



Recent developments in the EU transport policy

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Outline

- "Europe on the Move" strategy
- Study on internalisation of external costs
- Expected statistical needs for the future
- DG MOVE work on statistics



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Europe on the Move



SHAPING THE FUTURE OF MOBILITY
MAKING VISION A REALITY

Mobility in Europe / Key facts and figures



Sector mobility: **5%**

The Mobility sector employs more than 11 million people, accounting for 5% of total employment.

Almost **50%**
of freight transport



Road transport accounts for almost half of the total freight transport activity



13%
of household
expenditure

Transport accounts for 13% of the total household expenditure

2010



+42%



2050



+60%



From 2010 to 2050, it is estimated that passenger transport will grow by about 42 per cent. Freight transport is expected to grow by 60 per cent



The main challenges

Impact on the environment and climate

- Road sector responsible for almost a quarter of Europe's greenhouse gas emissions
- A source of high external costs (pollution, noise, congestion)

Rights of workers and fair competition ("Social dumping")

Fragmentation of the internal market

- Promote EU solutions rather than uncoordinated national measures
- Avoid unnecessary administrative burdens for road hauliers

The issues

Letterbox
companies

Cabotage

Light goods
vehicles

Weekly rest

Posting of
workers

Smart road
charging

Electronic
tolling

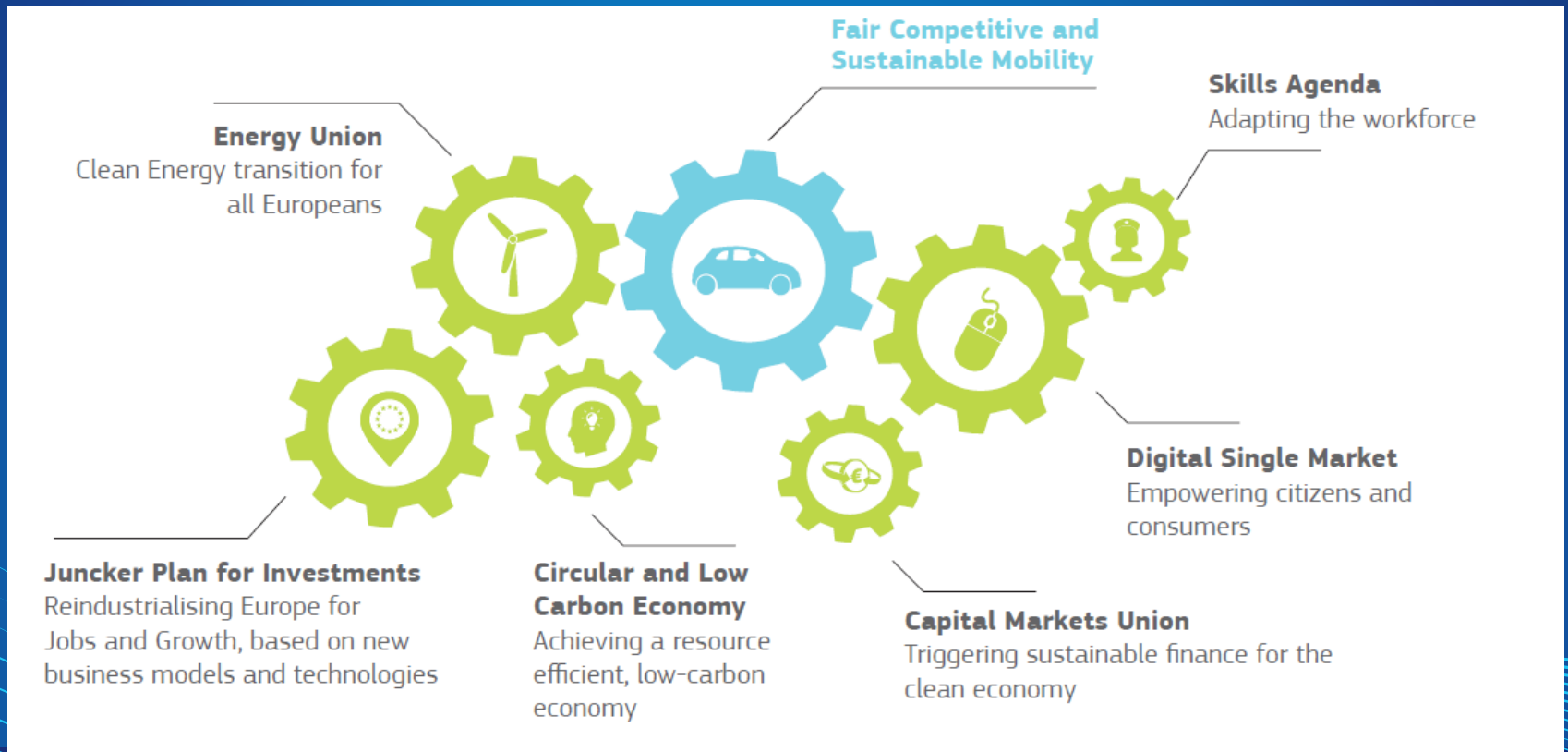
Digital
enforcement





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Our action



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The "package"

One "Chapeau" Communication:

EUROPE ON THE MOVE

An agenda for a socially fair transition towards clean, competitive and connected mobility for all

6 Legislative Proposals

1 Delegated Act

1 Consultation Document of the social partners (on the Working Time Directive)



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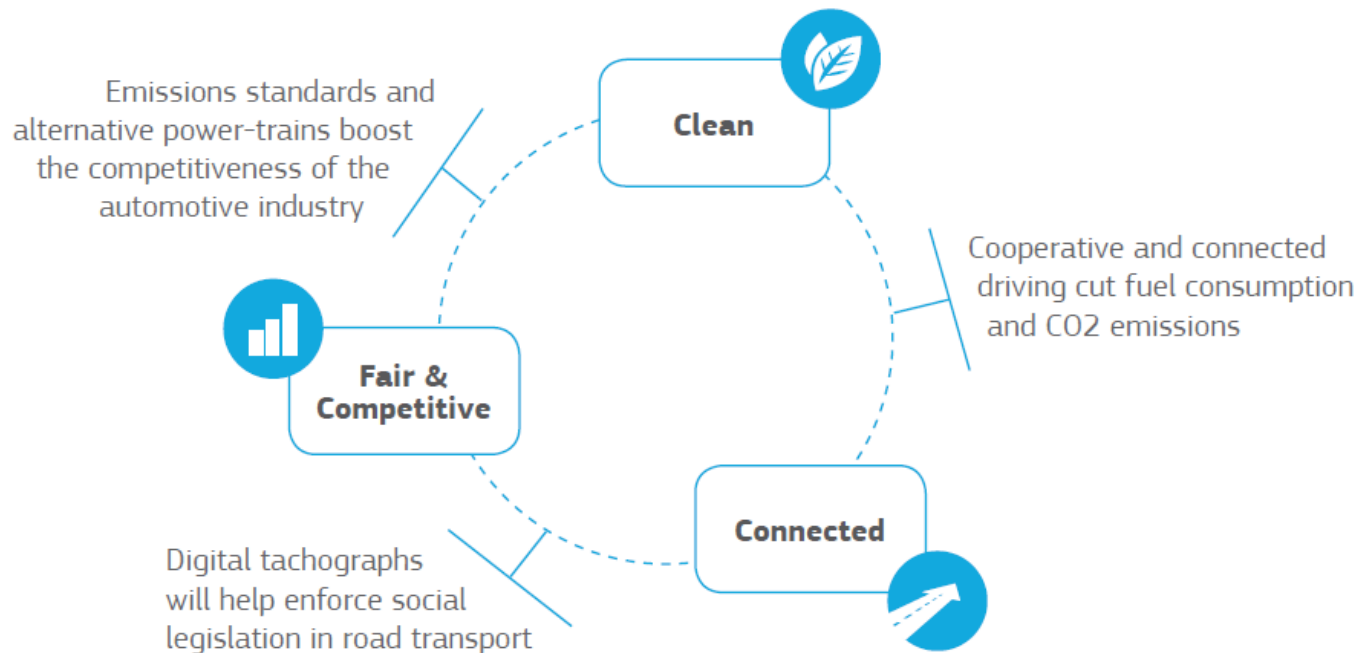
Main objectives of the road initiatives

- **Simplify/clarify existing rules** (e.g. rules on cabotage)
- **Ensure rights of workers and fair competition, while preserving the internal market** (e.g. specific rules on posting of workers)
- **Contribute to Paris Agreement and the 2030 goals by reducing CO2 & external costs** (e.g. differentiate tolls based on CO2)
- **Ensure compliance with EU law** (e.g. digital tachograph, exchange of information between enforcement authorities)
- **Promote digital solutions for tolling** and adapt to emerging possibilities provided by ITS



Three concrete examples

Three concrete examples:





Study on internalisation of external costs

The objective is to assess the extent to which the 'user pays' and the 'polluter pays' principles are implemented in EU Member States and in other economies.

The study aims to support the collection, calculation, presentation and analysis of data on various aspects of transport infrastructure investment, maintenance, infrastructure charging, external costs of transport and measures internalising externalities.

The study will provide an overview and a comparative analysis of transport infrastructure-related revenues and expenditure, and the extent of and the potential for further internalisation of transport externalities.

Study on internalisation of external costs

The analysis of external cost of transport is very data demanding!

- Infrastructure expenditure data, including maintenance, and revenues;
- Traffic and transport activity statistics: vehicle-km, passenger-km, tonne-km;
- Economic parameters for the quantification of external costs (e.g. value of time, value of statistical life etc.)

Growing interest towards quantification of transport!

Expected statistical needs for the future

New forms of mobility are rising:

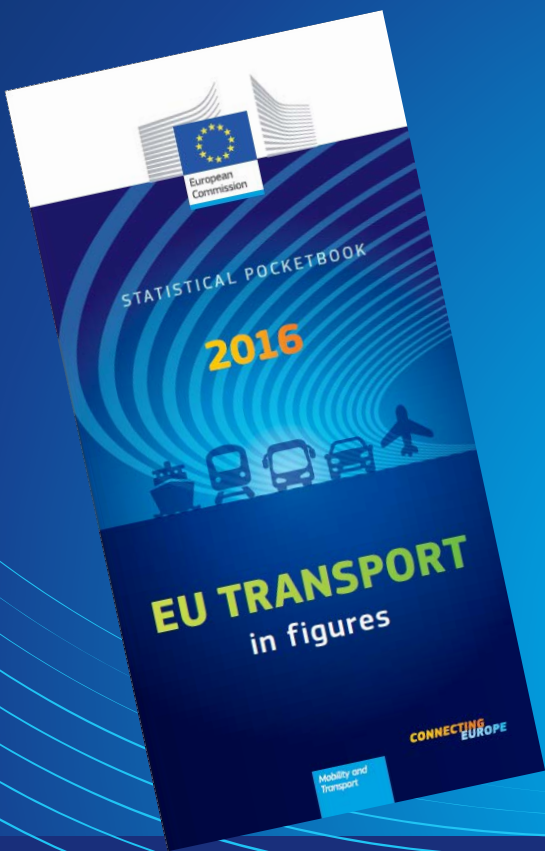
- *on-demand mobility;*
- *sharing economy;*
- *autonomous driving, intelligent vehicles, etc.*

Mostly based on data-intensive technologies (e.g. big data).

Technical data on the fleet characteristics is also needed (*e.g. fleet composition by Euro Class, number of trucks equipped with digital tachographs, platooning systems...*)

Growing attention at political level!

DG MOVE work on statistics





Thank you for your attention!

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