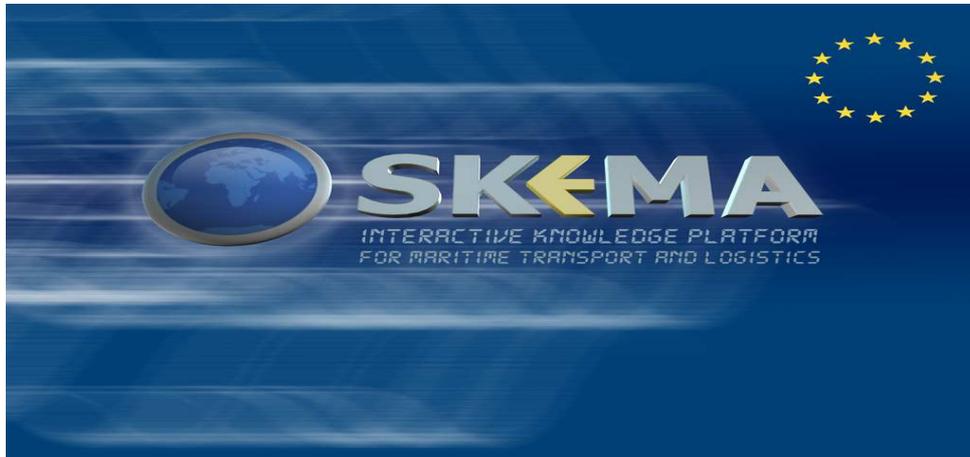**SEVENTH FRAMEWORK PROGRAMME**
SST–2007–TREN–1 SST.2007.2.2.4 Maritime and logistics co-ordination platform
SKEMA Coordination Action
**"Sustainable Knowledge Platform for the European Maritime and Logistics
Industry"**

SKEMA Policy Study

EU Policy Transport Papers

This short policy briefing intends to make an overview of the recent policy papers in the field of EU transportation. It draws information from the official EU sources, summarises it and makes conclusions. It provides strategic points in terms of policy developments. Its major observation is that EU policy white papers and action plans have a common foundation to improve the sustainability of transportation.

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Current Policy Documents and Initiatives in the Transport Sector

The current policy framework of the transport sector is defined by several major publications:

1) White Paper for Transport 2011
2) Transport 2050 Strategy
3) EU Maritime Transport Strategy 2018
4) Logistic Action Plan
5) Greenhouse Gas Emissions Protocol
6) TEN-T Policy Communications

The main component of all policy documents is the improvement of transport sustainability. In low-carbon economies, the energy efficiency of transport modes, and hence, their contribution to mitigating environmental impacts is essential. By looking at the statistical data, it is evident that in 2010 the transport was responsible for 22% of the total GHG emissions in Europe. The transport emissions have increased persistently for the last two decades (see Table 1).

Table 1: Past change 1990-2009, EU-27

Sector	% Change
Energy supply	-18.9%
Energy use	-26.1%
Transport	**20.8%**
Agriculture	-22%
Waste	-31.6%

Source: EEA

The Europe 2020 Strategy set up high targets of 20% reduction of GHG by 2020. To respond to this challenge the White Paper for Transport 2011 recommends an optimization of the performance of multimodal logistic chains and an increased use of more energy efficient modes. 30% of road freight over 300 km should shift to other modes such as rail and waterborne transport by 2030, and more than 50% by 2050. Additionally, the Logistic Action Plan introduced the concept of freight transport "green corridors" that are characterized by low impact on the environment. EU Maritime Strategy 2018 creates favorable conditions for making use of the full potential of short sea shipping services in Europe and protecting the environment. Two major initiatives have been introduced – the marine sulphur directive reducing sulphur levels in the fuel; and the compliance with the MARPOL Regulation for reducing NOx emissions. Freight transport and co-modal corridors increase the integration of all transport modes and contribute to the reduction of negative impacts.

The TEN-T policy is also designed in terms of mitigating climate change consequences. The 30 priority projects clearly describe the European transport network as part of global traffic flows, European planning and territorial cohesion priorities. The European Single Transport Area also contributes to the sustainability of the transportation of freight and citizens. Communications on the Single European Sky, the Single European Railway Area and the "Blue Belt" for the maritime sector were issued in 2011.

Recent Developments

The Roadmap to a *Single European Transport Area* calls for the waterborne and rail sectors to absorb a 50% shift of medium-distance intercity passenger and freight traffic from roads by 2050. The Commission reconfirmed its ambitions in early 2012 to link European inland waterways to the seaports and to integrate them with the other transport modes. The inland waterways are already priority projects in the TEN-T network: (1) Priority Project 18 and (2) Priority Project 30. Increasing the performance of waterborne transport will be a task spreading beyond NAIADES programme.

The *Single European Sky* progress report has identified three areas of concern that slow down the progress and has recommended actions to contribute to performance. The performance scheme is expected to begin in 2012 as the Member-states are urged to commit to the implementation of the Single European Sky.

The new *core TEN-T network* policy was announced in 2011 that will be supported by a comprehensive network of routes, feeding into the core routes at national and regional level. It will act as the backbone for transportation within the Single Market. This new policy sets out a much tighter and smaller transport network.

A review of the framework for the *EU's ports policy* was performed in 2011 to define challenges and opportunities facing ports in the period up to 2030. A package of proposals to help European ports remain competitive and support the huge potential for growth will be announced in 2013. The measures will include a reduction of the administrative burden in ports; improvement of transparency of port financing; and measures on port services.

The Commission provided recommendations in 2011 on topics of the *regulatory framework* such as recruitment and training of seafarers, working and living conditions on board, access to new technologies, legal and administrative treatment of seafarers, the piracy threat, state aid and employment.

The International Maritime Organization agreed to tackle CO_2 emissions on a technical basis by the adoption of *Energy Efficiency Design Index*. This will be the first globally binding measure to improve energy efficiency from new ships and limit CO_2 emissions from international maritime transport. This Index sets technical standards for improving the energy efficiency of certain categories of new ships – approximately 25-30% reductions by 2030.

As a new initiative, the Commission launched the *Neighborhood Transport Action Plan*. The plan proposed more than 20 actions to make transport connections smoother, safer and more reliable between Europe and neighbouring countries. The concrete measures include:

- Extending the EU's internal aviation market and Single European Sky to neighbouring regions;
- Joining up the Trans-European Transport Network with infrastructure of the EU's neighbours through priority transport projects;
- Making better use of rail freight potential by opening markets and by alleviating technical barriers such as differences in rail gauge sizes;
- Streamlining the implementation of regional transport cooperation, by establishing an Eastern Partnership Transport Panel to oversee cooperation with neighbours to the east;

- Making sea transport with the neighbouring countries more efficient, including in the longer term, through their inclusion in the "Blue Belt" of free maritime movement in and around Europe;
- Helping neighbouring countries to improve road safety.

In 2011, the Commission also launched *Transport 2050 Strategy* for a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. The proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% until 2050.

In the *European Railways Area*, new rules for a more competitive rail industry were announced. The proposals set out how competition on the rail market should work in practice by: ensuring fair access to railway infrastructure and rail related services; strengthening the power of national regulators; and creating a better regulatory framework to stimulate investment in rail.

All recent developments demonstrate the willingness of the European Transport Authorities to strengthen the efficiency and competitiveness of the Single Market.

Technological advances also underpin specific developments in the transport sector, particularly, increasing efficiency via continuous real-time monitoring of the flow of goods. Many business processes are controlled through Internet interfaces. Therefore, the minimization of energy consumption and the improvement of overall sustainability will be the paramount driving forces in this sector, rather than cost efficiency and speed.

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