



ESPO INTERMODAL AND LOGISTICS COMMITTEE

THE COMBINED TRANSPORT DIRECTIVE AMENDMENT

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UIRR, the voice of european intermodal freight transport in Europe



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Combined Transport Directive: amendment in progress



European Commission: the proposal for the revision was adopted in November 2023, the definition was based on external costs.



European Council: the Hungarian presidency inherited the dossier from Belgium in July, a compromise proposal was tabled in October, based on criteria for the “suitability”. The CT sector supports in principle the compromise proposal on the definition, but there is a blocking minority of AT, DE, FR and NL. The Polish Presidency decided to wait for the Parliament to begin discussions – working party discussions are suspended.



European Parliament: the rapporteur (Flavio Tosi, EPP, former Mayor of Verona) and shadow rapporteurs were appointed. Discussions to deliver the first reading have not yet started.





Combined Transport Directive amendment: main issues



1. **Definition of combined transport operation:** which types of intermodal transport should qualify for special support?
2. **Uniform EU-level benefits:** (i) Article 4 equivalence unchanged, (ii) 44-tonne gross vehicle weight for CT road legs of all loading units (incl semi trailers), (iii) drive-ban exemption for CT Road Legs
3. **Member State benefits:** in line with ***national policy frameworks***, at least for a reduction of 10% of operating expenses – based on the studies required in the TEN-T Guidelines Regulation
4. **Support of daily operations + digitalisation:** (i) central EU portal to disseminate Member State derogations and programmes, (ii) ILU-Code for every semi-trailer carried in an unaccompanied combined transport operation – in line with the UIC IRS under preparation



Combined Transport Directive amendment: definition



1. **Link to the EU Transport Externalities Handbook:** presents a degree of uncertainty that was deemed unacceptable
2. **Mandatory eFTI compliance:** scepticism whether the July 2027 deadline will be feasible – many believe based on other examples that Member States will be substantially delayed.

→ **COMPLICATION ALARM!** – the proposed definition should be simplified

Alternative solutions:

- **Distance based definition:** digital definition, but specifying the non-road distance based on distance („at least 50% of the distance transported”, which could go up to 60% if the terminal capacity problems are resolved – i.e. by 2035).
- **150km + suitability criteria:** partially digitalised definition – not really eFTI-compliant + revision clause
- **No change to the current definition:** but extension of scope to include domestic intermodal.



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THANK YOU
For your attention