Basic information

2023/0396(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Awaiting committee decision
Combined transport: support framework for intermodal transport of goods; calculation of external costs savings and generation of aggregated data Amending Regulation 2020/1056 2018/0140(COD) **Subject** 3.20.07 Combined transport, multimodal transport	

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	TOSI Flavio (EPP)	13/09/2024

Former committee responsible	Former rapporteur	Appointed
TRAN Transport and Tourism	SALINI Massimiliano (EPP)	05/12/2023

Former committee for opinion	Former rapporteur for opinion	Appointed
ECON Economic and Monetary Affairs	The committee decided not to give an opinion.	
ENVI Environment, Climate and Food Safety	The committee decided not to give an opinion.	

Council of the European Union

European Commission

Commission DG	Commissioner
Mobility and Transport	VĂLEAN Adina

European Economic and Social Committee

European Committee of the Regions

Key events

Date	Event	Reference	Summary
07/11/2023	Legislative proposal published	COM(2023)0702	Summary
14/12/2023	Committee referral announced in Parliament, 1st reading		
13/11/2024	Resumption of business from the previous parliamentary term		

Technical information

Procedure reference	2023/0396(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Amendments and repeals	Amending Regulation 2020/1056 2018/0140(COD)
Legal basis	Treaty on the Functioning of the European Union TFEU 091-p1
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Awaiting committee decision
Committee dossier	TRAN/10/00265

Documentation gateway

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2023)0702	07/11/2023	Summary
Document attached to the procedure	SEC(2023)0373	07/11/2023	
Document attached to the procedure	SWD(2023)0351	07/11/2023	
Document attached to the procedure	SWD(2023)0352	07/11/2023	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	CZ_SENATE	COM(2023)0702	22/04/2024	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
CofR	Committee of the Regions: opinion	CDR4958/2023	01/02/2024	

EESC	Economic and Social Committee: opinion, report	CES3105/2023	14/02/2024	

Additional information		
Source	**Document**	**Date**
European Parliament	Briefing	24/09/2024
European Commission	EUR-Lex	

Meetings with interest representatives published in line with the Rules of Procedure

Rapporteurs, Shadow Rapporteurs and Committee Chairs

Transparency				
Name	**Role**	**Committee**	**Date**	**Interest representatives**
COSTANZO Vivien	Shadow rapporteur	TRAN	28/05/2026	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co. KG
TOSI Flavio	Rapporteur	TRAN	19/11/2025	Ferrovie dello Stato Italiane S.p.A
TOSI Flavio	Rapporteur	TRAN	24/09/2025	Associazione Fermerci
TOSI Flavio	Rapporteur	TRAN	13/05/2025	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co. KG
COSTANZO Vivien	Shadow rapporteur	TRAN	08/04/2025	UNIFE
TOSI Flavio	Rapporteur	TRAN	06/03/2025	FIAP Autotrasporti
TOSI Flavio	Rapporteur	TRAN	07/02/2025	Federazione Nazionale dell'Industria Chimica italiana
COSTANZO Vivien	Shadow rapporteur	TRAN	10/12/2024	Seehafen Kiel GmbH
COSTANZO Vivien	Shadow rapporteur	TRAN	09/12/2024	Hamburger Hafen und Logistik Aktiengesellschaft
TOSI Flavio	Rapporteur	TRAN	20/11/2024	Confederazione Nazionale dell'Artigianato e della Piccola e Media Impresa European Road Hauliers Association
COSTANZO Vivien	Shadow rapporteur	TRAN	06/11/2024	DB Cargo
TOSI Flavio	Rapporteur	TRAN	23/10/2024	Community of European Railway and Infrastructure Companies
TOSI Flavio	Rapporteur	TRAN	23/10/2024	Ferrovie dello Stato Italiane S.p.A
COSTANZO Vivien	Shadow rapporteur	TRAN	26/09/2024	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co. KG
TOSI Flavio	Rapporteur	TRAN	18/09/2024	CONFETRA
TOSI Flavio	Rapporteur	TRAN	18/09/2024	Aeroporti di Roma
COSTANZO Vivien	Shadow rapporteur	TRAN	11/09/2024	UIRR, International Union for Road-Rail Combined Transport

TOSI Flavio	Rapporteur	TRAN	10/09/2024	Acea S.p.A.
DALY Clare	Shadow rapporteur	TRAN	18/11/2022	Ryanair Holdings

Other Members

Transparency		
Name	**Date**	**Interest representatives**
KIRCHER Sophia	13/07/2026	Ferrmed
HAIDER Roman	28/01/2026	UIRR, International Union for Road-Rail Combined Transport
SALINI Massimiliano	11/11/2025	CONFETRA
KIRCHER Sophia	13/05/2025	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co. KG
KIRCHER Sophia	11/04/2025	Wirtschaftskammer Österreich
ATTARD Daniel	28/03/2025	EUROTRAN Conseil
KIRCHER Sophia	25/11/2024	UIP - International Union of Wagon Keepers
KIRCHER Sophia	21/10/2024	Kombiverkehr Deutsche Gesellschaft für kombinierten Güterverkehr mbH & Co. KG
ATTARD Daniel	15/10/2024	International Road Transport Union Permanent Delegation to the EU Association of Tractors & Trailers Operators
KIRCHER Sophia	04/10/2024	European Regions Airline Association Ltd.
THALER Barbara	08/09/2023	Wirtschaftskammer Österreich

Combined transport: support framework for intermodal transport of goods; calculation of external costs savings and generation of aggregated data

2023/0396(COD) - 07/11/2023 - Legislative proposal

PURPOSE: to make freight transport more sustainable by making intermodal freight transport more competitive with road-only transport.

PROPOSED ACT: Directive of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: intermodal transport combines better environmental performance and energy efficiency of rail and waterborne transport with the accessibility and flexibility of road transport and is thus key in enabling the higher uptake of rail and waterborne freight transport. It also enables a more efficient allocation of volumes among transport modes and tackles effectively those road transport external costs which are hard to fully internalise, in particular congestion and accidents.

Council Directive 92/106/EEC established a framework to **encourage the development of intermodal transport**, and in particular combined transport operations. It supports intermodal transport operations which compete with a unimodal road transport, and it is the main legislative act of the Union to incentivise the shift from road freight to lower emission transport modes such as inland waterways, short sea shipping and rail. While Directive 92/106/EEC contributed to the development of the Union's policy on modal shift, its limited scope, insufficient support and shortcomings in the implementation reduced its effectiveness.

It is therefore necessary to ensure that intermodal transport operations in the Union which reduce the external costs by being environmentally friendlier, safer, more energy efficient and causing less congestion than road transport, would become attractive for shippers.

CONTENT: to meet these expectations, the Commission has prepared a new proposal to amend the combined transport Directive.

The objective of the initiative is to refocus the support framework that this Directive creates and thereby **increase the competitiveness of intermodal transport** compared to long-distance road transport to stimulate the shift from road freight to other modes of transport, and thereby to reduce external costs.

The amended Directive applies to all intermodal transport insofar as the national policy frameworks, reporting and terminal transparency are concerned, and establishes a dedicated support framework for the subset of intermodal transport that saves a certain level of external costs.

More specifically, the proposal:

- clarifies the scope of the combined transport Directive by providing the new conditions for operations to qualify as ‘combined transport’;

- introduces an obligation on electronic freight transport information (eFTI) platforms to provide a functionality for **calculating the external costs savings** and **generation of aggregated data** on annual volumes of combined transport;

The proposed revision:

- **increases the efficiency and competitiveness of intermodal transport**. It refocuses support on operations that reduce negative externalities by at least 40% compared with road-only transport operations between the same departure and arrival points;

- introduces an **exemption** from temporary driving bans, such as weekend driving bans for combined transport;

- sets Member States a competitiveness target to reduce by at least 10% the average door-to-door cost of combined transport operations within 7 years, and requires them to put in place the policies needed to achieve this;

- enhances **transparency** of market operation: a new EU gateway for intermodal transport information will provide links to all Member States' national policy frameworks, as well as practical information on measures in place, increasing the transparency of national measures.

Budgetary implications

The proposal raises net costs for the Union Budget of EUR 2 million over the period 2025-2050.