



4th ASECAP SUSTAINABILITY FORUM

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Hosted by



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For sustainable road haulage transport in the EU

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About FNTR in France and our permanent office in Brussels

- **FNTR represents the interests of 5.500 companies, giving direct jobs to 250.000 people in France.**
- The FNTR is present in all regions of France, this gives us real proximity to businesses and we have had a European permanent office since 1998
- We are a founding member of IRU (in 1948) and active with the IRU office in Brussels :



- **Since 2019 we have been working closely with the Nordics and German associations in a common office of road goods transport in Brussels:**



Transport companies have long been making efforts to decarbonize



- For over 30 years, the road transport operators have been making progressive efforts to decarbonize, notably on:

4 objectives:

- **Vehicle** (*accelerate modernization of fleets*)
 - **Fuel** (*monitor fuel consumption, alternative fuels*)
 - **Driver** (*eco-driving, good practices*)
 - **Organization of transport flow** (*no empty run*)
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- Since the publication of the Omnibus Package in spring 2025, FNTR began to receive from our members questions about the CSRD and reporting requirements. But CO2 reporting already exists in France, on a voluntary basis. FNTR advises companies to be prepared and anticipate.

EU climate law and Road transport – Not realistic !

As it is set out for our sector in the Fit for 55 and the Greening Freight packages, the carbon neutrality target in European climate legislation is not realistic.

The difficulties faced by businesses are not taken into account, notably about the costs, training in new technologies and the timetable, especially when 95% of businesses in the sector are SMEs.

To do our part to achieve the EU's ambitious climate neutrality targets, we are currently facing 4 major challenges:

- the limited market uptake of zero-emission vehicles in most European markets;
- the insufficient availability of public and private charging and refueling infrastructure for heavy-duty vehicles;
- the competitive disadvantages zero-emission vehicles, such as battery-electric trucks, face in terms of their total cost of ownership.
- the lack of recognition of alternative fuels such as bioNGV or B100.



Weights and dimensions – Military Mobility - Eurovignette



- On weights and dimensions, we ask the triologue (EP- Council- EC) to:
 - Prioritise a meaningful revision of weight and axle weight limits to reflect the specific characteristics of zero-emission truck-trailer combinations: notably additional weight.
 - Permit the use of 44-tonne standard vehicle combinations and/or EMS for cross-border transport between Member States that already allow such combinations domestically (these can already deliver CO2 savings up to 10%).
- On Military Mobility, the ‘dual-use’ aspect (civilian and military) is now essential. We see opportunities when, urgently, **tunnels will be enlarged as well as road and bridges will be reinforced.**
- On Eurovignette, we call for a review of the Eurovignette Directive, in particular **to prevent road hauliers from bearing double the CO₂ burden with the introduction of the ETS 2 system. + earmarking (reinvest road money in roads)!**

Investing in sustainable transport is key - the future EU MFF 2028–2034

Our priorities for the next EU Multiannual Financial Framework:

- **Investing in infrastructure**

Developing secure parking facilities for drivers and lorries. Developing multimodal terminals.

- **Investing in energy**

Develop alternative fuel infrastructure in Europe, in accordance with the requirements of the AFIR regulation.

- **Investing in digitalisation**

Facilitate roadside checks on lorries through digitalisation, focusing on remote monitoring, which will help to improve traffic flow.



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