



# Logistics Compliance Report

**Company:** EuroTrans Logistics  
**Report ID:** c8d920f8-ae76-4f1b-96f0-ccf4627d2d63  
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## Executive Summary

Total Changes Identified:	2
Overall Risk Level:	High

### Key Takeaways:

- EU has adopted stricter CO2 emission standards for heavy-duty vehicles, directly impacting EuroTrans's fleet of 28 trucks and trailers
- New emissions regulations require compliance from 2025 onwards with progressive reduction targets through 2030 and 2035
- All of EuroTrans's primary routes (DE, FR, BE, NL, IT) are within EU jurisdiction and subject to these new standards
- Fleet modernization and potential investment in zero-emission or low-emission vehicles required to maintain compliance and avoid penalties
- Driver hours regulations remain stable but require continued monitoring for any updates affecting operations

## Legal & Regulatory Changes

### 1. EU CO2 Emission Standards for Heavy-Duty Vehicles - Stricter Regulations Adopted

**Risk Level: High**

The European Council formally adopted revised CO2 emission performance standards for heavy-duty vehicles in May 2024. These standards mandate significant reductions in CO2 emissions from trucks, buses, and trailers compared to 2019-2022 baseline levels. The regulation includes progressive reduction targets with approximately 55% reduction required by 2030 and further reductions by 2035. Manufacturers must meet these standards on average across their fleet, with the first compliance period beginning in 2025. Non-compliance results in substantial financial penalties per vehicle.

Affected Countries: DE, FR, BE, NL, IT

Effective Date: 2025-01-01

Source: <https://www.consilium.europa.eu/en/press/press-releases/2024/05/13/heavy-duty-vehicles-council-si-gns-off-on-stricter-co2-emission-standards/>

## 2. EU Driver Hours and Working Time Regulations - Ongoing Requirements

### **Risk Level: Medium**

*EU regulations governing professional driver working hours, rest periods, and driving time limits remain in effect with continued enforcement. These regulations mandate maximum driving times, mandatory rest periods, and weekly rest requirements. While recent updates to coaching tourism drivers' hours regulations have been finalized, core professional driver requirements under EU Regulation 561/2006 continue unchanged. Non-compliance can result in vehicle immobilization and significant fines.*

*Affected Countries: DE, FR, BE, NL, IT*

*Source: <https://www.route-one.net/news/coach-tourism-drivers-hours-changes-in-eu-now-a-done-deal/>*

# Route-Specific Impacts

## 1. Germany to France via Belgium

### **Risk Level: High**

*This high-traffic route is fully subject to new EU CO2 emission standards across all three jurisdictions (DE, FR, BE). The route's heavy utilization of semi-trailer and truck fleets means significant compliance pressure. Border crossings at Belgium-Germany and Belgium-France may experience increased scrutiny for emissions documentation. Potential future implementation of Low Emission Zones (LEZs) in major transit cities like Brussels and French cities could further restrict non-compliant vehicles during peak hours.*

*Recommended Actions:*

- Conduct emissions audit of current fleet against new 2025 baseline requirements
- Prioritize deployment of compliant vehicles on this route
- Monitor implementation of Low Emission Zones in Brussels, Paris, and other major cities
- Plan fleet renewal strategy to phase out non-compliant vehicles by 2030

## 2. Germany to Netherlands

### **Risk Level: High**

*Direct route with no transit countries offers logistical advantage but remains fully subject to EU CO2 standards in both DE and NL. The Port of Amsterdam connection makes this route critical for EuroTrans operations. Netherlands has been proactive on environmental standards, potentially implementing stricter local requirements beyond EU minimums. Hamburg origin provides access to port facilities but may introduce additional environmental compliance checkpoints.*

*Recommended Actions:*

- Verify all vehicles operating this route meet 2025 CO2 compliance requirements
- Monitor Netherlands-specific environmental zone regulations that may exceed EU standards
- Coordinate with port authorities regarding emissions documentation requirements
- Track pilot programs for zero-emission zones in Amsterdam and Rotterdam

## 3. France to Italy via Switzerland

### **Risk Level: High**

*This route involves transit through Switzerland, which is not EU member but maintains similar or stricter emissions standards (EURO 6 compliance required with additional Swiss regulations). France and Italy are both EU members subject to new CO2 standards. Switzerland has implemented vehicle vignettes and may have separate emissions requirements. Alpine crossing via Switzerland presents unique challenges with potential winter restrictions and emission-based routing rules. Mountain terrain increases fuel consumption and emissions, making this route more vulnerable to compliance issues.*

*Recommended Actions:*

- Obtain Swiss vehicle vignettes and confirm emissions compliance for Swiss transit
- Verify refrigerated units meet both EU and Swiss standards (critical for perishable cargo)
- Research Alpine route restrictions during winter months that may affect scheduling
- Consider alternative routing or consolidation strategies to reduce frequency on this challenging route
- Implement real-time emissions monitoring for mountain corridor operations



## Recommended Actions

### CRITICAL PRIORITY

- Conduct comprehensive fleet emissions audit against EU CO2 standards baseline (2019-2022 average emissions). Document current emissions profile for all 28 vehicles (15 semi-trailers, 5 refrigerated, 8 trucks) to determine compliance gap for 2025 requirements. (Deadline: 2024-09-30)
- Develop fleet modernization strategy to achieve 55% CO2 reduction by 2030. Evaluate options including: vehicle replacement, retrofit technologies, alternative fuels (biomethane, electric), and operational efficiency improvements. Prioritize highest-emission vehicles. (Deadline: 2024-12-15)

### HIGH PRIORITY

- Implement telematics and emissions monitoring system for all fleet vehicles to track real-time compliance data, fuel consumption, and emissions output. Ensure data can be reported to regulatory authorities if required. (Deadline: 2024-11-30)
- Update driver training programs to include compliance with EU driver hours regulations (EU 561/2006). Ensure all drivers have current Certificate of Professional Competence (CPC) and are trained on tachograph regulations and rest period requirements. (Deadline: 2024-10-31)
- Review and update operational procedures for Germany-France-Belgium route to ensure vehicles meet Low Emission Zone requirements where applicable. Contact local authorities in Brussels, Paris, and other major cities to confirm current and planned restrictions. (Deadline: 2024-10-15)
- Establish compliance documentation system for cross-border transit (particularly Switzerland route). Ensure all emissions certificates, vignettes, and compliance documentation are readily available during inspections. (Deadline: 2024-09-30)

### MEDIUM PRIORITY

- Monitor EU legislative updates for potential expansion of emissions regulations to other vehicle categories or introduction of new green zones. Subscribe to EU Commission updates and industry alerts.
- Evaluate total cost of ownership for low-emission and zero-emission vehicle replacements, including potential government subsidies, grants, or tax incentives available in DE, FR, NL, IT markets. (Deadline: 2024-12-31)
- Establish stakeholder communication plan to inform customers about potential service adjustments, pricing impacts, or timing changes related to fleet compliance requirements. (Deadline: 2024-10-30)

### LOW PRIORITY

- Conduct quarterly compliance reviews and update internal procedures as needed based on regulatory changes or clarifications from EU authorities.

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