



European Commission

Directorate-General for Energy and Transport

Unit B4 - Intermodality and Logistics

Best Urban Freight Solutions (BESTUFS) Conference II

Paris, 28th June 2002

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**European Commission
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Directorate-General for Energy and Transport

Unit B4 - Intermodality and Logistics

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http://europa.eu.int/comm/dgs/energy_transport/index_fr.html



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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



A mixed performance

- **Market integration has not been accomplished harmoniously**
 - ◆ Modal split heavily slanted towards road transport
 - ◆ Growing congestion and pollution
 - ◆ Enlargement and sustainable development: two imperatives that face us with new choices

- **We must ...**
 - ◆ Change the direction of European transport policy to adapt our mobility system to **the new challenges**



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Objective

- **Gradually break the link between 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: Congestion

➤ Congestion affects:

- ◆ urban areas
- ◆ the trans-European network, including:
 - 10% of the road network: 7.500km
 - 20% of the rail network: 16.000km
 - at major airports 30% of flights are more than 15 minutes late

➤ Consequences

- ◆ risk of losing competitive edge
- ◆ costs (road): 0,5% GDP, 1% in 2010



Current situation: Growing demand

- **Unremitting growth in mobility**
 - ◆ **Passengers**
 - **Spectacular rise in car use.**
Car numbers have trebled in the last 30 years and are increasing by 3 million a year.
Car use in the candidate countries is set to rise.
 - ◆ **Goods**
 - **shift to a “just-in-time” economy.**
- **Forecasts 2010**
 - ◆ Demand for mobility: +38% goods, +24% passengers
 - ◆ If nothing is done, heavy goods traffic: +50%.



Current situation: conclusion

➤ 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.
- ◆ This is why the White Paper has put shifting the balance between transport modes at the heart of its strategy.



The main action priorities

- **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

- **Eliminate bottlenecks**
 - ◆ revision of TENs guidelines
 - ◆ energy for transport (tax
 - ◆ efficient charging
 - ◆ unblocking the skies



The main action priorities

- **Gear Transport Policy to users**
 - ◆ passenger rights
 - ◆ unsafe roads
 - ◆ Galileo

- **International role of the Union**



Intermodality

- **The new Marco Polo programme**
 - ◆ will replace PACT : 30 million € per year
 - **special emphasis on short-sea shipping**
 - **start-up aid for new logistical services**
 - **improvement of the intermodal chain**
 - **innovation in co-operation and dissemination of good practice**
 - ◆ create favourable technical conditions
 - ◆ encourage the emergence of freight integrators
 - ◆ standardise containers and swap bodies



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.



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Improving road safety

- **Target: to halve the number of people killed on the roads**

41 000 deaths every year.

Member States are reluctant about action at Community level.



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and also ...

- **Developing environmental objectives for a sustainable transport system**
 - ◆ This sustainable transport system needs to be defined in operational terms.
 - ◆ The Commission plans to submit a communication in 2002 to spell out these objectives.



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Green Paper
**“Towards a European strategy for
the security of energy supply”**

COM(2000) 769 - 29 November 2000

Reduce energy consumption, increase market share of renewable energy, assess role of nuclear power, increase strategic fuel stocks (oil and extended to gas)

Substitute 20% by 2020 of road transport fuels by alternative fuels (bio-fuels, Natural Gas, Hydrogen)



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Final Report on the Green Paper “Towards a European strategy for the security of energy supply”

COM(2002) 321 - 26 June 2002

Demand management approach

Improved vehicle technologies

Taxation (some reservations)

Intermodality

Bio fuels (land use, pollution, cost, heating use)

Local production

Information and training

Telematic applications



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Knowledge Centre for results from the 4th Framework Transport RTD Programme)

- **The final results are available from 280 projects carried out over the last four years.**
- **It contains a comprehensive library of findings underpinning policy developments in transport.**
- **A reference point for decision-makers from national, regional and local administrations, industry and researchers.**

<http://europa.eu.int/comm/transport/extra/home.html>



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**The 5th Framework Programme
for Research and Technological Development
& Demonstration
1998-2002
(FP5)**



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Key action 2

« SUSTAINABLE MOBILITY & INTERMODALITY » Intermodal Freight Transport and Logistics

2.3 Transport Management Systems

➤ Traffic Management Systems

- ◆ 2.3.1/7 - Thematic Network for the creation of an intermodal framework for freight transport information and traffic management services (THEMIS)
- ◆ 2.3.1/7 - Co-operative European System for Advanced Information Redistribution (CESAR II)



Key action 2

« SUSTAINABLE MOBILITY & INTERMODALITY » Intermodal Freight Transport and Logistics

➤ **Transport and mobility services**

- ◆ 2.3.2/1 - Thematic Network on rail freight services (RAILSERV)
- ◆ 2.3.2/4 - Thematic Network on movement of goods in urban areas (BESTUFS)

➤ **Transport and mobility services**

- ◆ 2.3.2/8 - Integration of air freight transport in the intermodal transport chain (CO-ACT)



Thematic Networks

- **The aim is to facilitate:**
 - ◆ co-ordination of RTD projects,
 - ◆ transfer of knowledge
- **Around a given S&T objective**
- **Between: industry, users, universities, research centres and others.**
- **Support = 100% Networking costs**



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The Second European Energy & Transport Summit Conference

11- 13 November 2002

Palacio de Congresos de Cataluña, Barcelona

**"Building Energy & Transport Infrastructure for
Tomorrow's Europe"**

http://europa.eu.int/comm/energy_transport/en/bcn1_en.html



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List of experts

- For evaluation of project proposals
- Database valid for FP6
- On-line application or paper application
- Current weaknesses:
 - ◆ Geographic coverage
 - ◆ Gender balance

<http://www.cordis.lu/expert-candidature>



Conclusions

- **Importance of Mode Shift**
- **Road Safety**
- **Reducing congestion**
- **Charging**
- **Energy dimension (efficiency, alternative fuels)**
- **Environmental impact (emissions, noise, CO² etc.)**
- **Enlargement**
- **Subsidiarity**
- **Information, best practice, support for radical change etc.**



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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>



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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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