



European Commission
Directorate-General for Energy and Transport
Unit B4 - Intermodality and Logistics

Best Urban Freight Solutions Thematic Network (BESTUFS)

“Urban Transport and Pricing in European Transport Policy”

6th Workshop

Genoa, 8 November 2001

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**European Commission
Directorate-General for Energy & Transport**



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Unit B4 - Intermodality and Logistics

Directorate-General for Energy & Transport

**Responsible for developing and implementing
European policies in the energy and transport field**

➤ **Mission Statement:**

- ◆ to ensure that energy and transport policies are designed for the benefit of all sectors of the society, businesses, cities, rural areas and above all of citizens. The energy and transport sectors are pivotal to the European way of life and to the functioning of our economy; as such their operation has to be responsible in economic, environmental, safety and social terms.

➤ **Mechanisms:**

- ◆ legislative proposals
- ◆ programme management (including the financing of projects).



WHITE PAPER

European Transport policy for 2010: Time to decide

COM (2001) 370 - 12 September 2001

http://europa.eu.int/comm/energy_transport/en/lb_en.html



At the heart of our society

- **Transport is the essential driver:**
 - ◆ of industry
 - ◆ of trade
 - ◆ of our way of life
 - ◆ and furthers European integration

- **Economic importance of the sector:**
 - ◆ accounts for expenditure of some • 1000 billion in the European Union
 - ◆ generates over 10% of the Union's GDP
 - ◆ employs more than 10 million people



Objective

- **Gradually break the link between the growth of transport and economic growth, principally in three ways:**
 - ◆ shift the balance of transport modes
 - ◆ eliminate bottlenecks
 - ◆ place users at the heart of transport policy

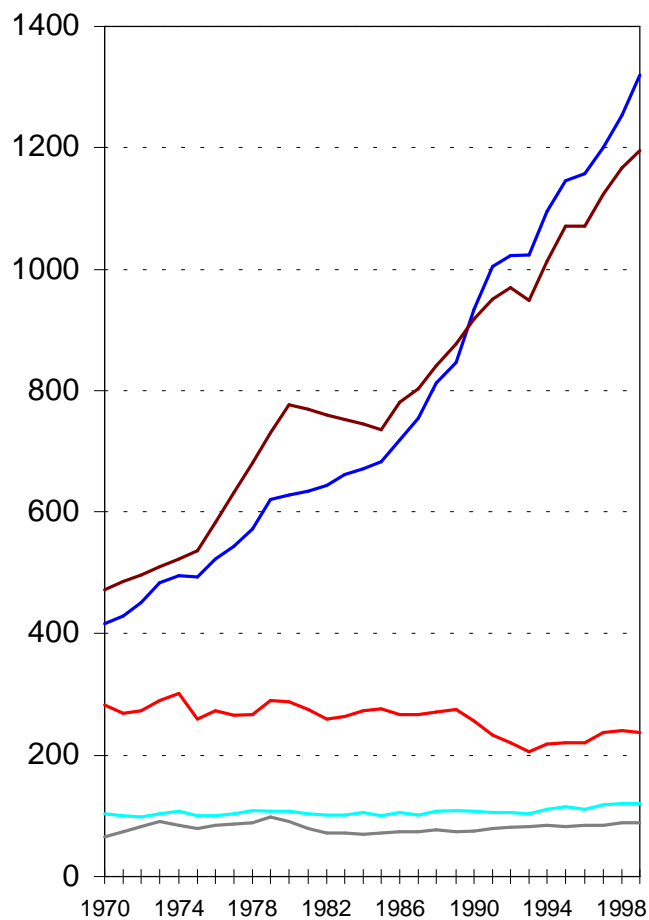


Current situation

- **Growing Demand**
- **Congestion**
- **Forecasts 2010**
 - ◆ Demand for mobility: +38% goods, +24% passengers
 - ◆ If nothing is done, heavy goods traffic: +50%.



Current situation: Mode split



Goods in billion tonnes/km

- cars or lorries
- rail
- pipeline
- inland waterways
- short-sea shipping



Current situation: conclusions

➤ Action urgently required

- ◆ The risk that the predominance of road transport will be perpetuated, highlights the need for urgent action to reconcile transport with sustainable development.
- ◆ 84% of CO² emissions from transport are attributable to road traffic. These are set to rise by 50% between 1990 and 2010. Urban Transport accounts for 40% of CO² emissions.
- ◆ This is why the White Paper has put shifting the balance between transport modes at the heart of its strategy.



The 4 main areas of action

- **(1) Shift the balance between transport modes**
 - ◆ road: improve social standards,
 - ◆ rail: freight cabotage, safety standards,
 - ◆ integration of waterborne: sea links,
 - ◆ intermodality: Marco Polo, Freight Integration
- **(2) Eliminate bottlenecks**
 - ◆ revision of TENs guidelines
 - ◆ energy for transport
 - ◆ efficient charging
 - ◆ unblocking the skiesx



The 4 main areas of action

- **(3) Gear Transport Policy to users**
 - ◆ passenger/users rights
 - ◆ unsafe roads
 - ◆ transparent costs
- **(4) International role of the Union**



Expected results

- **Significant break in the link between growth in mobility and economic growth, without restricting mobility, by using means of transport more efficiently.**
 - ◆ Freight: +38% instead of +50% 1998-2010
 - ◆ Passengers - car: +21%, increase in GDP +43%
 - ◆ 200 million tonnes reduced in CO² emissions, or the equivalent of one quarter of all transport emission in 1998.



Necessary conditions

- **Adjusting transport policy to sustainable development will succeed only if:**
 - ◆ there is the political will to adopt the 60 measures proposed in this White Paper
 - ◆ a new approach to urban transport can bring about more rational use of private cars (subsidiarity)
 - ◆ the increasing cost of mobility passed on to users is balanced by improved quality of services
 - ◆ transport policy is accompanied by economic, land-use, budget, tax and social policies.



The role of the EU in Urban Transport

- **Support to leading initiatives (CIVITAS)**
- **Promotion of Clean Fuels and Vehicles**
- **High Quality Public Transport**
- **Identification and Promotion of best practice**
- **Links with other policy fields**



Users at the centre of Transport Policy (3)

➤ Users expect:

- ◆ To know what the costs are
- ◆ To know what they are paying for
- ◆ A more rational use of Urban Transport
- ◆ Fairer distribution of the burden of transport costs

➤ Proposed approach:

Replace existing transport taxes with more efficient instruments for integrating infrastructure costs and external costs.



Proposals on effective charging for transport

- **Harmonisation of fuel taxation for commercial users (Proposal in 2003)**
- **Interoperability of payment systems on the TEN-T (Proposal in 2002)**
- **Alignment of the principles of charging for infrastructure use (Proposed Framework Directive in 2002)**



More information (1/2)

- **Directorate General for Energy and Transport:**
http://europa.eu.int/comm/dgs/energy_transport/index_en.html
- **White Paper: European Transport Policy for 2010: time to decide**
http://europa.eu.int/comm/energy_transport/en/lb_en.html
- **Transport research results:**
<http://europa.eu.int/comm/transport/extra/home.html>
- **The European Union in general:**
<http://europa.eu.int/geninfo/info-en.htm>
- **The Green Paper “Towards a European strategy for the security of energy supply”:**
<http://europa.eu.int/comm/energy-transport/en/lpi-en.html>



More information (2/2)

- **PACT Programme:**
<http://europa.eu.int/comm/transport/themes/land/english/pact/index.htm>
- **Preparation of the Sixth Framework Program:**
- <http://www.cordis.lu/rtd2002/>



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