


GREENING FREIGHT


For more economic gain with less environmental impact

Freight is the backbone of the EU's Single Market – it keeps supermarkets, factories and pharmacies stocked, and enables European companies to sell their products across the continent – and beyond. Freight volumes are expected to rise – and with them, their CO₂ emissions.

6 million
people work
in EU freight sector



30 %
of transport CO₂
emissions come from
freight transport



INCREASING ECONOMIC BENEFITS, REDUCING ENVIRONMENTAL IMPACTS

3 new initiatives to green freight



Keeping track of emissions

CountEmissionsEU will be a harmonised framework to calculate greenhouse gas emissions from transport services, across modes and national networks. Reliable data on these emissions will enable operators to benchmark their services, and allow consumers and businesses to make informed choices on transport and delivery options.



Increasing rail capacity

The measures proposed today aim at **better managing rail traffic**, also across borders – ensuring fuller use of existing capacity, and a capacity allocation process better adapted to diverse rail services. This will not only make rail freight a more attractive option, but also **improve the travel experience** of rail passengers.

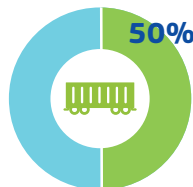


Reducing road freight emissions

The proposed new rules will support the uptake of **zero-emission** lorries and encourage **intermodal operations**. In addition, for those Member States that authorise more efficient, longer and/or heavier lorries, such lorries will be able to cross borders between them. The measure aims at reducing the overall CO₂ impact of heavy-duty road transport and increasing its energy and operational efficiency.



Around 50%
of EU rail freight
is cross-border
traffic.



53% of freight
is carried by road
in the EU

