

## ROAD TRANSPORT SERVES AS A VITAL LINK, CONNECTING EUROPEAN ECONOMIES AND ENSURING THE WELL-FUNCTIONING OF SUPPLY CHAINS IN EUROPE AND BEYOND

CLECAT, the European Freight Forwarders' Association, has outlined its **priorities for the next five years (2024 - 2029) across all modes of transport**. While freight forwarders utilize all modes and advocate for modal shift strategies, the reality is that road freight transport is and will remain the most prominent mode, representing around 77% of inland freight transport in the EU.

To align with EU climate objectives, the road freight sector must significantly reduce its GHG emissions over the next decade. However, substantial challenges persist, necessitating accelerated decarbonization efforts and robust support for transitioning to cleaner alternatives. Additionally, the sector faces a pressing shortage of professional drivers, which is expected to worsen over the next decade without proactive intervention. Both EU-wide and national measures are imperative to enhance the sector's attractiveness and safeguard the integrity of the Single Market.



### WITH THIS IN MIND, CLECAT CALLS ON DECISION MAKERS IN ROAD FREIGHT TO:

- **Finalise the revision of the Weights & Dimensions Directive** to improve efficiency of road freight operations. The Directive should promote the use of heavier/longer vehicles such as EMS combinations for cross-border operations to reduce the environmental impact of road transport operations and alleviate the structural shortage of drivers.
- **Ensure full removal of barriers and bottlenecks to cross-border transport and logistics services across the EU** in support of the free movement of goods, services, and people, enhancing the competitiveness of the EU. Attention should be given to avoiding long waiting times for HGV at internal EU borders.



- **Establish and develop a European network of safe and secure parking areas to improve cargo security and drivers' safety and working conditions**, in line with Mobility Package I rules and the new TEN-T Regulation.
- **Establish concrete and ambitious EU and national funding and financing programs** (for example, grants, credit guarantees, collective purchase agreements, new leasing models) **to increase the uptake of zero-emission vehicles and corresponding charging/refuelling/energy infrastructure**. This should be accompanied by clear communication and guidance, dedicated administrative support, and simplified financial support schemes.
- **Refrain from implementing any Zero Emission Vehicle (ZEV) mandate concerning the procurement or in the fleet of road transport operators**. The EU should prioritise measures that provide the enabling conditions as mentioned above to allow logistics operators to deploy ZEV in their operations.
- **Ensure the revision of the Combined Transport Directive will make intermodal transport more efficient and competitive at national and European level**. The efficiency, availability, and accessibility of multimodal freight terminals should be enhanced by supporting the improvement and optimisation of current facilities.
- **Complete the revision of the Driving Licence Directive** to attract young people to the profession, allow B-licence holders to drive ZEV up to 4.25 tonnes and reduce administrative burden on applying/renewing (professional) driving licences and recognising third country licenses.

For more information visit [clecat.org](https://clecat.org)

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