7%**

Market share of rail freight.

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_fmmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_fmmod/default/table?lang=en)

#### Actions needed in Belgium:

- Produce a target and a roadmap for modal shift – from road to non-road modes including the temporary compensatory measures and investments that will enable the achievement of the objective.
- Adjust road tolls charged to heavy goods vehicles to cover the wear and tear caused to the road infrastructure.

### Annex V – Austria



Austria's Climate Action Plan 2050 – Langfriststrategie 2050 - Österreich ([https://ec.europa.eu/clima/sites/its/its\\_at\\_de.pdf](https://ec.europa.eu/clima/sites/its/its_at_de.pdf)) calls for:

- **36% of the 23,6 million tonnes** of annual transport CO<sub>2</sub> emissions are from freight transport – predominantly road – in 2017.
- In the transport sector there is a change in the **modal split in freight transport towards more environmentally friendly modes** of transport that lead to a greatly reduced annual road mileage. Rail freight will benefit from the internalization of external costs of every means of transport. The most environmentally friendly means of transport should become the cheapest.
- Greater **utilization of hydrogen** as a freight transport fuel.
- Adopt the amendment of the Eurovignette Directive to ensure that the **prices of road freight transport reflect the totality of resources that it uses** through the internalization of external costs.

**€0,40**

The fuel excise duty in one litre of diesel.

Source: <https://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessment-4>

**€0,42**

Road toll per vkm for a 40t truck (on the tolled sections of motorways in Austria).

Source: <https://www.go-maut.at/portal/portal>

**€3,30**

Track access charge for a freight train per kilometre in Austria.

Source: [https://ec.europa.eu/transport/sites/transport/files/staff\\_working\\_document\\_-\\_6th\\_mmms\\_report.pdf](https://ec.europa.eu/transport/sites/transport/files/staff_working_document_-_6th_mmms_report.pdf)

**33,2%**

Market share of long-distance road haulage (~50% of overall road transport).

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

**31,5%**

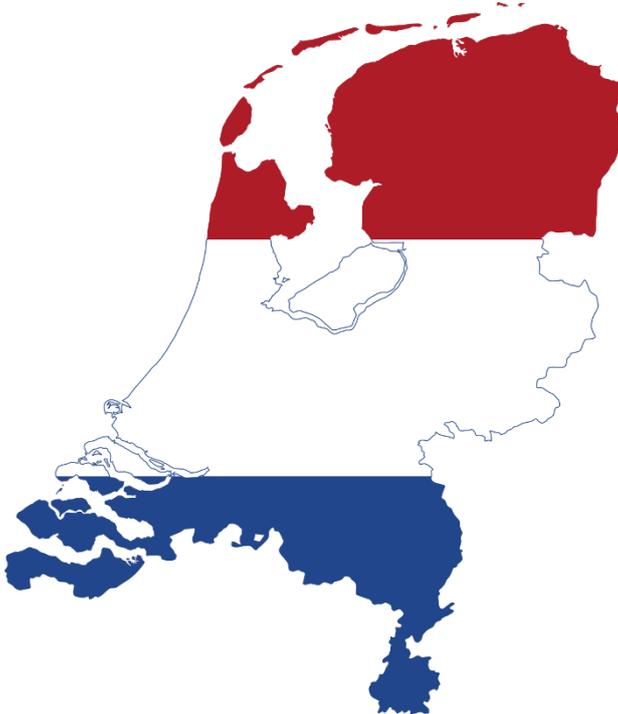
Market share of rail freight.

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

#### Actions needed in Austria:

- Produce a target and a roadmap for modal shift – from road to non-road modes including the temporary compensatory measures and investments that will enable the achievement of the objective.
- Maintain the principle of *technology neutrality* – let the market produce the winners under fair and equal conditions.
- Adjust fuel excise duty to reflect €100/t of CO<sub>2</sub> + pollution and cost coverage for operating and maintaining the non-tolled road network.

### Annex VI – Netherlands



The Netherlands's Long term strategy on climate mitigation ([https://ec.europa.eu/clima/sites/its/its\\_nl\\_en.pdf](https://ec.europa.eu/clima/sites/its/its_nl_en.pdf)) calls for:

- **No CO<sub>2</sub> reduction target** specified in the strategy
- **No policy declared on modal-shift** – away from trucking.
- **No mention of an internalisation timeline** for addressing the externalities of transport.
- An acceleration of the progress towards emission-free logistics will bring about for example, **a levy for freight traffic** that will be introduced from 2023.
- Legislation and subsidies will be deployed to increase the production of **hydrogen**, sustainable advanced biofuels and renewable synthetic fuels.

**€0,50**

The fuel excise duty in one litre of diesel.

Source: <https://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessment-4>

**€0,02**

Road tolling through a vignette (€1.250/year) per vkm for a 40t truck (based on an annual circulation of 60.000km in the country).

Source: <https://www.eurovignettes.eu/portal/en/tariffs/tariffs?reset=true>

**€3,10**

Track access charge for a freight train per kilometre in The Netherlands.

Source: [https://ec.europa.eu/transport/sites/transport/files/staff\\_working\\_document\\_-\\_6th\\_rmms\\_report.pdf](https://ec.europa.eu/transport/sites/transport/files/staff_working_document_-_6th_rmms_report.pdf)

**25,2%**

Market share of long-distance road haulage (~50% of overall road transport).

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

**6,4%**

Market share of rail freight.

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

#### Actions needed in The Netherlands:

- Produce a target and a roadmap for modal shift – from road to non-road modes including the temporary compensatory measures and investments that will enable the achievement of the objective.
- Transparent quantified targets should be declared for CO<sub>2</sub> reduction and modal-shift ambitions.
- A timeline and measures should be declared for internalisation of transport externalities and the transition from the current time-based road tolling scheme for trucks to a distance-based toll with electronic collection.

### Annex VII – Luxembourg



Luxembourg's Integrated National Energy and Climate Plan for 2021.2030 ([https://ec.europa.eu/energy/sites/ener/files/documents/lu\\_final\\_necp\\_main\\_en.pdf](https://ec.europa.eu/energy/sites/ener/files/documents/lu_final_necp_main_en.pdf)) calls for:

- **38% of road transport's CO<sub>2</sub> emissions**, about 2 million tonnes of CO<sub>2</sub> annually, should be cut by 2030 to get to an overall 44% reduction (if 55% is to be cut then transport's contribution will have to be increased commensurately). The transport sector therefore plays a particular role in decarbonising Luxembourg's society and economy.
- Luxembourg will continue to support schemes at national and European level that reduce lorry traffic (e.g. Eurovignette) and facilitate **shifting freight transport to alternative propulsion systems and to rail**.
- Luxembourg will contribute to a Europe-wide network of **hydrogen refuelling stations** too enable longer journeys within Europe, in particular in the trucking and logistics industry, locations along or on the motorways are the most logical. Studies in this regard are currently being prepared.
- Luxembourg will introduce a **minimum CO<sub>2</sub> price** as part of the forthcoming tax reform and continuously adapt it in line with the objectives of the Paris Climate Agreement. The target starting price will be the average CO<sub>2</sub> price in our neighbouring countries.

**€0,34**

The fuel excise duty in one litre of diesel.

Source: <https://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessment-4>

**€0,21**

Road tolling through a vignette (€1.250/year) per vkm for a 40t truck (based on an annual circulation of 6.000km in the country).

Source: <https://www.eurovignettes.eu/portal/en/tariffs/tariffs?reset=true>

**€1,00**

Track access charge for a freight train per kilometre in Luxembourg.

Source: [https://ec.europa.eu/transport/sites/transport/files/staff\\_working\\_document\\_-\\_6th\\_rmms\\_report.pdf](https://ec.europa.eu/transport/sites/transport/files/staff_working_document_-_6th_rmms_report.pdf)

**42,2%**

Market share of long-distance road haulage (~50% of overall road transport).

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

**8,2%**

Market share of rail freight.

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

#### Actions needed in Luxembourg:

- Produce a target and a roadmap for modal shift – from road to non-road modes including the temporary compensatory measures and investments that will enable the achievement of the objective.
- A timeline and measures should be declared for internalisation of transport externalities and the transition from the current time-based road tolling scheme for trucks to a distance-based toll with electronic collection.
- Adjust fuel excise duty to reflect €100/t of CO<sub>2</sub> + pollution and cost coverage for operating and maintaining the non-tolled road network.

### Annex VIII – Sweden



Sweden's Climate Action Plan 2050 – Sveriges långsiktiga strategi för minskning av växthusgasutsläppen ([https://ec.europa.eu/clima/sites/its/lts\\_se\\_sv.pdf](https://ec.europa.eu/clima/sites/its/lts_se_sv.pdf)) calls for:

- 17 million tonnes of CO<sub>2</sub> were emitted by the transport sector in 2017, which is 32% of Sweden's total GHG production. **93% of the CO<sub>2</sub> came from the road sector.**
- The energy and carbon dioxide **taxes for fuel are adjusted in relation to the change in the consumer price index**, to take inflation into account. Since 2017, the tax rates for petrol and diesel have also been adjusted in relation to the development of GDP.
- Since 2018, the government has allocated funding for an eco-bonus system for to stimulate the **transfer of freight transport from road to shipping**. The purpose with the system is to reduce greenhouse gas emissions from road freight transport. Other measures in freight transport, **shifting to less energy-intensive modes of transport and vehicles, increased degree of filling, increased opportunity for longer and heavier trains, increased opportunity for longer and heavier trucks.**

**€0,46**

The fuel excise duty in one litre of diesel.

Source: <https://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessment-4>

**€0,01**

Road tolling through a vignette (€1.250/year) per vkm for a 40t truck (based on an annual circulation of 100.000km in the country).

Source: <https://www.eurovignettes.eu/portal/en/tariffs/tariffs?reset=true>

**€1,20**

Track access charge for a freight train per kilometre in Sweden.

Source: [https://ec.europa.eu/transport/sites/transport/files/staff\\_working\\_document\\_-\\_6th\\_rmms\\_report.pdf](https://ec.europa.eu/transport/sites/transport/files/staff_working_document_-_6th_rmms_report.pdf)

**34,5%**

Market share of long-distance road haulage (~50% of overall road transport).

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

**31,1%**

Market share of rail freight.

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

#### Actions needed in Sweden:

- Produce a target and a roadmap for modal shift – from road to non-road modes including the temporary compensatory measures and investments that will enable the achievement of the objective.
- A timeline and measures should be declared for internalisation of transport externalities and the transition from the current time-based road tolling scheme for trucks to a distance-based toll with electronic collection.
- Declaration of a clear target for the amount of greenhouse gas emission that is to be saved by the transport sector would be desirable.

### Annex IX – Spain



Spain's Climate Action Plan 2050 – Estrategia de descarbonización a largo plazo 2050 ([https://ec.europa.eu/clima/sites/lts/lts\\_es\\_es.pdf](https://ec.europa.eu/clima/sites/lts/lts_es_es.pdf)) calls for:

- A reduction of **transport's CO<sub>2</sub> emissions by up to 30%** is projected.
- The heavy transport of goods by road, as well as maritime transport are relevant subsectors in which **zero-emission technological alternatives they have not matured commercially** at present.
- Variable gas and sector coupling can provide important advantages, such as renewable **hydrogen, an important energy vector** to contribute to decarbonisation. Consequently, both research and innovation are essential throughout the generation chain, storage and use of hydrogen.

**€0,38**

The fuel excise duty in one litre of diesel.

Source: <https://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessment-4>

**n/a**

Road toll per vkm for a 40t truck (on the 18 tolled sections of motorways in Spain) is determined by section – there is no uniform km-based toll.

Source: <https://www.autopistas.com/tarifas-y-descuentos/tarifas/>

**€0,10**

Track access charge for a freight train per kilometre in Spain.

Source: [https://ec.europa.eu/transport/sites/transport/files/staff\\_working\\_document\\_-\\_6th\\_rmms\\_report.pdf](https://ec.europa.eu/transport/sites/transport/files/staff_working_document_-_6th_rmms_report.pdf)

**47,5%**

Market share of long-distance road haulage (~50% of overall road transport).

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

**5,0%**

Market share of rail freight.

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

#### Actions needed in Spain:

- Produce a target and a roadmap for modal shift – from road to non-road modes, including electric rail freight with an emphasis, as well as the temporary compensatory measures and investments that will enable the achievement of the objective.
- A timeline and measures should be declared for internalisation of transport externalities and the transition from the current time-based road tolling scheme for trucks to a distance-based toll with electronic collection.
- Declaration of a clear target for the amount of greenhouse gas emission that is to be saved by the transport sector would be desirable.
- Maintain the principle of *technology neutrality* – let the market produce the winners under fair and equal conditions.
- Adjust fuel excise duty to reflect €100/t of CO<sub>2</sub> + pollution and cost coverage for operating and maintaining the non-tolled road network.

### Annex X – Hungary



Hungary's Climate Action Plan 2050 – Nemzeti Tiszta Fejlődési Stratégia ([https://ec.europa.eu/clima/sites/its/its\\_hu\\_hu.pdf](https://ec.europa.eu/clima/sites/its/its_hu_hu.pdf)) calls for:

- 20% of total energy use is by transport, **93% of greenhouse gas emission by road transport**. The annual 13,8 million tonne CO<sub>2</sub> emission must be substantially reduced (by 2030).
- **Railway transportation** should play a key role in decarbonisation. Large volume or regular road freight traffic should be shifted to rail or waterways as much as possible.

**€0,35**

The fuel excise duty in one litre of diesel.

Source: <https://www.eea.europa.eu/data-and-maps/indicators/fuel-prices-and-taxes/assessment-4>

**€0,30/0,19**

Road toll per vkm for a 40t truck on the tolled sections of motorways/main roads.

Source: <https://www.hu-go.hu/articles/article/changes-in-the-hu-go-e-toll-system-as-of-1-january-2021>

**€1,80**

Track access charge for a freight train per kilometre in Hungary.

Source: [https://ec.europa.eu/transport/sites/transport/files/staff\\_working\\_document\\_-\\_6th\\_rmms\\_report.pdf](https://ec.europa.eu/transport/sites/transport/files/staff_working_document_-_6th_rmms_report.pdf)

**34,5%**

Market share of long-distance road haulage (~50% of overall road transport).

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

**27,0%**

Market share of rail freight.

Source: [https://ec.europa.eu/eurostat/databrowser/view/tran\\_hv\\_frmod/default/table?lang=en](https://ec.europa.eu/eurostat/databrowser/view/tran_hv_frmod/default/table?lang=en)

#### Actions needed in Hungary:

- Declaration of a clear target for the amount of greenhouse gas emission that is to be saved by the transport sector would be desirable.
- Produce a target and a roadmap for modal shift – from road to non-road modes, including electric rail freight with an emphasis, as well as the temporary compensatory measures and investments that will enable the achievement of the objective.
- Adjust fuel excise duty to reflect €100/t of CO<sub>2</sub> + pollution and cost coverage for operating and maintaining the non-tolled road network.