



# *DG TREN Logistics Action Plan*

BESTUFS - Urban freight transport  
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Commission DG TREN

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# Keep Europe Moving

## Mid-term review of 2001 White Paper

- recognition that economic and transport growth are interlinked, especially so since accession
- recognition that transport policy needs to respect CO-MODALITY, which is:

the complementary and efficient use of modes in an optimal European transport system looking at each mode individually and their integration in logistics chains



## Council and Parliament

- MS agreed to cut CO<sub>2</sub> emission by 20% based on 1990 level by 2020
- Aspire to achieve a 30% cut if other main CO<sub>2</sub> producers follow suit
- Council Conclusions on a European energy strategy for transport (Lisbon strategy) –3 May 2007
- EP report “*Freight transport logistics in Europe*”.

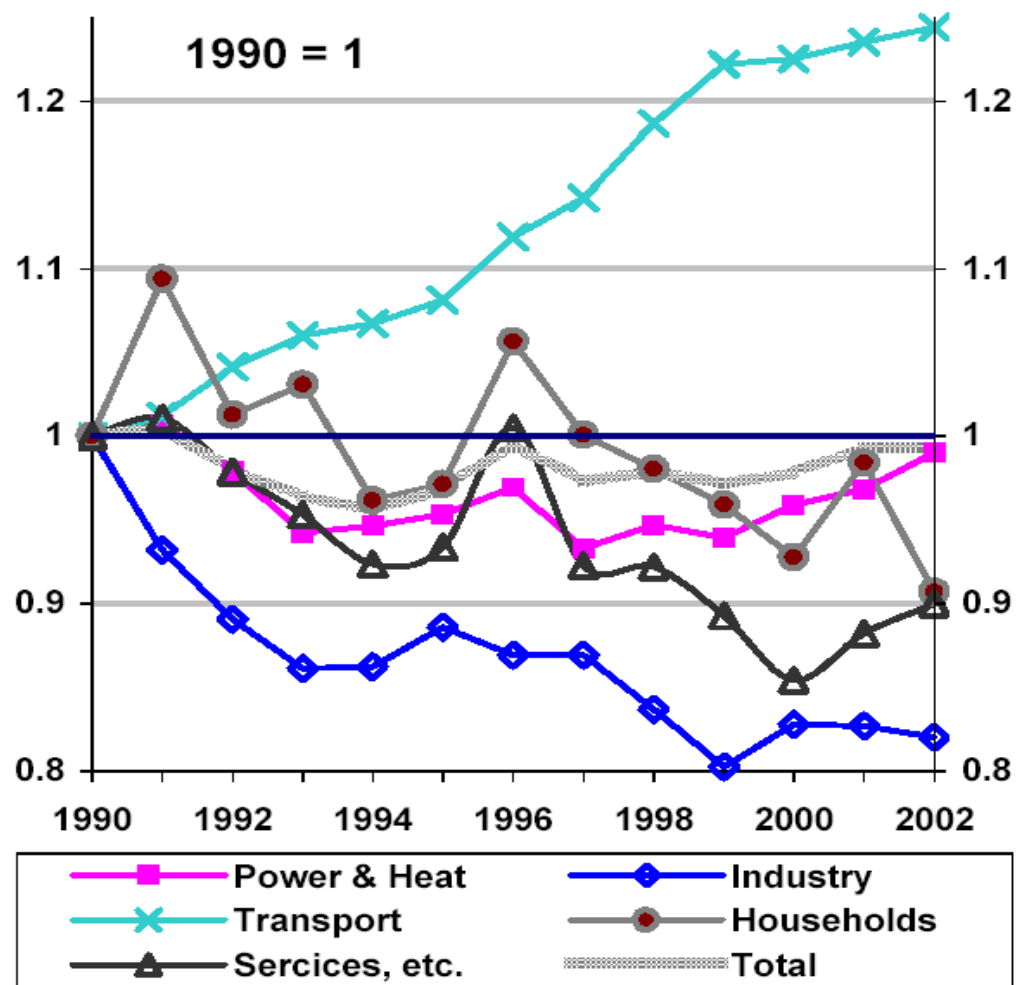


## External cost of transport

The social costs are divided as follows: infrastructure costs 1.5%, congestion around 1%, external costs of accidents 0.5%, air pollution 0.6%, noise 0.3% and global warming 0.2%.



## CO<sub>2</sub> Emissions from Energy (EU-25, Million tonnes CO<sub>2</sub>)

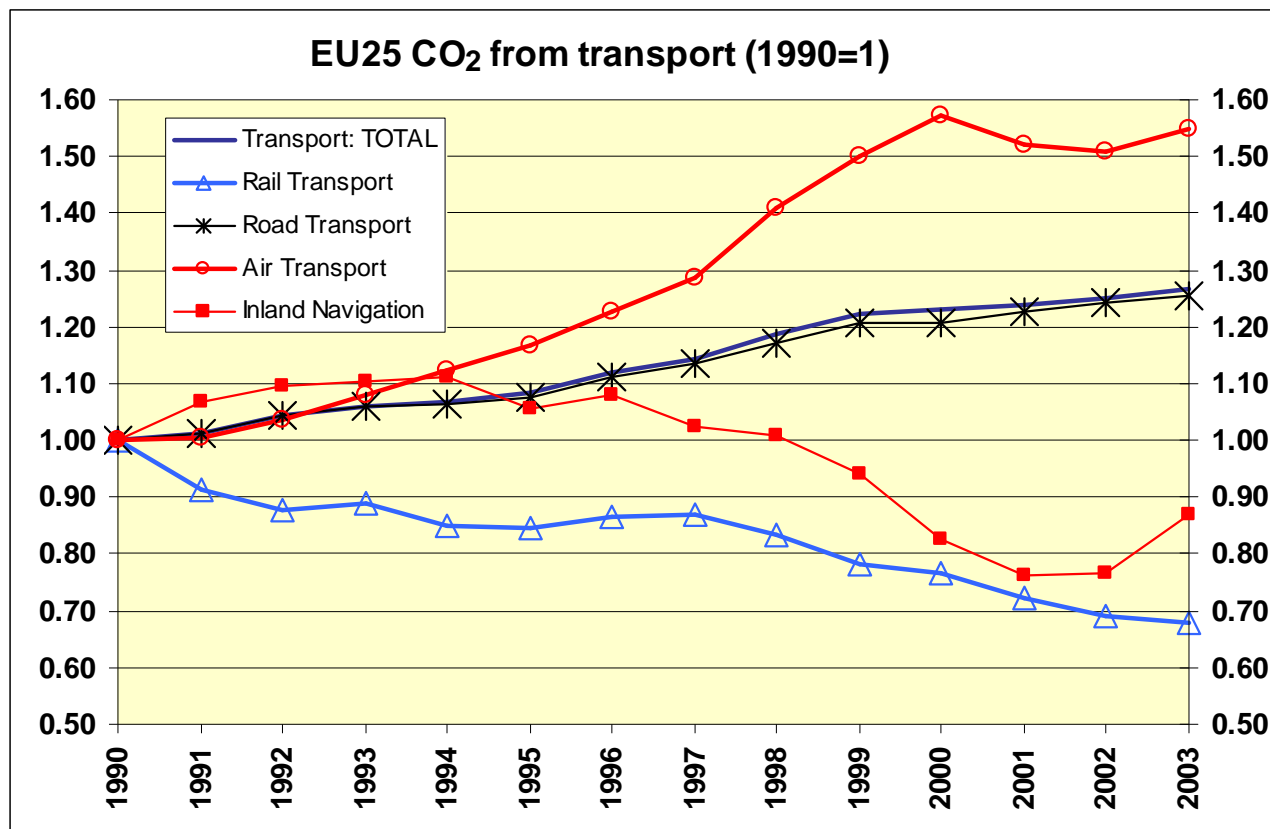


Source: Eurostat

\* Note: Includes "own use" by power and heat generation sector

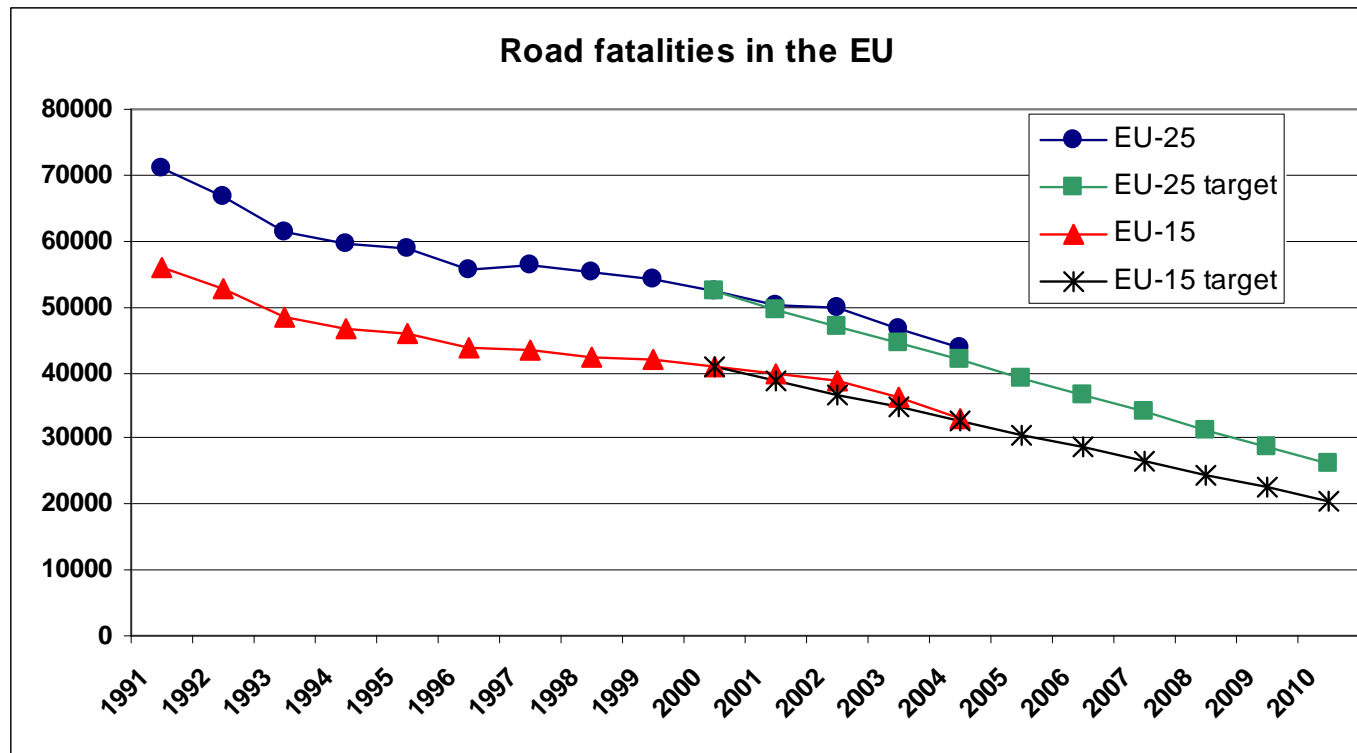


# CO<sub>2</sub> from transport



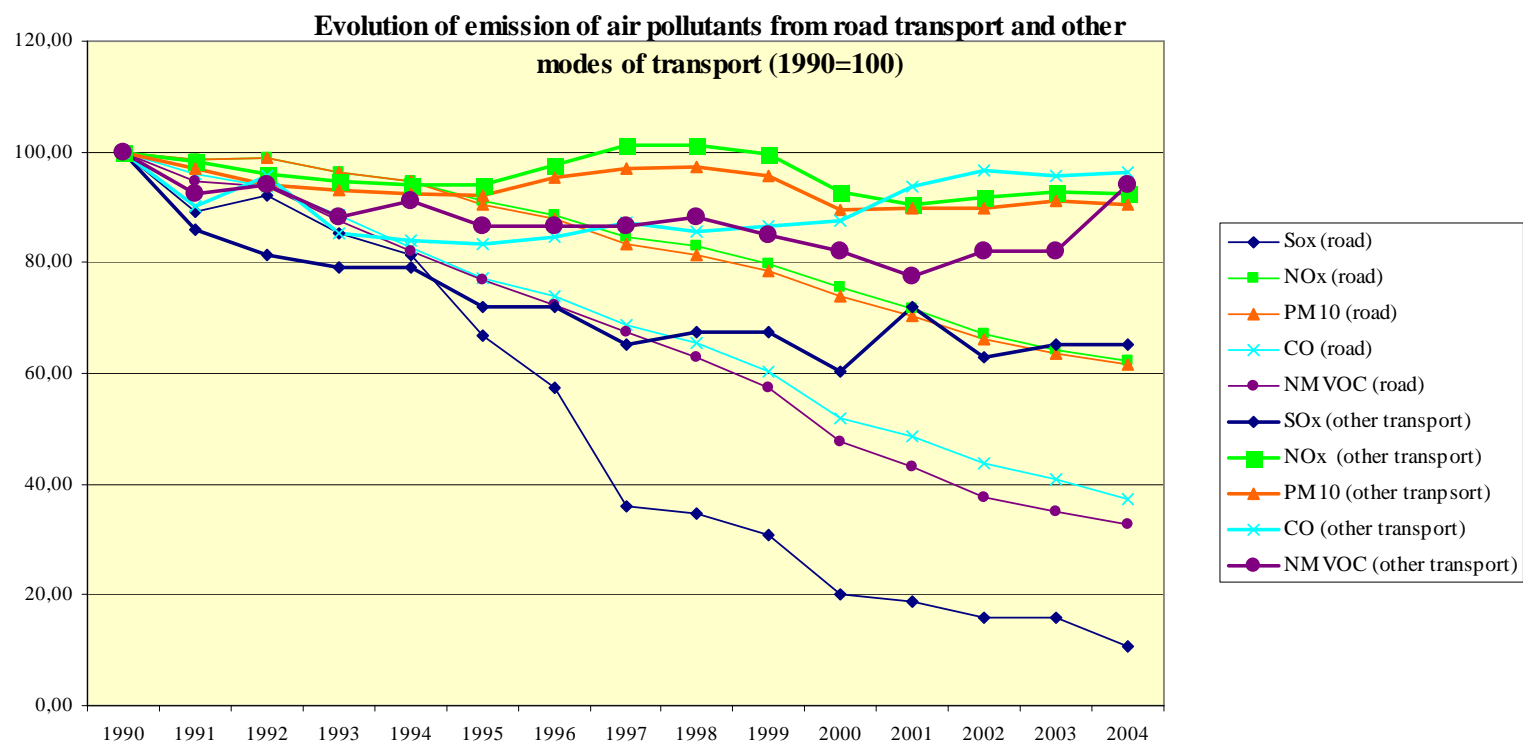


# Road safety





# Environmental Pollution



Source: Eurostat



# Logistics-package 18 October 2007

- Logistics action plan
  - agenda for next 5 year
- Freight-oriented rail network
- Ports policy
- Short sea shipping



# Logistics Action Plan

(launched-17 Oct 2007)

## OPERATIONAL OBJECTIVE

1. ITS and eFreight
2. Sustainable quality and efficiency
3. Simplification
4. **Vehicle dimensions and loading standards**
5. **Urban Freight Logistics**
6. Green Corridors



## Action 22

### Assess Directive 96/53/EC

Study the options for a modification of the limitations on vehicle weights and dimensions and consider the added value of updating Directive 96/53/EC.



## Economic, Social, environmental and Political considerations

The Study will focus on the effects, both positive and negative, of the use of bigger and/or heavier vehicles, including the modular concept in its various forms and at various maxima weight levels in and between adjacent and consenting Member States. The effects will be on:



1. Road safety—the effect of bigger vehicle combinations in traffic, albeit on designated routes in isolation and as a comparison with equivalent conventional two-vehicle combination movements;
2. Energy efficiency and CO<sub>2</sub> emissions per tonne-km and per veh.km and then overall for the Member States involved with likely projections for the EU as a whole;
3. Noxious emissions (effect on PM and NO<sub>x</sub> levels) and the contribution the concept has towards meeting or transgressing the statutory emission levels;
4. Effect on road infrastructure, bridges, parking, loading, transportation;
5. Effect on Combined Transport and other Intermodal transport operations;
6. Effect on meeting current and future freight transport demand.



## OPERATIONAL OBJECTIVE No.6

Urban freight



## Action 29

### Exchange of best practice in urban transport

The Commission will encourage the exchange of experiences of representatives of urban areas to help establish a set of recommendations, best practice, indicators or standards for urban transport logistics, including freight deliveries and delivery vehicles.



## Action 30

### Benchmarks or performance indicators

Make recommendations of commonly agreed benchmarks or performance indicators to measure efficiency and sustainability of delivery and terminals and, more generally, in urban transport logistics and planning.



## Action 31

### CIVITAS

Reinforce the freight part of CIVITAS towards better co-ordination, or integration, between passenger and freight transport, between interurban (long-distance) and urban transport logistics. This can lead to an integrated “CIVITAS Freight”.



## Greening of transport

- Within corridors
  - Co-modal transport chains on dense links
  - Terminals
  - Support to “green” transport
- In urban environment
  - Green paper urban mobility
  - Focus on distribution



## Green Paper on urban mobility-1

- Published by the European Commission in September 2007
- Follows extensive consultations with stakeholders, including cities, NGOs, citizens, public transport authorities, and local, regional and national governments
- Opens a debate leading to possible concrete actions
- Explores how the Commission can add value to actions at local level



## Green Paper on urban mobility-2

Asks some key questions for urban mobility policy, such as:

- How to promote sustainable modes of transport?
- How to promote clean technologies?
- How to provide better travel information?
- How to enhance coordination between mobility and urban planning, land use etc?
- How to improve safety and security?



## Green Paper on urban mobility-3

Identifies a number of key themes,  
outlining issues and possible options

- Free-flowing towns and cities
- Greener towns and cities
- Smarter urban transport
- Accessible urban transport
- Safe and secure urban transport



## Green Paper on urban mobility-4

### **Smarter urban transport**

- Smart charging systems
- Better information for better mobility
- Intelligent Transport Systems and traffic management
- Interoperability and standardisation



## Green Paper on urban mobility-5

What is European added value--EU wishes to facilitate change but without imposing solutions from above

- Exchange of knowledge and best practice
- Harmonisation and simplification of legislation
- Setting standards and facilitating interoperability
- Guidance and raising awareness
- Financial support



# Green Paper on urban mobility-6

## Next steps

Publication of concrete Action Plan  
in autumn 2008

- Possible actions at EU, national, regional and local levels and at the level of industry and citizens
- Time-lines for implementation and allocation of responsibilities between the various actors



## Bestufs and beyond

You are the experts in urban freight transport best practice. Your recommendations will be considered as components of a future urban freight transport policy



**Thank you for your attention**

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[http://ec.europa.eu/transport/index\\_en.html](http://ec.europa.eu/transport/index_en.html)