



Directorate-General
for Mobility
and Transport

Developments in the Community transport policy and their statistical implications

Working Group on Transport Statistics – 6- 8 June 2011



● Outline

- White Paper on Transport 2011
 - ✓ Challenges ahead
 - ✓ A vision for the transport system of 2050
 - ✓ 1 target (-60% of GHG emissions) and 10 indicative goals/benchmarks to guide policy action
 - ✓ How to do it – 4 “i”s and 40 actions
 - ✓ The statistical implications
- Other initiatives of DG MOVE having statistical relevance

White Paper 2011

- Roadmap to a Single European Transport Area: towards a competitive and resource efficient transport system
- Adopted at the end of March 2011
- It sets the strategy of the European Commission on transport policy for the next decade

● Old challenges remain but new have come

Increasing competitive pressure in the global economy



Growing congestion and poorer accessibility. An infrastructure gap in the enlarged EU

Increasing oil price and persistent oil dependency
A deteriorating climate and local environment



● Meeting the challenge

- To meet the challenges, transport has to:
 - Use less energy
 - Use cleaner energy
 - Exploit efficiently a multimodal, integrated and 'intelligent' network



● The vision

	Passengers	Freight
Long-distance travel and intercontinental freight	<ul style="list-style-type: none"> • Adequate capacity and improved overall travel experience (efficient links between airports and rail, minimum hassle for personal security screening...) 	<ul style="list-style-type: none"> • High global maritime standards • More efficient hinterland connections for ports • Modern vessels and cleaner fuels for shipping
Intercity travel and transport	<ul style="list-style-type: none"> • Seamless multimodal travel (online multimodal info and ticketing, multimodal hubs...) • Quality service and enforced passengers' rights • Near-zero casualties for road 	<ul style="list-style-type: none"> • Paperless logistics • Multimodal long-distance freight corridors • No barriers to maritime transport • Cleaner trucks on shorter distances
Urban transport and commuting	<ul style="list-style-type: none"> • 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) 	<ul style="list-style-type: none"> • Better interface between long distance and last-mile • Freight consolidation centres and delivery points • ITS for better logistics • Low-noise and low-emission trucks for deliveries

● **Ten Goals** for competitive and resource efficient transport

New and sustainable fuels and propulsion systems

- Halve the use of 'conventionally-fuelled' cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO₂-free city logistics by 2030
- 40% of low-carbon sustainable fuels in aviation and 40% (if feasible 50%) less emissions in maritime by 2050



● **Ten Goals** for competitive and resource efficient transport

Optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes

- 30% of road freight over 300 km should shift to other modes by 2030, and more than 50% by 2050
- Triple the length of the existing high-speed rail network. By 2050 the majority of medium-distance passenger transport should go by rail
- A fully functional and EU-wide multimodal TEN-T 'core network' by 2030
- By 2050, connect all core network airports to the rail network; all seaports to the rail freight and, where possible, inland waterway system



● **Ten Goals** for competitive and resource efficient transport

Increasing the efficiency of transport and of infrastructure use with information systems and market-based incentives

- Deployment of SESAR by 2020 and completion of the European Common Aviation Area. Deployment of ERTMS, ITS, SSN and LRI, RIS and Galileo
- By 2020, establish the framework for a European multimodal transport information, management and payment system
- 2050, move close to zero fatalities in road transport
- Move towards full application of “user pays” and “polluter pays” principles



● How to do it – 4 “i”s and 40 actions

Internal market: Create a genuine Single European Transport Area by eliminating all residual barriers between modes and national systems.

Innovation: EU research needs to address the full cycle of research, innovation and deployment in an integrated way.

Infrastructure: EU transport infrastructure policy needs a common vision and sufficient resources. The costs of transport should be reflected in its price in an undistorted way.

International: Opening up third country markets in transport services, products and investments continues to have high priority.

White Paper: some statistical implication and future needs

- Extensive use of modelling for the WP impact assessment: statistical data (DG MOVE Pocketbook) used for calibrating models
- 10 Goals - monitoring:
 - necessary to have indicators on modal split (by distance) for both freights and passenger transport.
- Transport emissions more and more relevant for policy purposes:
 - need to improve the availability of detailed data on emissions (urban vs interurban, passenger vs freight).
- Need to monitor developments in the urban areas: data on urban mobility
- Search for an harmonized definition of injured people in road safety.

DG MOVE initiatives in the area of statistics

- Road safety: CARE database
- Statistical Pocketbook - Transport in figures (2011 edition now online)
 - ✓ http://ec.europa.eu/transport/publications/statistics/pocketbook-2011_en.htm
- Observatory on transalpine traffic (2010 edition now online)
 - http://ec.europa.eu/transport/road/doc/2010_12_annual_report_observation_trafics.pdf
- Study on urban transport statistics: inputs for future data collection at EU level. Still ongoing.

● **Thank you for your attention !**