EC Vision & Policy for Urban Freight Transport

International Transport Forum 2012
WCTR Special Interest Group Seminar on urban freight

Leipzig - 2 May 2012

Mark MAJOR – DG MOVE - Clean Transport and Sustainable Urban Mobility
European Commission's role?

- The 'executive' institution of the European Union
- Proposes policy and legislation
- Decisions taken by:
  - European Parliament (directly elected) and
  - European Council (27 Ministers)
- Management of programmes and funds
- Independent of national governments
- 18,000 staff – mainly based in Brussels, Belgium
European Union action

- Areas for action set out in ‘Treaty’
  - Where problems can be better solved at the European level (Impact assessment)

- Need for agreement of the European Parliament and European Council (Ministers)

- Voting rule depends on topic – Q Majority or Unanimity

- Cities don’t have a strong voice at the ‘European’ level

- Serious legal Air Quality and Climate Change problems – often urban traffic related
What the EU has been doing and will continue to do for Urban Mobility: the financial support …

- Structural and Cohesion funds
  Over 8 B€ allocated to clean urban transport projects

- EU Research Framework Programme
  Some 4.16 B€ committed to transport themes in FP7

- General grants and tenders (studies)

- EIB loans

- Public Private Partnerships
  e.g. Green Cars Initiative of the European Economic Recovery Plan with a budget of 5 B€ (1 B€ RTD grants + 4 B€ EIB loans)
.... the CIVITAS Initiative: conception, testing, evaluation and dissemination of innovative solutions

- Three editions (CIVITAS I, II, Plus) plus one (CIVITAS Plus II) to be started soon (evaluation of proposals completed)
- 180 M€ allocated since 2002, 18 M€ available for CIVITAS Plus II
- Over 650 measures in 58 demonstration cities
- The CIVITAS Forum Network: some 180 cities to take advantage from the knowledge generated by the CIVITAS projects
CIVITAS: the Urban Freight Measures

- 51 measures devoted to urban freight transport throughout the 3 editions
- A whole work-package dedicated to Urban Freight Transport in each CIVITAS Plus collaborative project
- All reports / experience and contact information available online www.civitas-initiative.org
Urban Mobility Policy: the “indirect” tools (I)


- Regulation on CO2 emissions (443/2009/CE)
  - Cars: 130g/km by 2015; 95g/km by 2020
  - Light Duty Vehicles: 175 g/km by 2017 (for HDV under discussions)
Urban Mobility Policy: the “indirect” tools (II)

- The Fuel Quality Directive (2009/30/EC) sets a binding reduction by 6% of the “well-to-wheel” greenhouse gas emissions of transport fuels between 2010 and 2020. This reduction should be mainly obtained through the use of alternative fuels.

- The Directive on the promotion of Clean and Energy efficient vehicles (2009/33/EC) aims at a broad market introduction of environmentally-friendly vehicles. It requires the inclusion of energy consumption, CO2 and other pollutant emissions on a lifetime basis in all purchases of vehicles by public services.
Urban Mobility Policy: the “indirect” tools (IV)
Proposal of revision of the Energy taxation Directive

- The revised Directive aims to restructure the way in which energy is taxed to support the objective of moving to a low-carbon and energy-efficient economy, and to avoid distortions in the Internal Market.

- The taxation of energy products based on CO2 emissions (€20 per ton of CO2) and on energy content, the minimum tax rate would be fixed at €9.6/GJ for motor fuels (previously based on volume).

- The advantages of low carbon-intensity fuels in terms of CO2 emissions will be automatically rewarded through the tax system.
Urban Mobility Policy: the added value of EU action ….

- The Green Paper ‘Towards a new culture for urban mobility’ (September 2007), inspired to quite an extent by the results of CIVITAS, was followed by a stakeholders’ consultation that acknowledged the added value of action at EU level.

.... Action 19: Urban Freight Transport

Action to be taken with a view to:

- optimising urban logistics efficiency
- improving the links between long-distance, inter-urban and urban freight transport
- incorporating freight transport in local policies and plans
- better management and monitor of transport flows

Action taken:

- Urban Freight Conference held in Brussels in November 2010
- Study on Urban Freight Transport finalisation: includes indications for EU further action expected. Final report April 2012.
The 2011 White Paper - Roadmap to a Single European Transport Area - Old and new challenges ….

- Increasing competitive pressure in the global economy
- Growing congestion – infrastructure gap
- Increasing oil price and dependency
- Deteriorating climate and local environment
.... the vision

<table>
<thead>
<tr>
<th>Passengers</th>
<th>Freight</th>
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<tr>
<td><strong>Long-distance and intercontinental travel</strong></td>
<td><strong>High global maritime standards</strong></td>
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<td>Adequate capacity and improved overall travel experience (efficient</td>
<td>More efficient hinterland connections for ports</td>
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<td>links between airports and rail, minimum hassle for personal</td>
<td>Modern vessels and cleaner fuels for shipping</td>
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<td>security screening...)</td>
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<td><strong>Intercity travel and transport</strong></td>
<td><strong>Paperless logistics</strong></td>
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<td>Seamless multimodal travel (online multimodal info and ticketing,</td>
<td>Multimodal long-distance freight corridors</td>
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<td>multimodal hubs...)</td>
<td>No barriers to maritime transport</td>
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<td>Quality service and enforced passengers’ rights</td>
<td>Cleaner trucks on shorter distances</td>
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<td>Near-zero casualties for road</td>
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<td><strong>Urban transport and commuting</strong></td>
<td><strong>Better interface between long distance and last-mile transport</strong></td>
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<td>Non-fossil mobility (clean and efficient cars; higher share of public</td>
<td>Freight consolidation centres and delivery points;</td>
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<td>transport; alternative propulsion for urban buses and taxis; better</td>
<td>loading/downloading areas</td>
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<td>infrastructure for walking and cycling</td>
<td>ITS for better logistics</td>
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<td>Low-noise and low-emission trucks for deliveries ...</td>
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… ten goals (I):

- **Urban specific:**
  - Halve the use of conventionally-fuelled cars in urban transport by 2030 – phase out completely by 2050
  - Achieve essentially CO$_2$-free city logistics in major urban centres by 2030
Comprehensive long-term fuel strategy
All transport modes, all segments to be covered

White Paper on Transport - Initiative 24 - Technology roadmap:
Sustainable alternative fuels strategy
including also the appropriate infrastructure

White Paper on Transport - Initiative 26 - Regulatory framework:
- Appropriate standards for CO₂ emissions of vehicles in all modes, where necessary supplemented by requirements on energy efficiency to address all types of propulsion systems
- Rules on interoperability of charging infrastructure for clean vehicles
- Guidelines and standards for refuelling infrastructures
Urban Mobility Package – Summer 2013

» Initiative 22
Seamless door-to-door mobility
interoperable and multimodal information and ticketing

» Initiative 31
Sustainable urban mobility plans
link EU funds to sustainable urban transport strategy

» Initiative 32
Framework for urban road user charging and access
restriction zones

» Initiative 33
Zero-emission urban logistics – in major urban centres
by 2030
Urban Freight Study: 10 recommendations for EU policy

- Internalisation of external costs – all vehicles in urban area
- Promotion of Low Emission Vehicles
- Research and Technical Development
- ITS standards
- **Night Time Deliveries**
- Intermodal Transfer Facilities - funding and ITS applications
- Urban Logistics Plans – guidance
- CIVITAS
  - fund ULP
  - Demand side measures
- **Good practice**
  - Guidelines
  - Dissemination
  - Showcase innovation
- **Promotions**
  - Urban Freight Award
  - Include in Marco Polo programme

- **Support for projects should be made conditional** on the submission by local authorities of sustainable urban mobility plans (SUMP).
- Stresses the need for an integrated transport policy for **the entire value chain of transport and logistics**
- Calls for **enhanced coordination** among policy-makers in the European institutions and for permanent dialogue and consultation with the logistics industry, transport-service suppliers and customers in a European logistics and mobility forum
Seamless mobility

- **European framework for access restrictions?**
  - Different restrictions can cause problems for operators
  - EU menu of restrictions for cities to choose from?
  - Benefits for operators/manufacturers?
  - Quantify the problem/benefits

- **Public support common for passenger Public Transport ‘public service’**
  - Integration/Geographic coverage/Quality
  - What about freight?

- **Data standards for urban freight?**

- **Freight Operators / transport authority / cargo owners**
Implementing WP ‘urban’ initiatives

- Detail of initiatives are being considered now (and throughout 2012/2013)

- Scope for stakeholder input (e.g. Events, online, conferences..)

What do you want to see in the proposals/initiatives?
THANK YOU for your attention!

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http://ec.europa.eu/transport/urban/index_en.htm