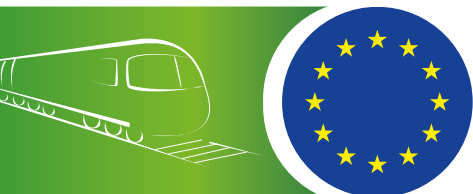
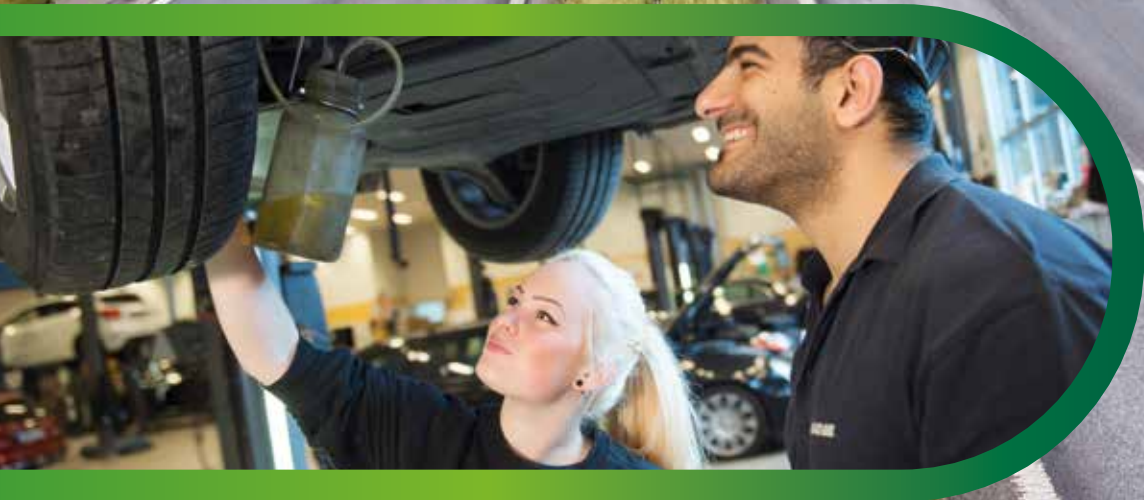




The Swedish Confederation of Transport Enterprises EU-agenda



TRANSPORTFÖRETAGEN



Foreword

The transport sector is Europe's engine – it drives people, goods, and ideas forward and forms the foundation for both economic growth and social development. Swedish transport companies are ready to drive the transition towards a sustainable, secure, and competitive future. The time to act is now, but for this transformation to be successful, the right political decisions and long-term investments at the EU level are essential.

In today's complex global environment, the transport sector faces key challenges such as the green transition, digitalisation, and security. The sector has demonstrated both commitment and capacity to meet these challenges, but success depends on the EU creating the right conditions for businesses. Investments in sustainable infrastructure, the development of alternative fuels, and the reduction of regulatory burdens are crucial to boosting innovation and competitiveness across Europe.

While technology and systems are crucial, the transport sector ultimately revolves around people. Addressing future demands requires a flexible labour market and substantial investments in education. Ensuring security and coordination within the EU is vital for protecting both transport networks and individuals. Europe must take decisive action to maintain stable transport flows despite geopolitical uncertainties.

This agenda sets out our key policy proposals for the 2024–2029 mandate, highlighting the urgent need for EU policymakers to take decisive action. It focuses on sustainable growth, security, and competitiveness, calling for the necessary conditions to be established to successfully implement these objectives.

Even in times of uncertainty, we remain optimistic about the future – and we hope you share our vision.



CEO, The Swedish Confederation of Transport Enterprises



The transport sector plays a crucial role in achieving the EU's climate targets and strengthening Europe's competitiveness. This agenda brings together our policy recommendations for the development of a sustainable, secure, and competitive transport system during the 2024–2029 mandate.

We call on the EU institutions – the European Commission, the European Parliament, and the European Council – to prioritise the following areas and objectives.

1. A Sustainable Transport Sector

Accelerate the transition to green and energy-efficient solutions by enhancing the grid capacity and scaling up investments in sustainable infrastructure, alternative fuels, and innovation to ensure the EU meets its climate objectives.

2. A Secure and Coordinated Transport Sector

Strengthen the resilience and security of the transport system by facilitating efficient transport flows, deploying new technologies, advancing digitalisation, and implementing coordinated measures to safeguard EU interests, enhance data management, and ensure the secure movement of goods.

3. A Competitive Transport Sector

Create an enabling environment for businesses to grow and develop through reduction of regulatory burden, promotion of innovation and sustainable solutions, and improving access to a skilled workforce through targeted training and reskilling initiatives. A dynamic and attractive labour market is essential to ensuring that the sector remains.

I. A Sustainable Transport Sector

Sustainable and Long-Term Investments in Transport Infrastructure

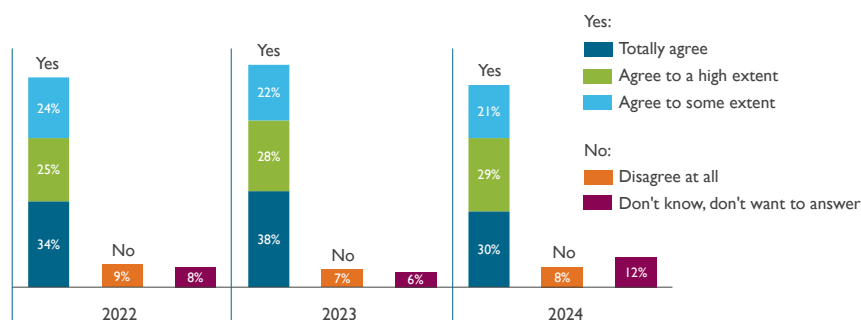
To meet both Sweden's and the EU's climate targets, the transport sector requires a resilient and future-proof infrastructure network. However, the current pace of infrastructure deployment in Europe, particularly for alternative fuels, remains insufficient, posing a risk to the green transition. Without accelerated investment, the EU may struggle to achieve its emission reduction targets across freight transport, logistics, and passenger mobility within the required timeframe.

We propose:

- **Expand the Alternative Fuels Infrastructure Facility (AFIF):**
Scale up investments in charging and refuelling infrastructure for heavy-duty vehicles and ships along the Trans-European Transport Network (TEN-T) corridors. Accelerating the transition to a sustainable transport sector and promoting the uptake of alternative fuels is essential for the EU to achieve its 2050 climate targets.
- **Increase the financial contributions from the European Investment Bank (EIB) Contributions to the Connecting Europe Facility (CEF):**
Ensure a greater allocation of EIB funding to the CEF, specifically earmarking resources to support the expansion of refuelling and charging infrastructure for heavy-duty vehicles, in line with the recommendations of the Draghi Report.
- **Enhance Funding through CEF for Secure Parking Areas:**
Strengthen CEF investments to combat organised crime in the transport sector, with a particular focus on heavy-duty vehicles. Ensure improved driver safety and cargo protection through dedicated measures. These investments should be incorporated into the Multiannual Financial Framework (MFF) for 2028–2034.

Sweden should prioritise strengthening the charging infrastructure for electric vehicles.

Source: The Swedish Confederation of Transport Enterprises sustainability survey 2024



A Sustainable Transport Sector

Strengthen Power Grids to Enable Fleet Electrification

To electrify the transport sector and achieve global sustainability objectives, the EU's power grids must be reinforced to ensure sufficient capacity and access to renewable energy for transport operators. The EU must support and hold Member States accountable for strengthening the infrastructure needed for fleet electrification, regional transport, and other mobility solutions. This is essential to meet growing demand and enable a successful green transition.

We propose:

- **Conduct an EU-coordinated analysis of grid reinforcements:**

Evaluate the grid and identify the specific network improvements needed to meet the increasing electricity demand of the transport sector and ensure an efficient transition across the EU.

- **Introduce harmonised EU legislation for power grids:**

Establish binding rules requiring Member States and grid operators to improve network capacity and operational security in line with the European Green Deal and the REPowerEU plan. The electrification of the transport sector depends on swift and efficient investments in power grids for depots and charging hubs.

- **Ensure compliance with commitments to upgrade grid infrastructure:**

Monitor and enforce Member States' obligations to strengthen energy infrastructure, ensuring sufficient capacity to support the electrification of the transport sector. Where necessary, introduce additional requirements to close gaps and enhance implementation.

- **Reform EU state aid rules:**

The market for electric vehicles and charging infrastructure must grow to ensure an effective pricing mechanism. During the market introduction phase, support levels under the General Block Exemption Regulation (GBER) should be increased to at least 60% for large enterprises and 80% for SMEs for investments in electric vehicles and charging infrastructure. Additionally, support for local power grids and energy storage should be included in the GBER.

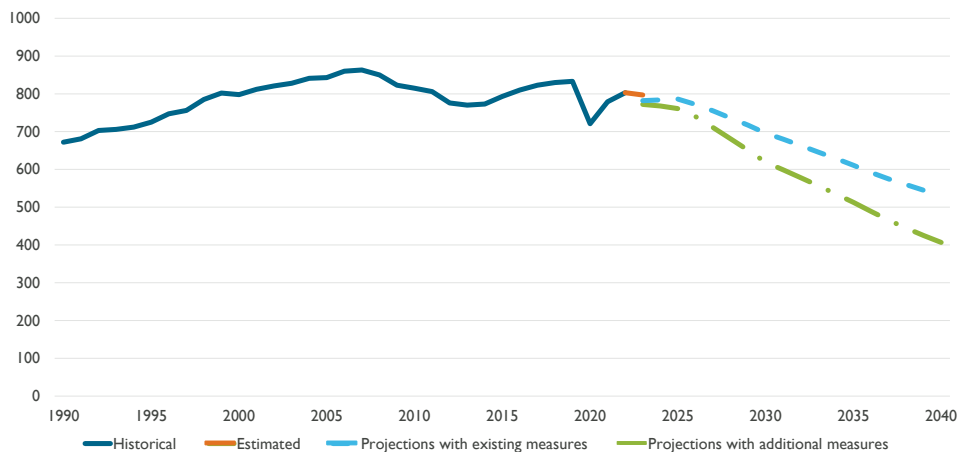
- **Incentivise investment in green vehicle fleets:**

Introduce financial incentives, such as subsidies and tax relief, to support companies investing in zero-emission vehicles, i.e. electric and hydrogen-powered vehicles.



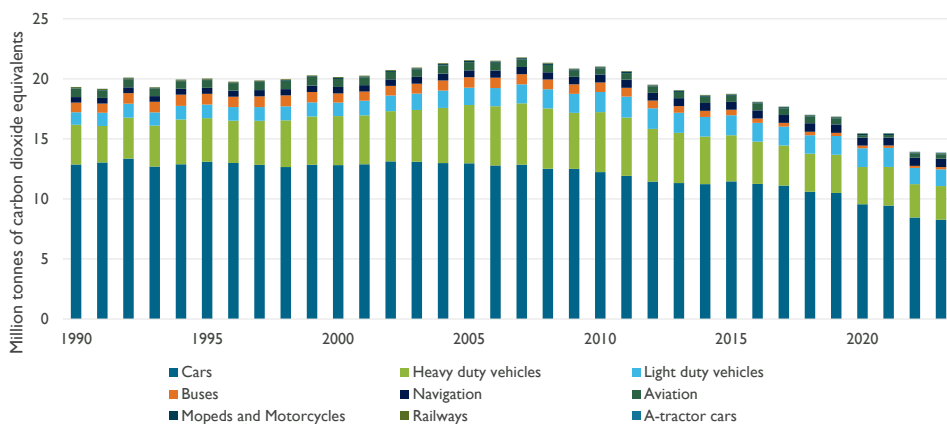
Greenhouse gas emissions from transport in Europa

Source: European Environment agency



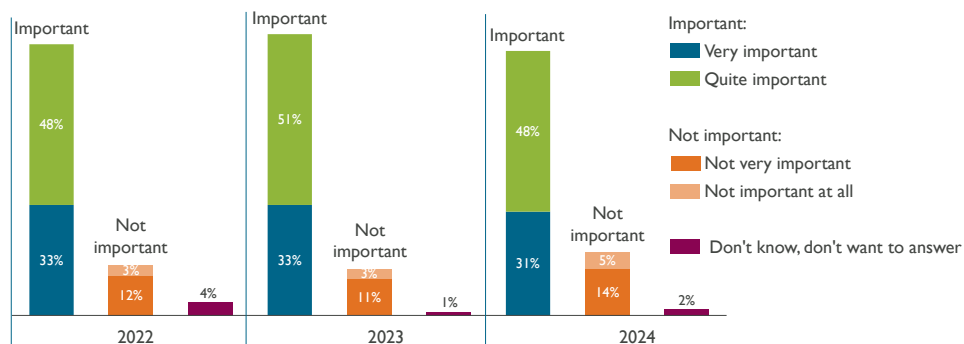
Greenhouse gas emissions from domestic transport in Sweden, 1990–2023

Source: Swedish Environmental Protection Agency



How significant is sustainability from an environmental and climate perspective for your company?

Source: The Swedish Confederation of Transport Enterprises sustainability survey 2024



2. A Secure and Coordinated Transport Sector

Driving the Digital Transformation of the Transport Sector

Digitalisation is key to enhancing efficiency, security, and sustainability in the transport sector. However, progress remains too slow, with less than 1 % of freight documents currently digitised. Establishing common EU guidelines and standards will help create a more integrated and competitive internal market, where new technology is utilized to meet the challenges of the future. Accelerating digitalisation will not only improve efficiency, but also drive innovation and strengthen the global competitiveness of EU businesses.

We propose:

- **Develop EU-wide digitalisation guidelines:**

Harmonise the framework for the use of electronic data in the transport sector (e.g., eCMR and the upcoming eFTI) to avoid fragmentation and drive forward the digital transformation.

- **Establish an EU standard for vehicle data management:**

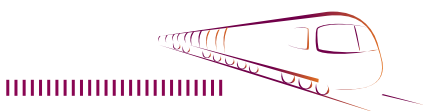
Introduce harmonised guidelines for the collection, storage, and sharing of vehicle data. Ownership and data privacy regulations must ensure transparency and fairness between transport companies and service providers.

- **Improve capacity management for international freight trains:**

Introduce clear incentives to make the planning and execution of cross-border transport more efficient. Ensuring that freight trains stick to their scheduled times will help reduce bottlenecks and disruptions, improving both punctuality and reliability across the network.

- **Enhance the integration of drones with manned aviation:**

Establish harmonised digital systems across the EU to ensure all airspace users are electronically visible in real-time via transponders, mobile networks or satellites and can share information on ongoing airspace activities. These systems should support Visual Flight Rules (VFR) operations and reduce collision risks, particularly in airspace where U-space regulations do not apply. This will enable safer and more efficient coordination between manned and unmanned aircraft while improving the integration and cost-effectiveness of airspace use.



A Secure and Coordinated Transport Sector

Strengthen the Security and Resilience of Europe's Ports

Ports are critical hubs in Europe's trade and supply chains, requiring a high level of coordination and resilience to withstand external threats and disruptions. At the same time, the shift to sustainable energy is accelerating, with ports playing a key role in driving this transition. To ensure seamless freight flows and drive the green transition, ports across all Member States need harmonised security standards and reinforced infrastructure. A coordinated EU approach will not only enhance security and resilience, but also boost competitiveness and sustainability, ensuring that Europe's ports remain efficient, secure, and ready for the future.

We propose:

- **Strengthen security in EU ports through a harmonised framework:**
Develop EU-wide standards for cybersecurity, surveillance, and infrastructure resilience, ensuring stronger coordination between ports and EU authorities. Targeted measures are needed to combat organised crime, particularly drug smuggling, while guaranteeing high and consistent security standards across all EU ports.
- **Promote a sustainable and secure port infrastructure:**
Allocate Connecting Europe Facility (CEF) funding to support the development of environmentally sustainable and resilient ports, including onshore power supply, infrastructure for alternative fuels, and advanced surveillance systems. These investments will reduce emissions, enhance security, and improve the overall resilience of EU ports.
- **Conduct EU-wide risk assessments:**
Implement systematic security risk assessments and coordinated contingency planning for EU ports to enhance cooperation, improve preparedness, and enable rapid responses to emerging threats.
- **Develop EU ports as energy hubs for hydrogen production:**
Establish a dedicated funding mechanism under CEF to support the development of hydrogen production infrastructure in strategic EU ports. Investments should focus on electrolyzers, storage capacity, and distribution networks to supply the transport sector and nearby industries, strengthening EU energy security and accelerating the green transition.



3. A Competitive Transport Sector (Trucks, Trains, Buses)

Reducing Regulatory Burdens to Strengthen Competitiveness

Many companies remain cautious about investing in the green transition, fearing a loss of competitiveness due to regulatory constraints. To facilitate a more sustainable and efficient transport sector, the EU must reduce regulatory burdens that hinder operational efficiency and slow emissions reduction. A targeted and better suited regulatory framework will enable greater flexibility and innovation, allowing transport operators to adopt cost-effective and sustainable solutions while maintaining a competitive edge in the global market.

We propose:

- **Facilitate cross-border high-capacity transport:**
Allow longer and heavier vehicles to operate in cross-border transport, for example, between Sweden and Finland. This increases load capacity, reduce the number of trips required, lower emissions, and improve road safety.
- **Revise the Combined Transport Directive to streamline and enhance compliance:**
Standardize distance regulations for land transport, regardless of the length of other transport segments, to simplify adherence for businesses and authorities. Additionally, adjustments to ensure access to suitable terminals should take into account factors such as departure frequency, terminal capacity, and the availability of essential equipment, fostering more efficient and optimized logistics.
- **Update driving licence regulations to support sustainable transport:**
Extend the B-category licence to cover vehicles up to 4.25 tonnes when powered by alternative fuels. The current 3.5-tonne limit restricts the payload and passenger capacity of electric trucks and minibuses compared to diesel, hindering the shift to fossil-free transport and affecting business competitiveness.
- **Introduce a one-stop-shop for VAT in the coach and bus industry:**
The EU should establish a simplified and harmonised VAT registration and reporting system for operators. A single EU-wide VAT registration would ease administrative burdens, boost competitiveness, and create fairer conditions across transport modes.

62%

of our member companies consider that current policies have not provided the transport sector with adequate conditions to enable the transition to more sustainable transport

Source: The Swedish Confederation of Transport Enterprises sustainability survey 2024

A Competitive Transport Sector

Strengthening the EU's Framework for a Competitive and Sustainable Aviation Sector

For Europe's aviation sector to stay competitive while advancing the EU's climate objectives, a coordinated approach to regulation, investment, and innovation is essential. As the global shift towards sustainable aviation accelerates, the EU must ensure that European industry leads this transition. This requires harmonised regulations, targeted investments in sustainable fuels and infrastructure, and a stronger push for innovation—critical to both achieving climate goals and reinforcing the EU's position in the global aviation market.

We propose:

- **Allocate ETS revenues to sustainable technology and SAF production:**
The EU should earmark Emissions Trading System (ETS) revenues to support the development of sustainable aviation technologies, including fossil-free aircraft and renewable aviation fuel (SAF). This would enhance the sector's climate efforts and competitiveness while ensuring a level playing field within the internal market and with third countries.
- **Invest in SAF, hydrogen, and electric infrastructure at airports:**
The EU should allocate funding in the Sustainable Transport Investment Plan to airport infrastructure for SAF, hydrogen, and electric aviation. Priority should be given to regional airports to ensure broad access to these technologies, driving the green transition and advancing the EU's aviation climate goals.
- **Strengthen EASA and implement goal-oriented regulations:**
The EU and EASA should adopt targeted regulations that accelerate technological advancement and enable the commercialisation of fossil-free aviation. A review of ICAO standards is needed to determine their suitability for EU implementation. To support this, EASA must be given greater resources and strengthened funding to manage the growing regulatory framework and foster aviation innovation.



A Competitive Transport Sector

Ensuring an Attractive and Competitive Transport Sector

To keep the transport sector competitive and future-ready, the EU must prioritise skills development, education, and labour market adaptability. Protecting national labour market models, enhancing the attractiveness of vocational training, and removing regulatory barriers will help secure the talent and expertise needed to meet growing demand. With the right support and coordinated EU action, the sector can continue to drive sustainable growth, foster innovation, and strengthen Europe's global competitiveness.

We propose:

- **Improve access to opportunities for young bus drivers:**

Revise the Driving Licence Directive to allow qualified drivers under the age of 24 to operate longer routes exceeding 50 km. This would support generational renewal, make the profession more attractive to young talent, and help address driver shortages.

- **Enhance the appeal of vocational education:**

With labour shortages increasing across Europe, particularly in vocational professions, long-term efforts are needed to raise the status of vocational training and attract more people to careers in transport. Targeted measures should also promote gender equality and broaden recruitment, ensuring a stronger workforce supply and improving the sector's overall competitiveness.

- **Protect the Swedish labour market model:**

In Sweden and the other Nordic countries, employment conditions — including wages, occupational pensions, working hours, and employment contracts — are jointly regulated by the social partners, i.e., trade unions and employers' organisations. Labour legislation primarily consists of framework laws, which can be adapted through collective agreements at the central level between employer and employee organisations and/or at the company level. This system is known as the Swedish model. By allowing social partners to negotiate sector-specific collective agreements, the model enables practical and flexible solutions that are tailored to the needs of each industry.





This agenda outlines the key measures that the Swedish Confederation of Transport Enterprises consider essential to advancing a sustainable, secure, and competitive transport sector across the EU. We urge the EU to act swiftly and decisively, particularly in light of the economic, climate, and security challenges that further underscore the need for effective action.

The Swedish Confederation of Transport Enterprises have long been committed to developing solutions for a sustainable, efficient, and resilient transport sector and stand ready to engage in dialogue and cooperation to turn this vision into reality.

Read more on
our website:







The Swedish Confederation of Transport Enterprises aim is to represent the entire transport sector. With seven member associations which altogether organise 9 100 companies with around 204 000 employees, we are well on the way.

The Swedish Confederation of Transport Enterprises is a part of the Confederation of Swedish Enterprise.



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