

Courtesy translation



SENATE OF THE PARLIAMENT OF THE CZECH REPUBLIC

14TH TERM

400th

RESOLUTION OF THE SENATE

Delivered on the 23rd session held on 17th April 2024

on 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/Senate Print No. N 101/14, COM(2023) 702/

The Senate

I.

- 1. Is aware** of the prevailing share of road freight transport in the total volume of freight transport and of the fact that this share is still increasing;
- 2. Supports** the efforts to greening freight transport through the increased use of modes of transport other than road, in particular rail transport, as already expressed by the Senate in its Resolution No 304 of 29 November 2023 on the Proposal for a Regulation of the European Parliament and of the Council on the use of railway infrastructure capacity in the single European railway area, amending Directive 2012/34/EU and repealing Regulation (EU) No. 913/2010;
- 3. Agrees** that by promoting the competitiveness of intermodal transport, where at least one transport leg takes place by rail, inland waterways or short sea shipping, the impact of externalities in freight transport can be reduced through the uptake of more sustainable freight transport options;
- 4. Points out** to the conclusions of the European Court of Auditors' Special Report 08 of March 2023, according to which:
 - EU rules to promote intermodal transport are outdated or counterproductive and the European infrastructure network is not yet suitable for intermodal transport;
 - on average, and in the absence of support measures, intermodal freight transport is 56% more expensive than the road-only alternative;

5. **Furthermore, points out** to the data presented in the impact assessment report, according to which the adoption of the new legal framework is estimated to achieve to a 5.3% increase in the uptake of intermodal transport by 2030 and a 6.6% increase by 2050;
6. **Is of the opinion** that, in addition to updating the EU rules on intermodal transport, the development of adequate infrastructure for intermodal transport, in particular transshipment points and rail routes, should be encouraged; at the same time, the concepts of the system of the intermodal transport and combined transport as a whole should be clearly explained;
7. **Supports** the framework position of the Government, as the Senate shares the Government's opinion that, given the international nature of intermodal transport, it is necessary to develop a single framework for the support of the intermodal transport at EU level and that different national rules and approaches to support intermodal transport may undermine its competitiveness;

II.

1. **Requests** the Government to inform the Senate no later than on 31st July 2024 about the way this Resolution was taken into account and about the further development of negotiations;
2. **Authorises** the President of the Senate to forward this Resolution to the European Commission.

Miloš Vystrčil
sign manual
President of the Senate

Patrik Kunčar
sign manual
Senate Verifier