

BLUE ECONOMY

Blue Supply Chains

# Catalogue of European Greening Legislation related to ports and terminals

April 2024

# Explanatory Note

To obtain the data from this catalogue, an initial research was conducted on the EU Parliament platform named [Legislative Train Schedule](#). The aim of this website is to visually represent the legislations that constitute the work programme of the EU institutions. By using railway metaphors such as tracks, trains, and carriages, the website allows any types of users, including members, Parliament staff, and a broader audience, to track the progress of legislative files during the current and past terms of the European Parliament. As the information provided on the Legislative Train Schedule is comprehensive and updated monthly, this website proved to be a reliable source that served as a solid foundation for our research. To complete and verify the website's information, we also resorted to newspapers and the official websites of the European Parliament, the Commission or the Council of the EU. We have also added new relevant EU legislations when they were mentioned in greening guidelines set out for example by the maritime sector.

The structure of our research strategy was shaped by the six political priorities set by the President of the Commission for the 2019-2024 mandate which came useful to set our focus on two dimensions: First, transportation and environment, and secondly freight, logistics, and ports and terminal-related legislations. Within those political priorities lies the European Green Deal, comprising a set of legislation pieces aimed to enable Europe to become the first climate-neutral continent by becoming a modern, resource-efficient economy.

Legislations are often organised in package, which are informal grouping of legislative pieces designed as a set to maintain coherence between them. To provide an overview of European legislations that are relevant for BSC, we structured this catalogue using the said packages and elaborated on them for the reader to understand the macro-objectives of the pieces of legislations laid down in them.

# How to read the catalogue



## T 1.2 Legislation catalogue update



### Package proposal

The European Commission has proposed a "Clean Mobility Package" to set new targets for reducing carbon dioxide emissions from new passenger cars, vans and heavy-duty vehicles (HDV) in the EU. The package aims to accelerate the shift to low- and zero-emission vehicles, aligning with the EU's commitment under the Paris Agreement for a binding domestic CO<sub>2</sub> reduction of at least 40% by 2030. The proposals include ambitious, enforceable targets, an action plan for alternative fuels infrastructure, and measures to promote clean mobility solutions in public procurement.

Its main targets are:

- ❖ The proposed targets aim for a 30% reduction in average carbon dioxide (CO<sub>2</sub>) emissions from new passenger cars and vans in the European Union by 2030, compared to 2021 levels.
- ❖ The package includes intermediary targets for 2025 to kick-start investments and ensure a transition towards cleaner vehicles.
- ❖ The goal is to align with the EU's commitment under the Paris Agreement for a binding domestic CO<sub>2</sub> reduction of at least 40% by 2030.

Some of the key transport related elements and policies within the Fit for 55 package include:

- ❖ CO<sub>2</sub> emission standards for Heavy-Duty Vehicles
- ❖ Eurovignette
- ❖ Revision of the Trans-European Transport Network (TEN-T)



Source: European Commission

**Description of the package, background and objectives**

**Illustration**

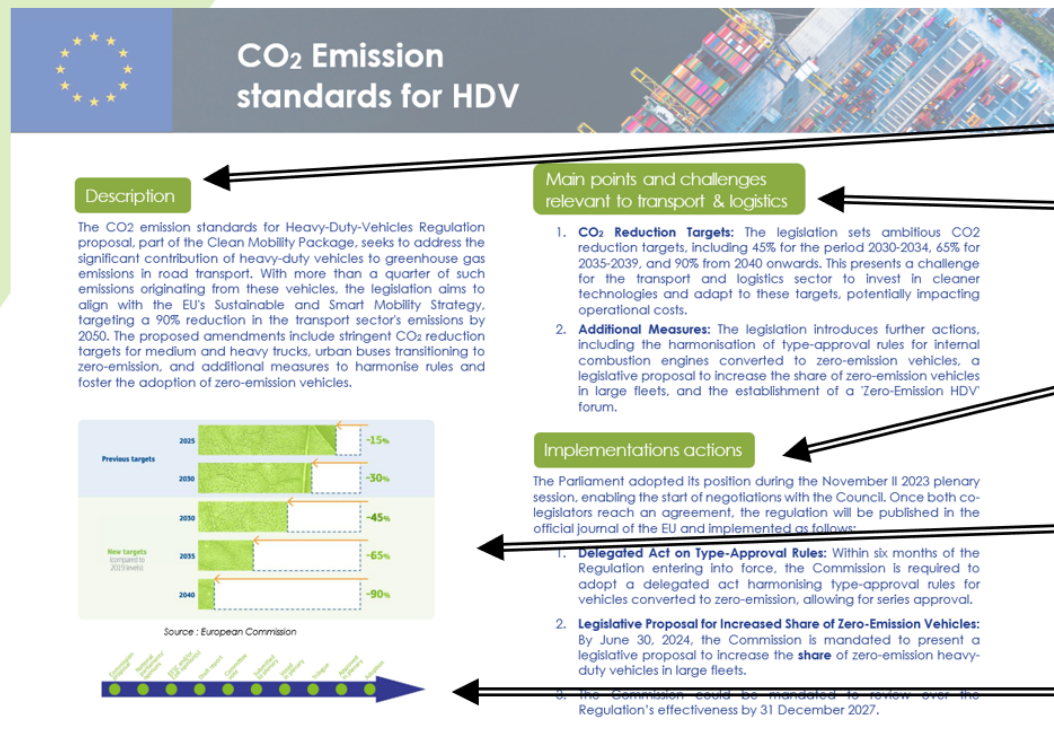
**List of legislation in the package**



# How to read the catalogue



## T 1.2 Legislation catalogue update



Describes objectives

Why it's relevant to logistics

Where the legislation stands

Illustration legislation

Illustration legislative process



# Sustainable and Smart Mobility Strategy

## Package proposal

The “Sustainable and Smart Mobility Strategy” is a comprehensive set of initiatives and legislative measures aimed at addressing key challenges in the transportation sector while preparing for the future of mobility. The overarching objectives of these initiatives are to enhance road safety, reduce CO<sub>2</sub> emissions, combat air pollution, and promote innovation in the transportation sector.

Its main targets are:

- ❖ To encourage the uptake of energy-efficient vehicles by the road freight sector;
- ❖ Enhancing infrastructure to reduce congestion, pollution, facilitating seamless and efficient transport through multimodality and interoperability;
- ❖ To align the sector with the EU's commitment under the Paris Agreement for a binding domestic CO<sub>2</sub> reduction of at least 40% by 2030.

Some of the key transport related elements and policies within the Sustainable and Smart Mobility Strategy include:

- ❖ **CO<sub>2</sub> emission standards for Heavy-Duty Vehicles**
- ❖ **Revision of the Trans-European Transport Network (TEN-T)**
- ❖ **Ports Services Regulation**
- ❖ **Eurovignette**



Source: European Commission



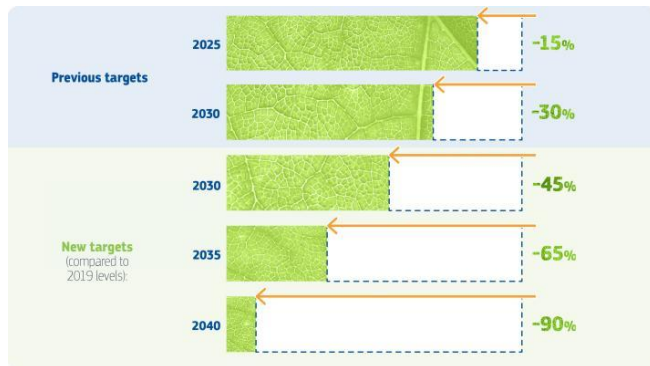
# Sustainable and Smart Mobility Strategy

## CO<sub>2</sub> Emission standards for HDV

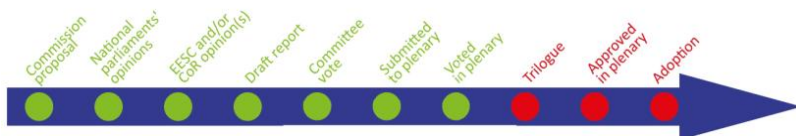


### Description

The CO<sub>2</sub> emission standards for Heavy-Duty-Vehicles Regulation proposal, part of the Smart Mobility Strategy, seeks to address the significant contribution of heavy-duty vehicles to greenhouse gas emissions in road transport. With more than a quarter of such emissions originating from these vehicles, the legislation's proposal aims to align with the EU's Sustainable and Smart Mobility Strategy, targeting a 90% reduction in the transport sector's emissions from 2040 onwards. The proposed measures include stringent CO<sub>2</sub> reduction targets for medium and heavy trucks, urban buses transitioning to zero-emission, and additional measures to harmonise rules and foster the adoption of zero-emission vehicles.



Source : European Commission



### Main points and challenges relevant to transport & logistics

1. CO<sub>2</sub> Reduction Targets: The legislation sets ambitious CO<sub>2</sub> reduction targets, including 45% for the period 2030-2034, 65% for 2035-2039, and 90% from 2040 onwards. This presents a challenge for the transport and logistics sector to invest in cleaner technologies and adapt to these targets, potentially impacting operational costs.
2. Additional Measures: The legislation introduces further actions, including the harmonisation of type-approval rules for internal combustion engines converted to zero-emission vehicles, a legislative proposal to increase the share of zero-emission vehicles in large fleets, and the establishment of a 'Zero-Emission HDV' forum.

### Implementations actions

The Parliament adopted its position during the November 2023 plenary session, enabling the start of negotiations with the Council. Once both co-legislators reach an agreement, the regulation will be published in the official journal of the EU and implemented. The Parliament called on the Council to commit to the next steps:

1. Delegated Act on Type-Approval Rules: Within six months of the Regulation entering into force, the Commission is required to adopt a delegated act harmonising type-approval rules for vehicles converted to zero-emission, allowing for series approval.
2. Legislative Proposal: By 30 June 2024, the Commission is mandated to present a legislative proposal to increase the share of zero-emission heavy-duty vehicles in large fleets.
3. The Commission would be mandated to review over the Regulation's effectiveness no later than 31 December 2027.





# Sustainable and Smart Mobility Strategy

## TEN-T

### Description

The Trans-European Transport Network (TEN-T) policy aims to establish a comprehensive European network, covering railways, roads, inland waterways, maritime shipping routes, ports, airports, and railroad terminals. The overarching goal is to eliminate gaps, address bottlenecks and technical barriers, and enhance social, economic, and territorial cohesion within the EU.



Source : European Commission

### Main points and challenges relevant to transport & logistics

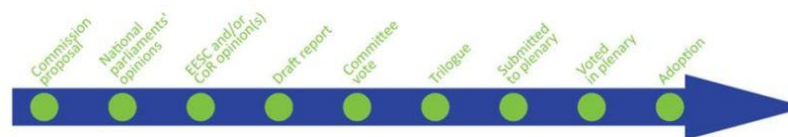
The proposed amendments to the TEN-T policy, outlined in the 14 December 2021 proposal and subsequent revisions, introduce significant changes. Notable elements include the introduction of an intermediary deadline in 2040 for the completion of major sections of the extended core network, new speed standards for passenger and freight transport, integration of rail freight corridors into the TEN-T, and an increased focus on sustainable urban mobility plans for cities on the network. Challenges include the need for increased transshipment capacity, ensuring navigation on inland waterways, and the development of sustainable urban mobility plans by 2025.

### Implementations actions

The review process began in April 2019, and the revised proposal was published on 14 December 2021. In response to the invasion of Ukraine by Russia, the European Commission presented an amended proposal on 27 July 2022, incorporating changes such as extending European Transport Corridors to Ukraine and Moldova and removing Russia and Belarus from the indicative map.

The European Parliament's Committee on Transport and Tourism adopted its report on the proposal on 13 April 2023. The Council adopted its general approach on 5 December 2022 and opened the way to negotiations between the Council and the European Parliament, which resulted in a common understanding.

The European Parliament and the Council have adopted a compromise text which will soon be published in the Official Journal of the European Union and enter into force 20 days later.





# Ports Services Regulation

### Description

The Port Services Regulation is a sub-set of the TEN-T framework. It primarily focuses on enhancing transparency, efficiency, and fair competition within European port operations. It aims to establish common rules and standards for port services across the EU member states, covering areas such as port dues, access to port services, and environmental aspects. Additionally, it seeks to promote investment in port infrastructure and improve the overall performance of ports to support economic growth and competitiveness.



Source : iStockPhoto

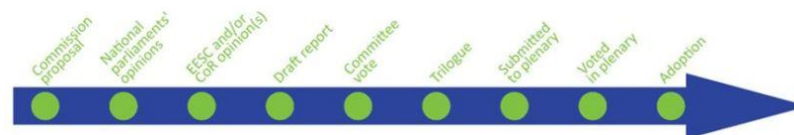
### Main points and challenges relevant to transport & logistics

The implementation of the Port Services Regulation poses several challenges for the transport and logistics sector. One significant challenge is ensuring a balance between liberalisation and maintaining necessary safeguards for port workers and service providers. The regulation's requirement for transparent pricing and fair competition may lead to concerns about potential disruptions in established port arrangements and contractual relationships. Additionally, adapting to the new regulatory framework may require significant administrative efforts and adjustments from both port authorities and operators. Finally, achieving harmonisation among diverse port systems and practices across EU member states presents a logistical challenge, requiring coordination and cooperation at various levels of governance.

### Implementations actions

The Council and the European Parliament reached a provisional agreement in June 2016 and remaining technical issues were settled on 26 September 2016. The final text was approved by the TRAN Committee on 11 October 2016. The European Parliament voted on the compromise text on 14 December 2016 and the Council adopted the legislative proposal by qualified majority on 23 January 2017, concluding the procedure at first reading.

The regulation was published in the EU's Official Journal on 3 March, and entered into force 20 days later. The new rules apply in all EU TEN-T ports from 24 March 2019.







# Sustainable and Smart Mobility Strategy

## Eurovignette

### Description

The Eurovignette Directive, aims to comprehensively address the charging of heavy goods vehicles for the use of certain infrastructures. The Directive (1999/62/EC) and its subsequent updates establish rules for Member States choosing to implement road charges (tolls or vignettes), with a focus on ensuring revenue is invested in infrastructure maintenance, preventing market discrimination, and internalising external costs like congestion, noise, and air pollution. The 2017 proposal sought to extend the Directive's scope to cover heavy duty vehicles and light duty vehicles, introducing distance-based charges to replace time-based user charges for a fairer and more efficient system.



Source : European Parliament Think Tank

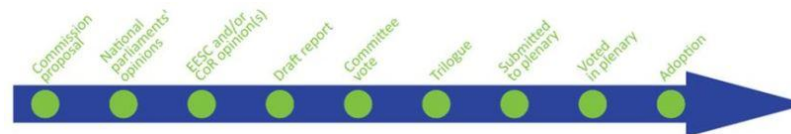
### Main points and challenges relevant to transport & logistics

The extension of the Eurovignette Directive to cover all heavy and light vehicles, including passenger cars, introduces a shift from time-based to distance-based charges. The aim is to implement the 'polluter pays' and 'user pays' principles, addressing CO<sub>2</sub> and pollutant emissions. Challenges may arise in the transition period, as the directive foresees a phase-out of vignettes for trucks on the core TEN-T network over eight years. The introduction of external cost charges for air pollution and the option to charge for congestion may pose implementation challenges.

### Implementations actions

As of 24 February 2022, the Eurovignette Directive has been officially adopted and is in force following approval by the European Parliament. Member states have a two-year preparation period to implement the new rules.

- By 2024, CO<sub>2</sub>-based tolling is introduced for most member states, extending to those with a combined charging system in 2025.
- In 2026, air pollution charges are implemented for most member states, followed by tolling for small lorries in all member states by 2027.
- In 2030, the remaining time-based charges on the TEN-T Core shift to distance-based for most member states, and by 2032, this transition occurs for member states with a combined charging system.





## Fit for 55 package

### Package proposal

The Fit for 55 package refers to a set of legislative proposals and initiatives put forth by the European Union (EU) to achieve the goal of reducing greenhouse gas emissions by at least 55% by the year 2030 compared to 1990 levels. This initiative is part of the broader European Green Deal, which aims to make the EU's economy more sustainable and climate-neutral by 2050.

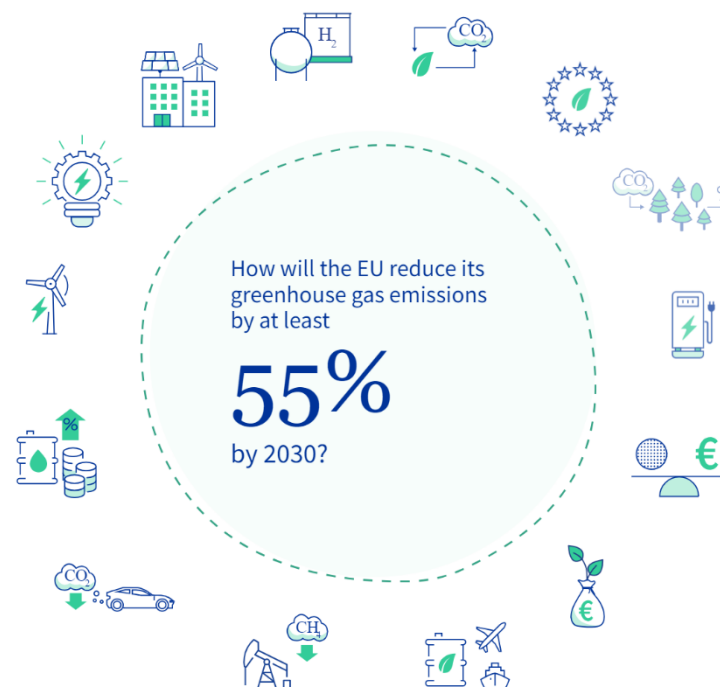
The Fit for 55 package includes a range of legislative measures and policy proposals across various sectors to address climate change and promote environmental sustainability.

Its main targets are:

- ❖ Net zero emissions of greenhouse gases by 2050 ;
- ❖ Economic growth, decoupled from resource consumption;
- ❖ Sustainability ;
- ❖ Protection of citizens from environmental-related impacts.

Some of the key transport related elements and policies within the Fit for 55 package include:

- ❖ **The Alternative Fuels Infrastructure Regulation**
- ❖ **The Revised Emission Trading System (EU-ETS)**
- ❖ **Effort Sharing Regulation**
- ❖ **Energy Efficiency Directive**
- ❖ **Energy Taxation Directive**
- ❖ **FuelEU Maritime regulation**
- ❖ **Renewable Energy Directive**



Source: European Council





# Fit for 55 package Alternative Fuels Infrastructure

## Description

The Regulation, part of the fit for 55 package, mandates the deployment of alternative fuels infrastructure across the EU for various transport modes, including light electric vehicles, heavy goods vehicles, hydrogen refuelling stations, liquefied methane refuelling points, and shore-side electricity in maritime ports. Targets are set for the deployment of charging stations and refuelling points, with increasing power output requirements over time, particularly along the TEN-T core network. Payment methods and price transparency standards are specified for charging infrastructure, while Member States are granted flexibility in implementation to suit their governance models and specific needs.



Source : European Parliament Think Tank

## Main points and challenges relevant to transport & logistics

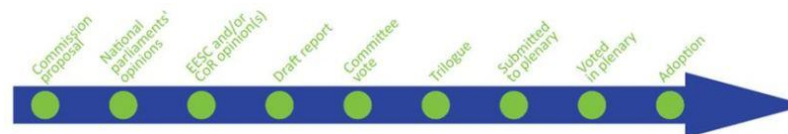
Implementing the Regulation's targets requires significant investment, coordination, and upgrades to existing infrastructure, especially in remote areas. Standardising payment methods and pricing transparency across providers adds complexity, while adjusting operations for alternative fuels entails additional costs and training. Overall, meeting these goals demands collaboration and innovation across the transport and logistics sector.

## Implementations actions

The TRAN Committee draft report, published on 14 February 2022 proposed amendments to strengthen the Commission's provisions. The Council adopted its General Approach on 2 June 2022, and on 19 October, the Parliament adopted its position. Negotiators from both institutions reached a provisional agreement on 28 March 2023, which was approved by the TRAN committee on 24 May 2023 and by the Parliament's plenary on 11 July 2023.

The Council approved the text on 25 July 2023, and the final act was signed on 13 September 2023.

The new rules will come into force in March 2024.





# Fit for 55 package

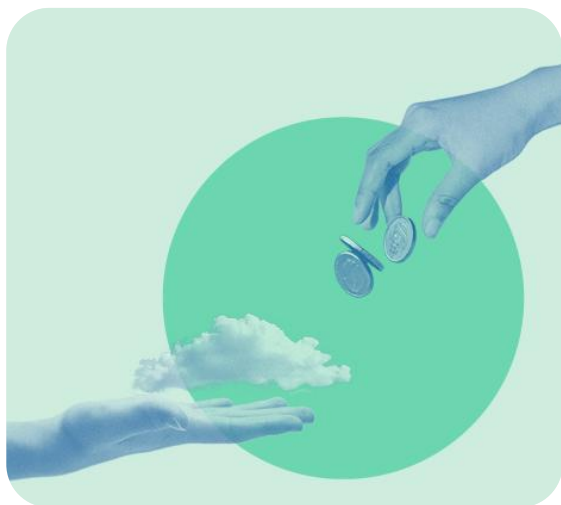
## EU-ETS



### Description

The EU-Emission Trading Scheme (EU-ETS) is a carbon market mechanism which forces EU companies in certain sectors to own polluting grants called allowances, matching their annual CO<sub>2</sub> emission. When they succeed in owning more grants than needed, they can sell them to companies lacking of them.

So far the EU-ETS only covered intra-EU aviation, the industry and energy sector. The latest revision proposed to extend it to maritime and road transport notably. The revised rules also remove free allocations of polluting grants and introduce new rules on the use of ETS revenues.



Source : Council of the EU

### Main points and challenges relevant to transport & logistics

The legislation significantly affects the transport and logistics sector by extending the ETS to cover CO<sub>2</sub> emissions from maritime transport and establishing a separate emissions trading system (ETS II) for fuel distribution in road transport and buildings. Challenges include to avoid carbon leakage, or "carbon tax evasion". To that end, a Carbon Border Adjustment Mechanism (CBAM) will tax imported goods from countries that are not aligned with the EU's greening agenda. Subsequent legislation is introduced to enforce monitoring, reporting, and verification (MRV regulation) aspects designed to ensure the integrity of the emissions data reported by covered entities participating in the EU ETS.

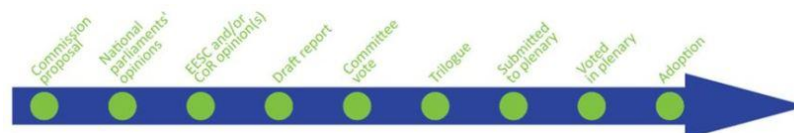
### Implementations actions

The Commission proposed reducing emissions from ETS sectors by 61% by 2030, compared to 2005 levels, increasing the linear emissions reduction factor from 2.2% to 4.2%.

The EU ETS would be extended to cover CO<sub>2</sub> emissions from maritime transport, phased in during 2023-2025, with protection against carbon leakage through the gradual reduction of free allowances.

A separate ETS II for fuel distribution for road transport and buildings would be established from 2025, with a cap set in 2026 leading to a 43% reduction in emissions by 2030 compared to 2005 levels.

The Parliament approved the files on 18 April 2023, and the Council on 25 April. The final act was signed on 10 May 2023, and published in the Official Journal on 16 May 2023.







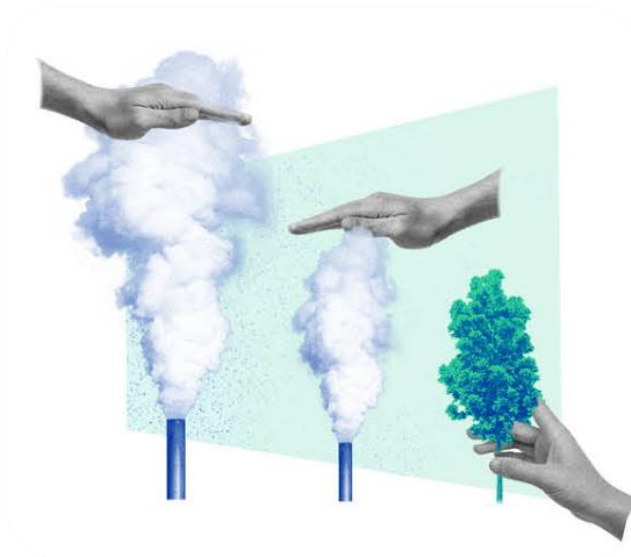
Fit for 55 package

# Effort Sharing Regulation



## Description

The Effort-Sharing Regulation (ESR), adopted in 2018, sets annual binding greenhouse gas (GHG) emissions targets from 2020 to 2030 for Member States in sectors not covered by the EU Emissions Trading System (EU ETS). These sectors, including buildings, agriculture, waste, small industry, and transport, account for approximately 60% of EU emissions. The 'Fit for 55' package, introduced in July 2021, aimed to align the ESR with the heightened 2030 ambition of at least a 55% GHG emission reduction compared to 1990 levels. The proposal sought to ensure cost-effective contributions across all sectors and a gradual trajectory towards climate neutrality by 2050.



Source : Council of the EU

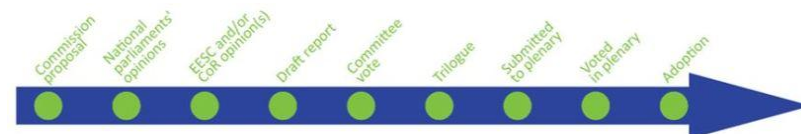
## Main points and challenges relevant to transport & logistics

The legislation significantly impacts the transport and logistics sector by addressing emissions in road transport. The proposal maintains coverage of road transport within the ESR alongside its inclusion in the EU-ETS. Challenges include aligning the ESR with the emission trading scheme, the complexity of establishing a carbon market for road transport and buildings within the ESR framework, and the need to strengthen accountability to ensure each Member State meets its national targets. Additionally, concerns are raised about compliance rules, existing flexibilities, and the voluntary reserve, as well as the investment challenge for achieving the new climate ambition by 2030.

## Implementations actions

The Council and the European Parliament started negotiating on 1 September 2022, addressing divergent positions on the 2030 target trajectory, flexibilities, additional reserve, and post-2030 framework.

The negotiations concluded with a compromise text that was published in the Official Journal on 26 April 2023, and entered into force on 16 May 2023.





# Fit for 55 package

## Energy Efficiency Directive

### Description

The revised Energy Efficiency Directive (EED), proposed in July 2021, sets targets for Member States to achieve cumulative end-use energy savings for the entire obligation period running from 2021 to 2030.

The Energy saving efforts are equitably spread across Member States thanks to indicative national contributions. The latter use a combination of objective criteria which reflect national circumstances (energy intensity, GDP per capita, energy savings potential and fixed energy consumption reduction).

Established as a fundamental principle, the directive embraces 'energy efficiency first' in EU energy policy, mandating its consideration in all relevant policy and major investment decisions.



Source : Council of the EU

### Main points and challenges relevant to transport & logistics

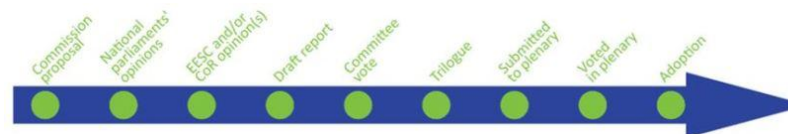
The proposed amendments in the recast EED raises the EU's energy efficiency target, compelling member states to collectively ensure an additional 11.7% reduction in energy consumption by 2030 compared to the 2020 reference scenario projections. The annual energy savings obligation is more than doubled, with targets escalating from at least 0.8% of final energy consumption in 2021-2023 to 1.9% in 2028-2030.

EU countries will need to implement measures and policies that specifically address energy efficiency in transportation, including the use of more energy efficient sustainable fuels, improvements in vehicle efficiency, and advancements in transportation infrastructure.

### Implementations actions

The European Parliament adopted the revised directive on 11 July 2023 and the Council on 25 July 2023. The final text was signed on 13 September 2023 and published in the Official Journal of the European Union. On 10 October 2023 the revised directive entered into force.

Member States are required to implement the directive's provisions on reporting on energy efficiency investments and introducing project development assistance mechanisms.







# Fit for 55 package Energy Taxation Directive

## Description

As part of the Fit for 55 package, on 14 July 2021, the European Commission proposed a revision of the Energy Taxation Directive with the aim of aligning the taxation of energy products with EU energy and climate policies. The overarching goal is to promote clean technologies, encourage environmentally friendly choices, and eliminate outdated exemptions and reduced rates that currently incentivise the use of fossil fuels.



Source : Council of the EU

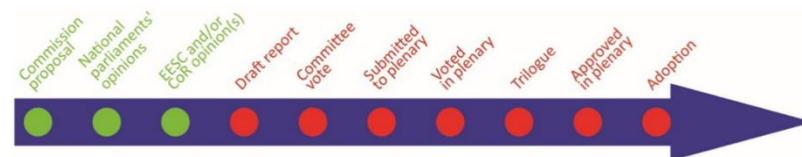
## Main points and challenges relevant to transport & logistics

The proposed changes include significant shifts in taxation methodology. Fuels would be taxed based on their energy content and environmental performance rather than volume, with the aim of promoting cleaner choices. The new categorisation for taxation purposes simplifies the system, ensuring that environmentally harmful fuels face higher taxes. Exemptions for certain products or home heating are phased out, preventing fossil fuels from being taxed below minimum rates. Notably, fossil fuels used in intra-EU air transport, maritime transport, and fishing would no longer be fully exempt from energy taxation.

## Implementations actions

The proposal requires unanimity in the Council for adoption, after consultation with the European Parliament and the European Economic and Social Committee. This has caused the legislation to remain stranded given the unpopularity of the proposal among certain Member States.

In June 2023, progress was reported under the Swedish Presidency, with compromise solutions identified. However, further work is needed to reach a balanced compromise on outstanding issues, including the pace of implementation, exemptions for aviation and maritime sectors, minimum taxation levels, and interactions with other Fit for 55 initiatives.





# Fit for 55 package

## FUEL EU MARITIME



### Description

The Fuel EU Maritime regulation, part of the Fit for 55 package, aims to facilitate the realisation of the European Green Deal. Specifically, it targets the decarbonisation of the EU maritime sector by introducing measures such as a fuel standard for ships and mandating the use of onshore electricity during berthing for the most polluting vessels. The overarching goal is to drive the adoption of sustainable maritime fuels and reduce the carbon intensity of energy used in shipping operations.



Source : Council of the EU

### Main points and challenges relevant to transport & logistics

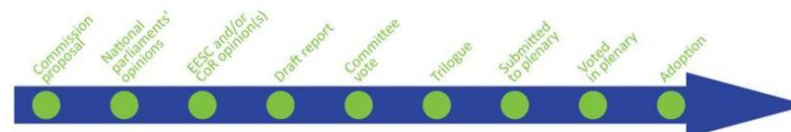
The regulation directly impacts transport and logistics by focusing on the maritime sector's transition to sustainability. By setting a fuel standard and requiring onshore electricity use, it addresses environmental concerns associated with maritime energy consumption. The challenges lie in adapting diverse shipping operations to these new standards and ensuring compliance by shipping companies. The logistics sector will face adjustments in fuel sourcing and infrastructure to support the required changes, presenting operational and economic challenges.

### Implementations actions

The European Parliament's adopted its position in October 2022, followed by the Council's general approach in July 2022. Subsequently, the Council and the European Parliament found an agreement on 23 March 2023.

The final text was signed on 13 September 2023, and officially published in the Official Journal of the EU on 22 September 2023. The regulation came into force on 12 October 2023.

The next steps involve monitoring and ensuring the effective implementation of the regulation, including ongoing compliance by shipping companies and addressing any emerging challenges.







Fit for 55 package

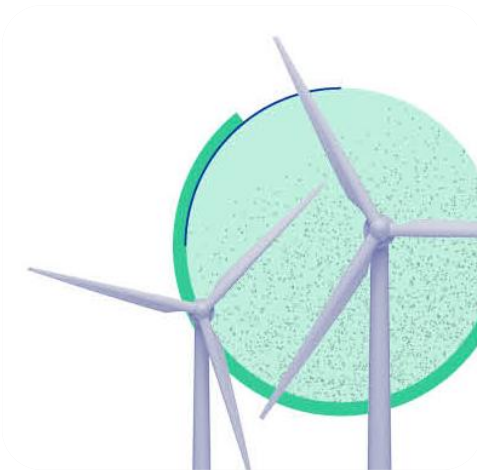
# Renewable Energy Directive



## Description

The EU Renewable Energy Directive (RED) originated in 2009 with the aim of achieving a minimum 20% share of renewable energy sources (RES) in EU final energy consumption by 2020. In 2018, a substantial recast revised the RED to align with a more ambitious objective: a minimum 32% share of RES in final energy consumption by 2030.

The proposed revision seeks to elevate the binding EU minimum share of RES to 40% by 2030, effectively doubling the RES share within a decade. This includes a comprehensive framework for RES deployment across sectors, emphasising sectors with slower progress such as transport, buildings, and industry.



Source : Council of the EU

## Main points and challenges relevant to transport & logistics

The relevance of the revised RED to transport and logistics is underscored by its focus on deploying RES across sectors, especially transport. The proposal introduces higher EU and national targets for various sectors, promoting hydrogen consumption in transport and industry.

Challenges may arise in adapting transport infrastructure to accommodate the increased use of renewable electricity, particularly with the introduction of a new credit mechanism for this purpose. Barriers in permitting procedures for new RES installations could present logistical challenges. Additionally, achieving a 16% reduction in GHG intensity in the transport sector by 2030 poses a notable challenge, requiring active measures, especially in the 'hard to abate' maritime sector.

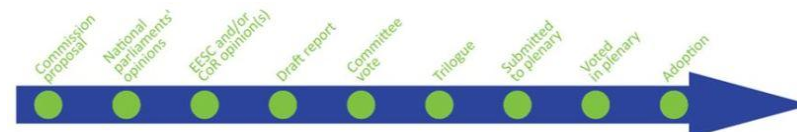
## Implementations actions

The Council and the European Parliament found common grounds on 30 March 2023, resulting in a provisional agreement.

The agreement raised the share of renewables in the EU's overall energy consumption to 42.5% by 2030, with an additional 2.5% indicative top-up.

Sectoral targets were established, some binding and others indicative, covering industry, transport, buildings, heating, and cooling.

The revised directive (RED III) was published in the EU Official Journal on 31 October 2023 and entered into force on 20 November 2023.





# Greening Freight Transport Package

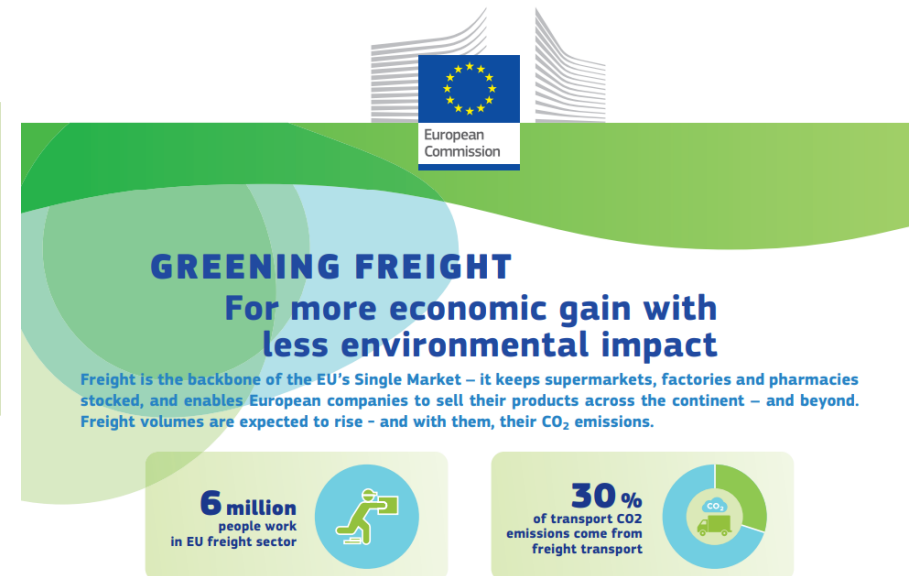
## Package proposal

Through the Greening Freight Transport Package, the European Commission has proposed measures to enhance the efficiency and sustainability of freight transport in the EU, including improvements to rail infrastructure, incentives intended to increase the deployment of low-emission lorries, and better information on greenhouse gas emissions. The goal is to contribute to the European Green Deal's target of cutting transport emissions by 90% by 2050 while supporting the growth of the single market.

Despite being essential for the EU's Single Market, freight transport is responsible for over 30% of transport CO<sub>2</sub> emissions.

The proposed policies within the Greening Freight Transport package include:

- ❖ **Revision of the Combined Transport Directive**
- ❖ **Rail capacity allocation regulation**
- ❖ **Weight and Dimension Directive Revision**
- ❖ **CountEmissionEU Regulation**



Source: European Council





# Greening Freight Transport Package

## Combined Transport Directive



### Description

The Combined Transport Directive (92/106/EEC) serves as a critical EU legal instrument aimed at mitigating negative externalities associated with freight transport, such as CO<sub>2</sub> emissions, congestion, noise, and accidents. This directive supports a shift from long-distance road transport to more sustainable modes like rail, inland waterways, and Short Sea Shipping transport. To enhance its effectiveness, the proposal aims to address challenges such as administrative hurdles, transshipment costs, and internalisation of external costs. The revised directive seeks to create a robust support framework, promoting intermodal and combined transport operations to reduce negative externalities while maintaining the flexibility needed for freight services.



Source : UIRR

### Main points and challenges relevant to transport & logistics

The proposed amendments make the classification of an intermodal operation as combined transport contingent upon an evidenced 40% reduction in external costs compared to a unimodal road transport operation. Coining an intermodal operation as combined transport allows to benefits from some measures proposed in the text. For instance, the proposal introduces exemption of driving ban on week-end for truck drivers involved in combined transport. Member-State are also requested to take measures to enhance the competitiveness of combined transport by reducing average door-to-door costs.

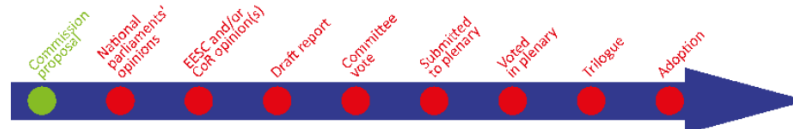
Challenges include transshipment costs reduction, and an unclear set of variables to be included in the external cost calculation tool.

### Implementations actions

The recent proposal to amend the Combined Transport Directive reflects the third attempt to revise it. The previous attempt in 2020 faced challenges related to road cabotage advantages, leading to withdrawal. The new proposal strives to overcome these challenges.

The document has been forwarded to the Transport Committee, where Massimiliano Salini (EPP, Italy) has been designated as the Rapporteur.

Due to the proposal's publication by the Commission shortly before the European Election, it is unlikely that any advancement on the file will occur before at least September 2024.





# Greening Freight Transport Package

## CountEmissionEU



### Description

On 11 July 2023, the European Commission introduced the 'CountEmissions EU' proposal establishing an EU framework for the harmonised measurement of transport and logistics emissions. The regulation suggests a voluntary EU methodology for measuring greenhouse gas emissions, utilising the international standard ISO 14038, applying a well-to-wheel approach, and prioritising primary data. It aims to establish a database of default values and includes provisions for data verification.



Source : Pixabay

### Main points and challenges relevant to transport & logistics

The proposed regulation addresses the need for harmonised measurement of emissions in transport and logistics, aiming to provide a standardised methodology based on international standards. Challenges may arise in data verification and ensuring broad industry compliance.

Exemptions have been provided for SMEs to alleviate administrative burdens.

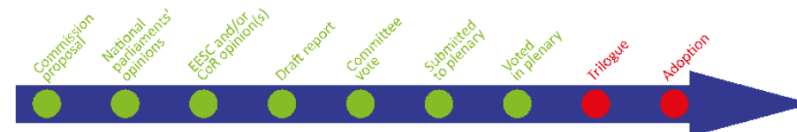
### Implementations actions

The Council adopted its position on the CountEmissionEU proposal on december 2023.

In the European Parliament, the proposal underwent joint Committee proceedings involving the Committee on Environment, Public Health and Food Safety and the Committee on Transport and Tourism. The draft report was published on 11 December 2023, and the ENVI-TRAN report was jointly voted on 4 March 2024. Subsequently, the proposal was adopted in plenary on 10 April 2024.

Negotiations between the Council and the European Parliament should take place soon.

The regulation is set to apply 42 months after entering into force.







# Greening Freight Transport Package

## Rail Infrastructure Capacity



### Description

In July 2023, the European Commission its proposal to enhance the use of rail infrastructure capacity, amending Directive 2012/34/EU and repealing Regulation (EU) No 913/2010. The objective is to optimise rail capacity management, improve service quality and accommodate higher traffic volumes.

The proposed legislation aims to address challenges in rail infrastructure management. Current rules, managed annually at the national level, have led to delays and inefficiencies, hindering the modal shift from road to rail. The proposed changes seek to harmonise and modernise capacity and traffic management rules, emphasising better coordination and digitalisation.



Source : CargoBeamer

### Main points and challenges relevant to transport & logistics

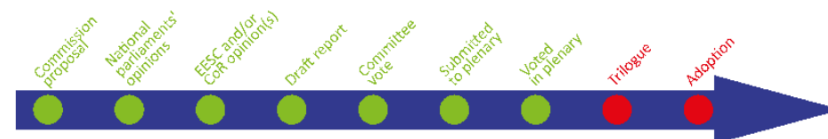
While the regulation aims to establish rules and procedures for an integrated digital European rail traffic management system, ensuring effective management of limited infrastructure capacity remains a key challenge. Infrastructure managers must manage scarce capacity or resolve conflicts transparently and objectively, with alternative scenarios considered. Additionally, preventing capacity restrictions resulting from infrastructure work and degraded infrastructure requires Member States to provide stable funding and coordinate strategic capacity management efforts.

### Implementations actions

The proposal was introduced in July 2023, with the Parliament assigning the Committee on Transport and Tourism to include its amendments to the Comission's proposal. Subsequently, the Committee's report was adopted at the Parliament's plenary meeting on 12 March 2024.

To date, the Council has yet to formulate its opinion and is expected to abstain from doing so until after the European elections.

Once the Council agrees on its position, discussions between the Parliament and the Council will ensue.





# Greening Freight Transport Package

## Weights and Dimension Directive



### Description

The proposed Weights and Dimensions Directive, published on 11 July 2023, aims to revise rules governing the size, weights and trailer configuration of heavy-duty road vehicles. The objective is to reduce costs for the road sector, to incentivise low-emission lorries, promote cleaner technologies, and encourage the adoption of energy-saving measures in heavy-duty vehicles. One of the measures brought forward is to authorise the use of European Modular System in the whole European Union.



Source : Council of the EU

### Main points and challenges relevant to transport & logistics

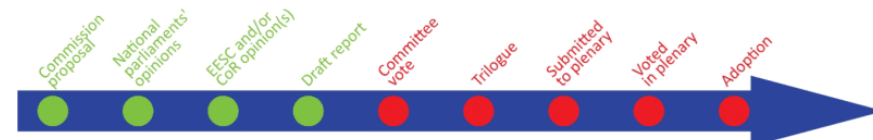
The challenges with this proposal encompass enhancing coordination among EU member states for cross-border capacity planning and addressing concerns raised by a study commissioned by the European rail freight sector, which warns of a potential reverse modal shift favoring road transportation due to authorisation of European Modular System vehicles. This shift could be exacerbated by EMS incompatibility in intermodal freight terminals, locking in the road transport market and hindering transshipment onto trains. Overcoming these challenges is crucial for effectively reducing GHG emissions from the transport sector.

### Implementations actions

The proposal was referred to the TRAN Committee of the European Parliament on 17 July 2023, with the draft report endorsed on 16 November 2023. Subsequently, the Parliament adopted the report in its plenary session on 12 March 2024.

The Council is yet to have adopted its position, and should do so after the European Elections. Only then will negotiations take place between the European Parliament and the Council.

After the legislative procedure is completed, the Parliament proposed that by 2027, and every 4 years thereafter, the Commission should present a report to the European Parliament and to the Council, on the application of this Directive.







# Maritime Safety package



## Package proposal

The European Commission has laid out several proposals to modernise EU maritime safety rules and counter water pollution from ships. Given that 75% of the EU's external trade is seaborne, these proposals address the need to align EU rules with international standards and boost maritime safety enforcement.

Despite high safety standards in EU waters, with few fatalities and no recent major oil spills, over 2,000 marine accidents are reported annually. The proposals aim to enhance enforcement through digitalisation and involve the European Maritime Safety Agency (EMSA) in implementing new requirements. The rules' focus is on port State control, accident investigations, and tackling ship-source pollution. The proposals also update EMSA's mandate to reflect its expanding role in maritime safety, environmental protection, and digitalisation.

Some of the key environment related policies within the Maritime Safety package include:

- ❖ **The Port State control directive**
- ❖ **Ship pollution control regulation**



Source: European Commission



# Maritime Safety package

## Ship-source pollution Directive



### Description

As part of the Maritime Safety package, the Commission has proposed to revise EU rules on pollution from ships. Despite existing regulations, illegal discharges of oil and other pollutants in European waters persist, and enforcement efforts face challenges.

The objective is to address shortcomings, align with international standards, and strengthen penalties to prevent illegal discharges and preserve the marine ecosystem.



Source : Wepik

### Main points and challenges relevant to transport & logistics

The identified issues to be addressed in the revision of the Directive include incentives for illegal discharges, challenges in enforcement due to the transboundary nature of maritime transport, variations in sanctions among EU Member States, alignment with amendments to the MARPOL Convention, and the efficient use of satellite surveillance and digital reporting systems.

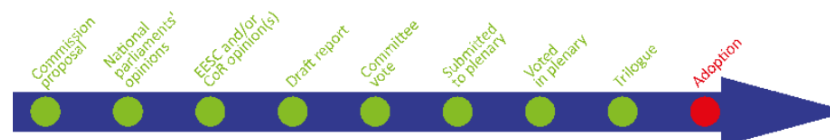
The legislative proposal aims to prevent all types of illegal discharges into European seas, expand the scope to cover a broader range of pollutants, and establish a robust legal framework for penalties.

It also aims to optimise CleanSeaNet, the European Maritime Safety Agency's database, for improved enforcement and cooperation.

### Implementations actions

Within the European Parliament, the file was assigned to the Committee on Transport and Tourism. The committee adopted its report on 17 November 2023. Additionally, the Fisheries Committee submitted an opinion on 15 November 2023.

The European Parliament, in its plenary configuration, confirmed the TRAN committee's proposal on 22 November 2023. Simultaneously, the Council adopted its general approach on 4 December 2023, thus opening the way to negotiations between the Council and the European Parliament.







# Maritime Safety package

## Port State Control Directive



### Description

The European Commission's proposal, seeks to revise the existing directive on Port State Control. The primary goals are to incorporate additional international rules on ballast water, sediments, and wreck removal, and to update the inspection process for ships. The focus is on enhancing environmental performance considerations in determining a ship's risk profile, extending the directive to cover fishing vessels, and digitalising Port State controls. The proposal aims to leverage electronic information for more targeted inspections, fostering incentives for greener shipping, improving Member States' inspection capacity, and ensuring efficient documentation checks.



Source : Pixabay

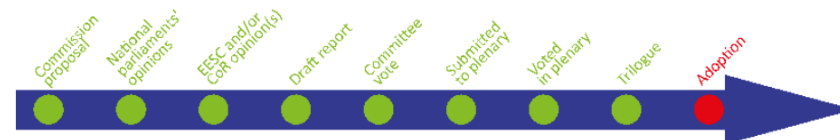
### Main points and challenges relevant to transport & logistics

Port State Control (PSC) inspections, guided by the Paris Memorandum of Understanding, vary based on perceived ship risk. Higher-risk vessels undergo more frequent checks, while compliant ones face fewer inspections. Persistent substandard vessels may be barred from European waters, as the Commission would publish lists of persistently substandard shipowners. In the European Parliament report, a recommendation was made to prioritise environmental performance in determining ship risk profiles, proposing increased inspections for polluting ships and to promote eco-friendly technologies in ports. Additionally, the report advocates for widespread adoption of digital certificates and linked databases to enhance inspection efficiency, emphasising the importance of investments, research, and innovation in digitalisation, alongside upskilling for seafarers.

### Implementations actions

The European Parliament's Committee on Transport and Tourism, presented a draft report on 19 September 2023, which was adopted on 7 December 2023. The Council's general approach, presented on 4 December 2023, aims to ensure alignment with international standards and clarify provisions for landlocked countries.

The proposal is currently under consideration, with ongoing negotiations between the Parliament and the Council.





# Marine Strategy Framework Directives

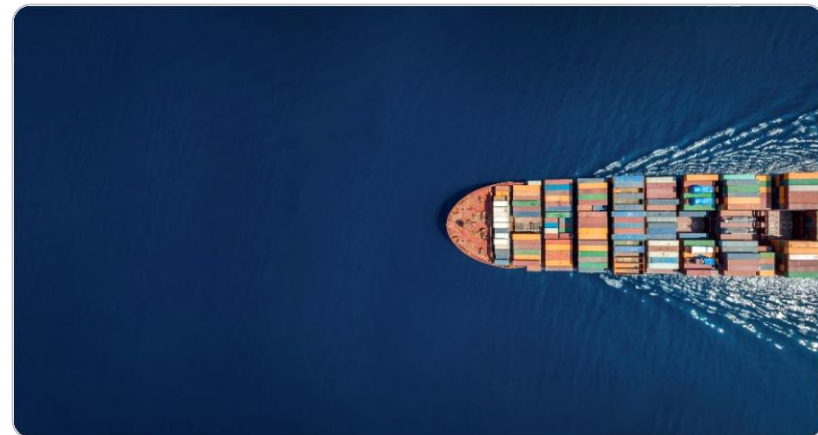
## Package proposal

The European Union aims to protect and conserve the health of its coasts, seas, and oceans through the Marine Strategy Framework Directives (MSFD), which seeks to achieve a good environmental status for marine waters and sustainably protect marine resources. One of the objectives of the strategy is the development of non-legally binding and practical documents, to allow a coherent and harmonious implementation of the Directives it includes.

The directive mandates the adoption of ecosystem-based approaches for managing the EU's marine environment. Member States are required to develop national marine strategies to achieve or maintain good environmental status, including regular assessments, setting objectives, establishing monitoring programs, and implementing measures to improve marine waters. This includes spatial protection measures like marine protected areas.

Some of the key transport related elements and policies within the MSFD include:

- ❖ **Birds Directive and Habitats Directive**
- ❖ **Water Framework Directive**



Source : iStockphoto





MSFD

# Birds and Habitats Directives

## Description

To counteract biodiversity decline, the European Commission introduced the Birds and the Habitats Directives, which establish a robust legal framework for protecting Europe's most vulnerable species and habitats. Through these directives, the Natura 2000 network has been created, comprising the world's largest coordinated system of protected areas. The Habitats Directive, adopted in 1992, focuses on safeguarding over a thousand species and 230 habitat types, aiming to halt their decline and promote long-term recovery.



Source : iStockphoto

## Main points and challenges relevant to transport & logistics

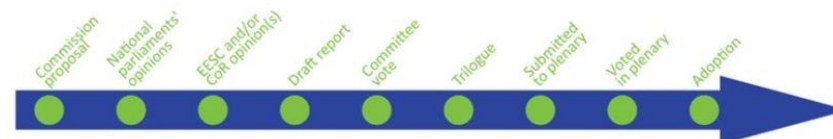
One significant challenge is ensuring compliance with strict protection measures for species and habitats, particularly when planning and executing transportation infrastructure projects. This may involve conducting thorough environmental assessments, mitigating potential impacts, and obtaining permits, which can increase project costs and timelines. Additionally, it may potentially affect transportation routes and logistics operations.

## Implementations actions

Member States are required to report every six years to the European Commission on the conservation status of species and habitats protected under the Habitats Directive. These reports assess the status of species and habitat types across their natural range within the EU, not just in protected areas, using scientific parameters.

The findings are published in the 'State of Nature in the European Union' report alongside reporting on bird species under the Birds Directive. The latest report, from 2020, indicates that only a quarter of species and 15% of habitats have a good conservation status at the EU level, with the majority in poor or bad condition.

The next report, due in 2025, will cover the period from 2019 to 2024. Reporting materials for competent authorities are available on the European Environment Agency's Art.12 reporting reference portal.





MSFD

# Water Framework Directive



## Description

The Water Framework Directive (WFD), enacted in 2000, is the main law for water protection in Europe. It focuses on reducing pollution and ensuring adequate water quantity for both human needs and wildlife. The WFD sets objectives for Member States to develop plans to protect and restore water bodies, aiming for good chemical and ecological status.

In October 2022 the Commission proposed changes on its daughter directives addressing groundwater and surface water quality. With this proposal, Member States would need to adopt measures to meet new quality standards for these pollutants and provide more frequent monitoring data.



Source : iStockPhoto

## Main points and challenges relevant to transport & logistics

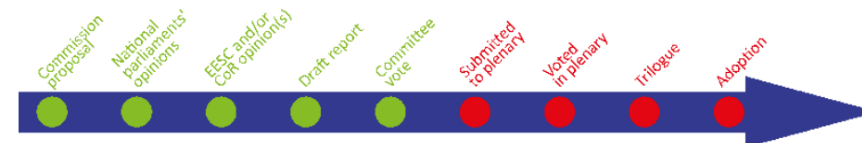
Ports face increased scrutiny over their operations, including bunkering practices, waste management, and other activities, all of which can potentially impact water quality. This scrutiny involves monitoring to ensure compliance with the objectives of the Water Framework Directive (WFD), especially concerning pollutant discharges and their effects on groundwater and surface water bodies. To meet WFD standards, ports are encouraged to adopt cleaner technologies to reduce pollution.

## Implementations actions

The proposal to revise ruled regarding the protection of groundwater and surface water bodies against pollution was published on 26 October 2022.

The committee on environment adopted its report on 12 July 2023. Subsequently, a vote took place in the plenary of the European Parliament, but the report failed to secure majority. The matter was referred back to the responsible committee which still currently work on the file.

To date, the file has not been tabled for a second attempt at being adopted in the Parliament' plenary meeting.







# Zero Pollution Action Plan



## Package proposal

The EU aims for zero air, water, and soil pollution by 2050, creating a toxic-free environment. This ambition aligns with the UN's 2030 Sustainable Development Agenda and the EU's climate-neutrality goal. Key targets for 2030 include reducing health impacts of air pollution, transport noise, threats to ecosystems, nutrient and chemical pesticide use, plastic litter, and waste generation. The EU's zero pollution action plan outlines steps to achieve these targets, emphasising investments in clean technologies, circular economy, sustainable transport, and digitalisation.

Under EU law, Green Deal ambitions and in synergy with other initiatives, by 2030 the EU should reduce:

- ❖ by more than 55% the health impacts (premature deaths) of air pollution;
- ❖ by 30% the share of people chronically disturbed by transport noise;
- ❖ by 25% the EU ecosystems where air pollution threatens biodiversity.

Key transport related legislation within the action plan include:

- ❖ **Revision of the Ambient Air Quality Directive**
- ❖ **The Environmental Noise Directive**



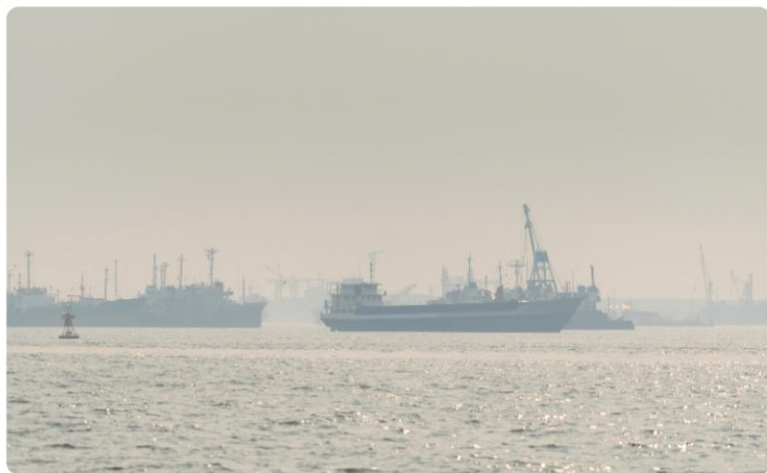
Source: iStockPhoto



## Air quality Directive

### Description

In 2022, the European Commission proposed revising the EU Ambient Air Quality Directives to align them with the zero pollution ambition, aiming to reduce harmful emissions by 2050. The proposal includes stricter 2030 air quality standards closer to WHO guidelines and introduces a review mechanism every 5 years. Examples of pollutants to be tackled are PM2.5 and PM10, nitrogen dioxide, sulphur dioxide and ozone. The proposal also addresses compensation for health damages due to air quality violations and updates rules on monitoring and penalties.



Source : Council of the EU

### Main points and challenges relevant to transport & logistics

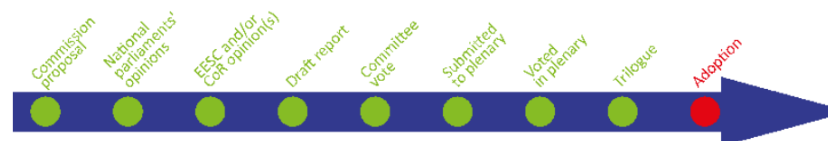
This legislation brings forth several challenges: Firstly, it requires substantial investments in adopting cleaner technologies and upgrading infrastructure, aiming to meet stricter standards. These heightened standards, while beneficial for environmental health, may pose financial burdens, potentially raising operational costs for affected industries. Moreover, ensuring comprehensive monitoring in transport hubs demands significant resources and coordinated efforts among stakeholders and neighbouring countries.

Additionally, meeting the requirements of this legislation calls for substantial investments in essential infrastructure such as Electric Vehicles charging stations and alternative fuel facilities.

### Implementations actions

In September 2023, the Parliament approved the proposal, setting a deadline for stricter limits by 2035. The Council reached a general agreement, suggesting maintaining certain targets until 2030 and allowing deadline extensions in specific cases.

Negotiations between Parliament and the Council will finalise the outcome.







# Environmental Noise Directive



## Description

The Environmental Noise Directive is a crucial EU law targeting surface noise pollution. It requires member states to create and update noise maps and action plans every five years for urban areas, major roads, railways, and airports. The Directive doesn't set specific noise limits, but provides a framework for member states to address noise pollution.

Underwater noise limits have been set by the Commission's Technical Group on Underwater Noise, in a separate non-binding document, as an objective to attain to reach good environmental status within the MSFD.



## Main points and challenges relevant to transport & logistics

The logistics industry faces significant challenges regarding environmental noise, stemming from heavy machinery, trucks, and movement. This noise not only poses risks to workers' health but also leads to community complaints and potential legal action from local authorities. To address these issues, the Commission requires the transport industry to conduct a noise impact assessment and to implement noise reduction measures on transport infrastructure such as roads, railways, and airports, which may require significant investment and modifications to existing infrastructure.

## Implementations actions

Every five years, the European Commission issues a report on the implementation of the Environmental Noise Directive. The first report in 2011 outlined progress and suggested improvements. The second report in 2017 noted varying progress across EU countries, depending on factors like ambition and resources. The third report in 2023 highlighted advancements since the second report, such as improved noise assessment and action plans. However, it emphasised the need for more significant actions to meet the Zero Pollution Action Plan's goal of reducing transport noise by 30% by 2030. This report was informed by a comprehensive study conducted in 2021 on noise policy.

