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| From: | Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director |
| date of receipt: | 7 November 2023 |
| To: | Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union |

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| No. Cion doc.: | COM(2023) 702 final ANNEX |
| Subject: | ANNEX to the Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Council Directive 92/106/EEC as regards a support framework for intermodal transport of goods and Regulation (EU) 2020/1056 of the European Parliament and the Council as regards calculation of external costs savings and generation of aggregated data |

Delegations will find attached document COM(2023) 702 final ANNEX.

Encl.: COM(2023) 702 final ANNEX



Brussels, 7.11.2023
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ANNEX

ANNEX

to the Proposal for a

DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

amending Council Directive 92/106/EEC as regards a support framework for intermodal transport of goods and Regulation (EU) 2020/1056 of the European Parliament and the Council as regards calculation of external costs savings and generation of aggregated data

{SEC(2023) 373 final} - {SWD(2023) 351 final} - {SWD(2023) 352 final}

ANNEX

Indicative list of support measures referred to in Article 3a

Part I: Support measures to reduce the competitiveness gap of combined transport operations compared to unimodal road transport operations

Measures to improve the competitiveness of combined transport operations contributing to the objectives set out in Article 3a(2), point (a), can be implemented through regulatory and non-regulatory adjustments and incentives in national administrative and economic instruments impacting the competitiveness of combined transport operations. Such adjustments and incentives must aim to make combined transport more attractive to the undertakings that decide on the chosen modes, that is to say shippers or undertakings who organise the combined transport operations.

Adjustments and incentives can include measures impacting:

- (a) organisation of combined transport operations and parts thereof, including attribution of infrastructure and terminal capacity and priority to intermodal transport; improved management of disruptions during infrastructure construction works, including cooperation between Member States on those matters; simplification of national and local administrative procedures, including those applicable in preparation phase of an operation as well as during the operation;
- (b) intermodal operation cost-competitiveness, including road charges and other charges, levies, taxes or fees in relation to the use of transport and intermodal infrastructure, and congestion charges;
- (c) external-cost charges, defined in Article 2 of Directive 1999/62/EC of the European Parliament and of the Council¹ for zero- and low-emission heavy-duty vehicles, defined in Article 3(11) and (12) of Regulation 2019/1242 of the European Parliament and of the Council² in intermodal transport,
- (d) measures to facilitate the entry into intermodal market for small and medium-sized enterprises, such as facilitation of rent or lease of intermodal loading units, including through guarantees; facilitation of use of intermodal planning platforms or freight consolidation platforms, including through training and awareness campaigns;
- (e) planning and lease conditions for the land suitable for intermodal transshipment terminal development.

Part II: Support measures to increase the upgrade or uptake of technologies improving the efficiency of intermodal transport operations

¹ Directive 1999/62/EC of the European Parliament and of the Council of 17 June 1999 on the charging of vehicles for the use of road infrastructures (OJ L 187, 20.7.1999, p. 42, ELI: <http://data.europa.eu/eli/dir/1999/62/oj>).

² Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019 setting CO2 emission performance standards for new heavy-duty vehicles and amending Regulations (EC) No 595/2009 and (EU) 2018/956 of the European Parliament and of the Council and Council Directive 96/53/EC (OJ L 198, 25.7.2019, p. 202, ELI: <http://data.europa.eu/eli/reg/2019/1242/oj>).

Measures to support the upgrade or uptake of technologies improving the efficiency of intermodal transport operations set out in Article 3a(2), point (b), can be implemented for example through facilitation or support to the following:

- (a) identifying the semi-trailers used in combined transport in accordance with the identification regime established pursuant to international standards ISO6346 or EN13044;
- (b) reinforcing the non-craneable semi-trailers to become craneable or an aid for acquiring craneable semi-trailers;
- (c) waving the vehicle registration fees and vehicle taxes of craneable standard-size semitrailers;
- (d) the integration of connected systems and the automation of operations in combined transport, digital logistics, related information and communication technologies and intelligent transport systems that are necessary for the smooth functioning of intermodal transport operations such as support for investments into intermodal transshipment terminal photogates and automatic check-in/check-out booth;
- (e) measures to facilitate the introduction of an intermodal waybill on their territory;
- (f) the low-and zero emission vehicles or vessels or transshipment equipment in combined transport;
- (g) accessories for existing technology for transshipment of containers to allow transshipment of semi-trailers such as gantry crane grapple arms for vertical transshipment of semi-trailers.’