



● EC Vision & Policy for Urban Freight Transport



International Transport Forum 2012

WCTR Special Interest Group Seminar on urban freight

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● 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 pollutant emissions Euro 6 (passenger and LDV)(715/2007/CE) amended by (692/2008/CE) and Euro VI (595/2009/CE) (Euro 6, September 2014, Euro VI (HDV), January 2013)
 - 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 life time 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
- **The Action Plan on Urban Mobility**, adopted on 30 September 2009, proposes twenty measures to encourage and help local, regional and national authorities in achieving their goals for sustainable urban mobility. **Action 19 concerns Urban Freight Transport**

● 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

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

- ten goals (I):

- Urban specific:

- » Halve the use of conventionally-fuelled cars in urban transport by 2030 – phase out completely by 2050
- » Achieve essentially CO₂-free city logistics in major urban centres by 2030

● Clean Power for Transport package – Autumn 2012

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

Urban Mobility Package

in 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

● Urban Mobility what the European Parliament said (P7_TA(2011)0584 - 15th December 2011)

- **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