



● **WHITE PAPER on EU Transport Policy 2011**

Roadmap to a Single European Transport Area
Towards a competitive and resource efficient transport system

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**Logistics, co-modality, inland waterways,
Motorways of the sea & Marco Polo**

Directorate-General
for Mobility
and Transport



Outline

- Transport in the EU
- Challenges ahead
- A vision for the transport system of 2050
- Ten Goals to guide policy action
- How to do it – The 4 “i”s and 40 actions

● Old challenges remain but new have come

Increasing competitive pressure in the global economy



Growing congestion and poorer accessibility. An infrastructure gap in the enlarged EU

Increasing oil price and persistent oil dependency
A deteriorating climate and local environment



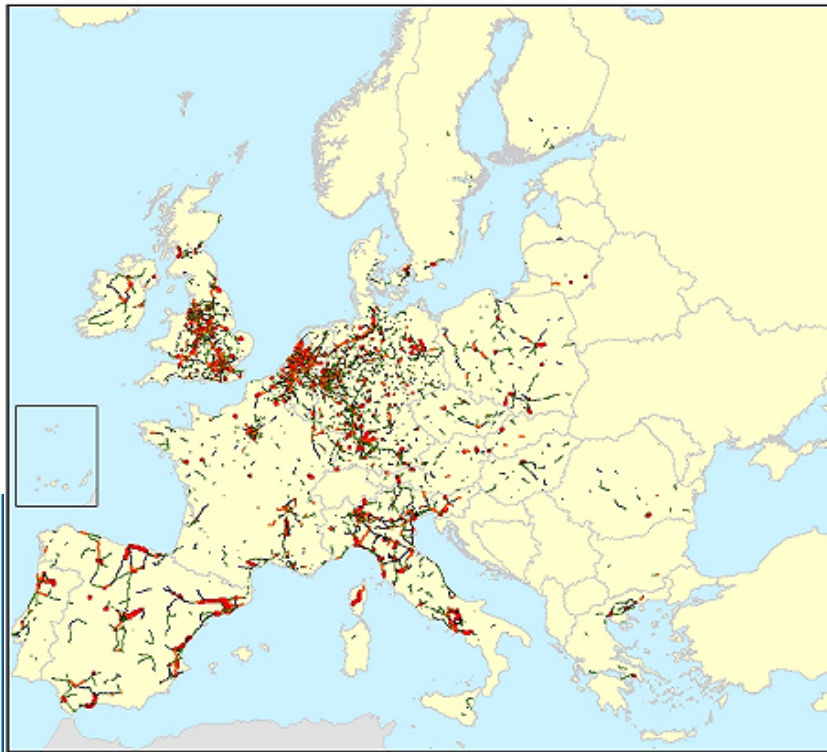
● Transport for business – Transport as a business

- The EU economy is one of the most open in the world. The future prosperity of our continent will depend on the ability of all of its regions to remain part of a fully integrated world economy
- The transport industry is an important part of the economy: in the EU it directly employs around 10 million people and accounts for about 5% of GDP
- Many European companies are world leaders in infrastructure, logistics, manufacturing of transport equipment and traffic management systems



● Growing congestion and poorer accessibility

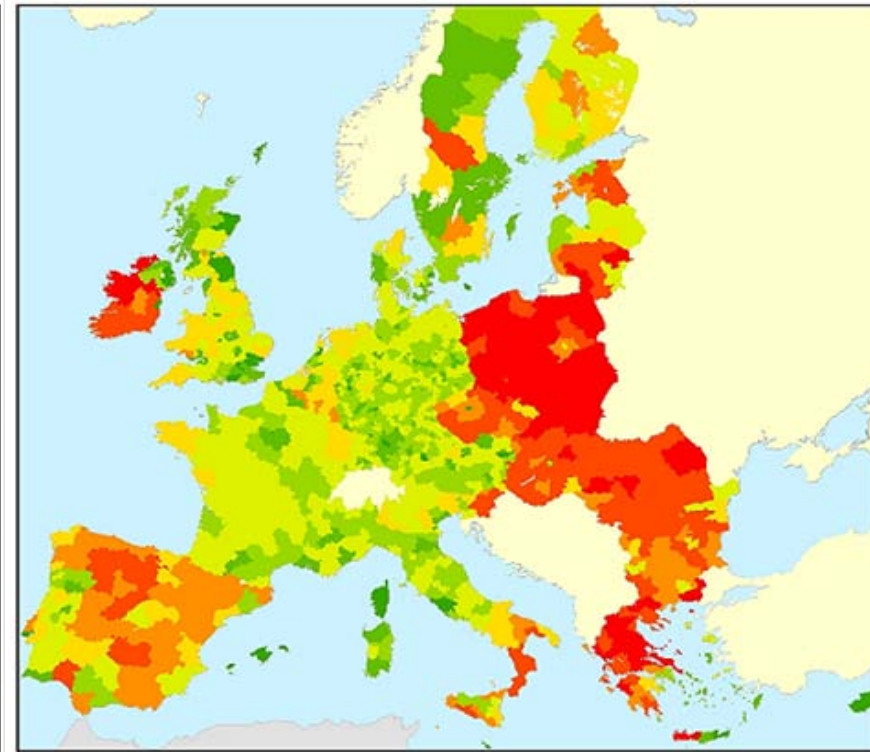
- Fuel costs and congestion levels are expected to rise significantly by 2030, leading to further divergences in accessibility



Congestion levels: 2030
Inter-urban road traffic
TRANSTOOLS projection, major links
Use of available traffic capacity

60% - 70%	80% - 90%
70% - 80%	over 90%

Sources : TransTools v2.1.10, reference scenario
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Coordinate Reference System:
ETRS89 Lambert Azimuthal Equal Area



Change in accessibility between 2005 and 2030
Evolution of average transport costs per NUTS 3 zone
compared to the average transport costs at EU level

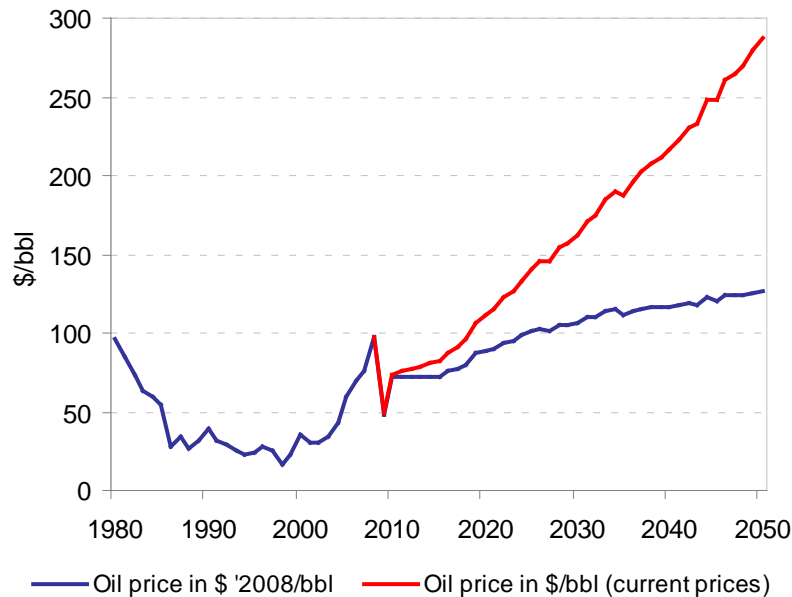
-24.6% - -10%	-2.4% - 0%	5.1% - 10%
-9.9% - -5%	0.1% - 2.5%	10.1% - 104.1%
-4.9% - -2.5%	2.6% - 5%	

Sources : TransTools v2.1.10, reference scenario
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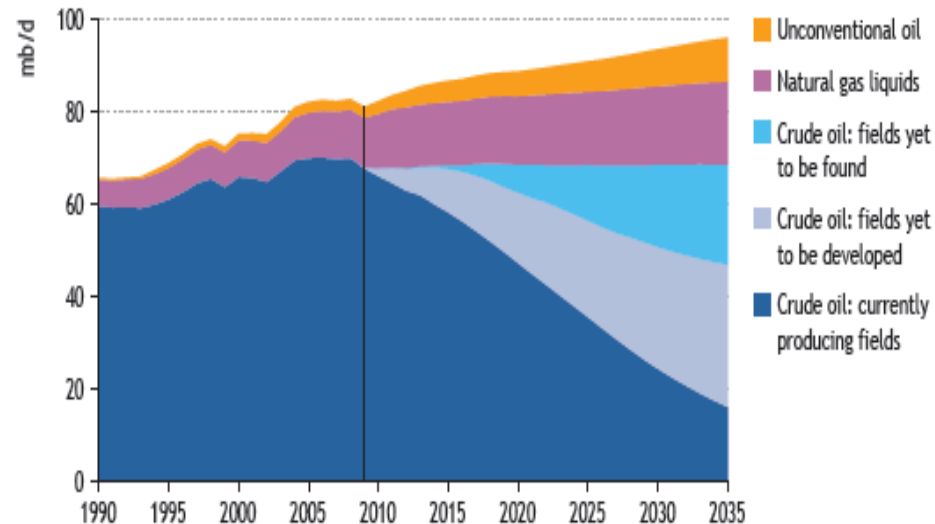


Increasing oil price and persistent oil dependency

- Transport depends on oil for about 96% of its energy needs. The transport sector accounts for almost 90% of the projected increase in global oil use.



Source: Prometheus, NTUA (E3MLab)

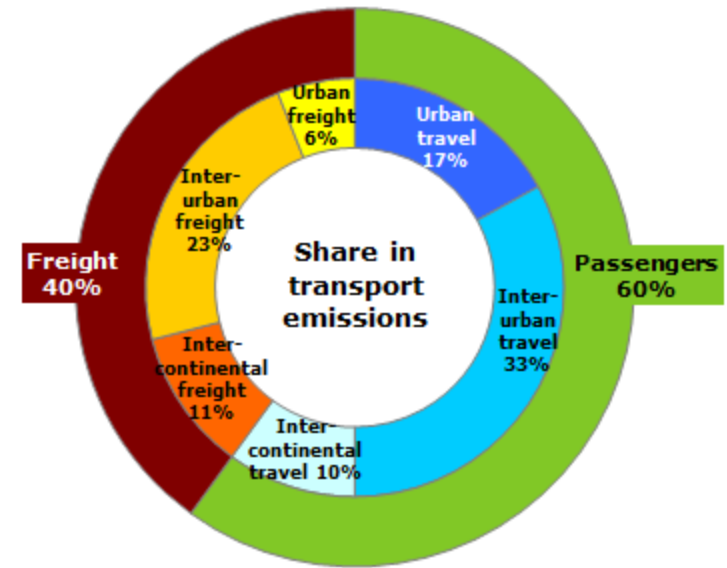


Source: IEA World Energy Outlook 2010

- The depletion of reserves and growing global demand would lead to ever higher oil prices. The number of cars in the world is projected to increase from around 750 million today to more than 2.2 billion by 2050.

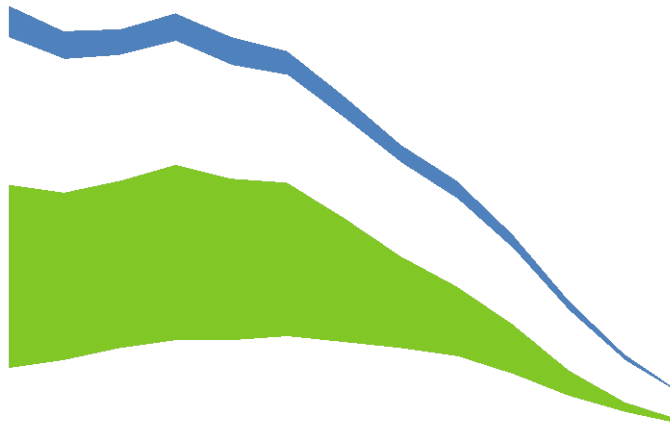
● A tight carbon budget for the transport sector

- In October 2009, the European Council showed support for the objective of reducing GHG emissions in the EU by 80 to 95% by 2050 compared to 1990 levels



Source: PRIMES-TREMOVE and TREMOVE

- Transport accounts for about one fourth of GHG emissions: 60% comes from passenger transport, one quarter is urban, less than one quarter is inter-continental and over half is medium-distance



Source: PRIMES, NTUA (E3MLab)

● The goal of European transport policy

- **Paramount goal:** establish a system that underpins EU economic progress, enhances competitiveness and offers high quality mobility services while using resources more efficiently
- In practice, transport has to:
 - use less energy
 - use cleaner energy
 - better exploit a modern network



- **Vision:** A global level-playing field for **long-distance** travel and intercontinental freight

Passengers

- *Adequate airport and High Speed Rail capacity*
- *Efficient links between airports and rail*
- *Minimum hassle for personal security screening*

Freight

- *High global maritime standards (safety, security, environment, working conditions)*
- *More efficient hinterland connections for ports*
- *Modern vessels and cleaner fuels for shipping*

● **Vision:** An efficient core network for multimodal **intercity** travel and transport

Passengers

- *Multimodal ‘hubs’ for passengers*
- *Online information and electronic ticketing for all modes*
- *Near-zero casualties*
- *Quality service and enforced passengers’ rights*

Freight

- *Paperless logistics*
- *Multimodal long-distance freight corridors*
- *No barriers to maritime transport*
- *Cleaner trucks on shorter distances*

● Vision: Clean urban transport and commuting

Passengers

- *Clean and efficient cars*
- *Higher share of public transport*
- *Alternative propulsion for urban buses and taxis*
- *Better infrastructure for walking and cycling*

Freight

- *Better interface between long distance and last-mile*
- *Freight consolidation centres and delivery points*
- *Intelligent Transport Systems for better logistics*
- *Low-noise and low-emission trucks*

● **Ten Goals** for competitive and resource efficient transport

Developing and deploying new and sustainable fuels and propulsion systems

- Halve the use of ‘conventionally-fuelled’ cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO₂-free city logistics by 2030
- 40% of low-carbon sustainable fuels in aviation and 40% (if feasible 50%) less emissions in maritime by 2050



● **Ten Goals** for competitive and resource efficient transport

Optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes

- 30% of road freight over 300 km should shift to other modes by 2030, and more than 50% by 2050
- Triple the length of the existing high-speed rail network. By 2050 the majority of medium-distance passenger transport should go by rail
- A fully functional and EU-wide multimodal TEN-T 'core network' by 2030
- By 2050, connect all core network airports to the rail network; all seaports to the rail freight and, where possible, inland waterway system



● **Ten Goals** for competitive and resource efficient transport

Increasing the efficiency of transport and of infrastructure use with information systems and market-based incentives

- Deployment of SESAR by 2020 and completion of the European Common Aviation Area. Deployment of ERTMS, ITS, SSN and LRI, RIS and Galileo
- By 2020, establish the framework for a European multimodal transport information, management and payment system
- 2050, move close to zero fatalities in road transport
- Move towards full application of “user pays” and “polluter pays” principles



● How to do it – The 4 “i”s and 40 actions

- I****nternal market:** Create a genuine Single European Transport Area by eliminating all residual barriers between modes and national systems.
- I****nnovation:** EU research needs to address the full cycle of research, innovation and deployment in an integrated way.
- I****nfrastructure:** EU transport infrastructure policy needs a common vision and sufficient resources. The costs of transport should be reflected in its price in an undistorted way.
- I****nternational:** Opening up third country markets in transport services, products and investments continues to have high priority.

Innovation:

- An EU Strategic Transport Technology Plan (2011) that brings together infrastructure and regulatory requirements, coordination of multiple actors and demonstration projects
- A Clean Transport Systems Strategy (2012), with specific measures to facilitate the introduction of Clean Vehicles (e.g. rules on interoperability of charging infrastructure, guidelines and standards for refuelling infrastructure)
- Procedures and financial assistance for urban mobility plans, on a voluntary basis
- Common EU standards for carbon footprint “calculators”



● Among the 40 initiatives :

- Initiative 7 : Multimodal transport of goods : e-Freight
 - Create the appropriate framework to allow tracing goods in real time, ensure intermodal liability and promote clean freight transport
 - Put in practice the concepts of ‘single window’ and ‘one-stop administrative shop’; by creating and deploying a single transport document in electronic form (electronic waybill), and creating the appropriate framework for the deployment of tracking and tracing technologies, RFID etc.
 - Ensure that liability regimes promote rail, waterborne and intermodal transport

e-Freight

Freight logistics - among the key determinants for its efficiency:

- the capability to draw maximum benefit from information and communication technologies

e-Freight includes:

- the ability to track and trace freight along its journey across transport modes
- the automation of exchanges of content-related data for regulatory or commercial purposes

Particular aspects to be addressed:

- e-documentation aiming to develop common terms, messaging systems and simplified/harmonised documentation processes
- development and validation of e-transaction and e-security
- utilising one-stop shopping and the single window concept

Transportation planning and execution
Conceptual framework

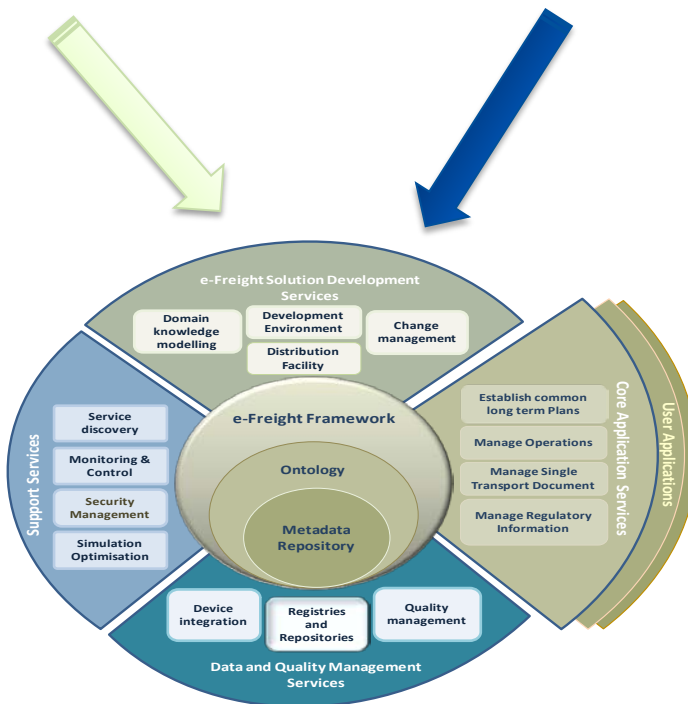
FREIGHTWISE

Framework input



Sophisticated B2B and B2A interoperability
Framework for
Transport & Logistics
planning, executing,
monitoring and
reporting

6 Business Cases



Operational infrastructure to support electronic Information exchange along the flow of physical goods

Infrastructure:

- Revision of TEN-T (2011) based on the creation of a 'core network' and on a 'corridors' approach. Over € 1.5 trillion investments for 2010-2030
- A single framework to use coherently money in TEN-T, cohesion and structural funds. Conditionality of funding will ensure focus on EU priorities and adoption of new technologies (2011)
- Single management structures for rail freight corridors
- Guidelines for the application of infrastructure costs to passenger cars (2012). In a second stage, a framework for the internalisation of costs to all road vehicles



TEN-T guidelines

- Green Paper on TEN-T policy review of 4 February 2009
- Consultation ending 30 April 2009 on three options:
 - Maintaining the current dual layer structure with the comprehensive network and (unconnected) priority projects
 - Reducing the TEN-T to a single layer (priority projects, possibly connected into a priority network)
 - Dual layer structure with the comprehensive network and a core network, comprising a – geographically defined – priority network and a conceptual pillar to help integrate the various transport policy and transport infrastructure aspects
- TEN-T Guidelines revision planned in 2010
 - Discussions on integration of nodes (ports / terminals)
 - European priorities rather than just an add-on of national priorities?
 - Ports of southern Europe not at the margins but integrated into the EU Transport Policy?
 - New ways of financing (Eurobonds?)

● Thank you for your attention!



Green corridors

- Their definition is addressed by research actions under preparation
- Purpose:
 - allow the transfer of massive freight traffic fluxes among several hubs on a 24/7 basis,
 - optimising the use of the assets and the efficiency of the logistics chain and
 - minimizing external impacts (safety, congestion, noise, pollution)

Green corridors

- To ensure their smooth functioning, they need reflecting the infrastructure needs underlying the logistics operators activities, in terms of:
 - physical connection between hubs;
 - transshipment facilities located in terminals / intermodal connection points / dry ports regularly placed on the different segments of the corridors;
 - ancillary systems (ITS applications, energy supply in form of green propulsion etc.).
- A massification of the fluxes becomes crucial to guarantee an effective deployment of the green corridors, which should also be able to dynamically reflect their variations

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EU Freight Transport Agenda



18 October 2007 → EC Communication on Freight Logistics (LAP):

“The EU freight transport agenda: boosting the efficiency, integration and sustainability of freight transport in Europe”

H2 2010 → EC Communication on LAP Implementation:

- Communication on the Freight Logistics Action Plan
- Communication on a freight-oriented rail network
- Communication on a European Ports Policy
- Commission Staff Working Paper «Towards a European maritime space without barriers»
- Action plan aimed at creating a maritime transport area without borders in Europe
- Commission Staff Working Paper on Motorways of the Sea



EU Freight Logistics Action Plan: Overall objectives



- Increase Europe's competitiveness and prosperity
- Face the growth in international and intra-Community trade
- Address the cross-border environmental and social impacts
- Optimise potential of freight flows over medium and long distances
- Avoid market fragmentation
- Reduce Europe's reliance on imported fossil fuels



EU Freight Logistics Action Plan: Main Focus Areas



- E-Freight and Intelligent Transport Systems
- Sustainable Quality and Efficiency
- Simplification of Transport Chains
- “Green” Freight Transport Corridors
- Urban Freight Logistics
- Vehicle Dimensions and Loading Standards



E-Freight & Intelligent Transport Systems (ITS)



- Progress in ICT will allow automating the exchange of data for commercial and/or regulatory purposes for freight transport logistics

- Freight logistics needs to become interoperable, usable or extractable, to enable exchange of information between different systems and administrations

- Establish a single window for administrative procedures for all transport modes

- eFreight conference 17 February 2009:
http://ec.europa.eu/transport/freight/logistics_en.htm

- Start of the project in late 2009

Sustainable Quality and Efficiency



- Continues bottleneck exercise: infrastructure, technical, administrative
- Indicators for transport chain performance
- Benchmarking inter-modal terminals
- Promotion of best practice: new call expected in September 2009

Simplification of Transport Chains in the EU



- Single European transport document
- Single liability regime for multimodal transport
 - Study completed on possible policy options
 - Legal analysis of the existing situation
 - Consultation of the Member States and key industry stakeholders
 - Legislative proposal for EU Regional Convention on Single Liability Regime for Multimodal Transport?

Green Corridors



- New Commission's flagship initiative for decarbonisation of the transport sector by 2050

- Sustainable and efficient green long-distance freight corridors

- All modes of transport

- Use and testing of modern technologies and other state-of-the-art solutions for greening of transport in the EU

- Research project to further define and develop the concept to start in early 2010

Urban Freight Logistics



- Holistic framework of
 - Recommendations
 - Best practice
 - Indicators or standards

- Up to date Community actions limited to best practice knowledge sharing

- Bestufs II completed in September 2008

- Upcoming Action Plan on Urban Mobility

- A framework for EU initiatives on urban mobility
- Urban freight transport fused in various initiatives



Vehicle Dimensions and Loading Standards



- Examine the need for an update of Directive 96/53/EC, in particular in relation to the modular concept in international traffic, and to review the conditions under which current limitations should be maintained

- Stakeholder workshop 24 June 2009:

- http://ec.europa.eu/transport/road/events/2009_06_24_workshop_on_gigaliners_en.htm

- Launch a further study on the technical specification for heavier and longer vehicles/loads

- Continue debate on cross-border transport between consenting member States

- EMS “Schengen zone”?