



Recent developments in the EU transport policy

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I. Policy developments / sustainable mobility:

- *'European strategy for low-emission mobility'*
- *2017-2018 Mobility Packages*
- *2018 'A clean planet for all vision'*
- *Sustainable Development Goals*

II. DG MOVE studies and work on statistics

- *Transport in the EU: current trends and issues (March 2019)*
- *Internalisation of transport external costs (June 2019)*



2016 EU strategy for low-emission mobility

- 1. Increasing the efficiency of the transport system:** digital technologies, fair and efficient pricing in transport, promoting multi-modality
 - 2. Scaling up the deployment of low-emission energy/fuels:** effective framework for low-emission energy; building/expanding the infrastructure, ensuring interoperability and standardization for electro-mobility
 - 3. moving towards zero-emission vehicles:** improvements in vehicle testing, post-2020 strategy for cars and vans, post-2020 strategy for lorries, busses and coaches
- + **horizontal initiatives:** Energy union – linking the transport and energy systems; research and innovation to support long-term transition toward zero-emission, incentives for the development and market uptake of digital technologies, skills, investment, involving cities and local authorities, international aspects.

The Strategy framed the initiatives that the Commission proposed in the three Mobility Packages of 2017-2018



- **Mobility Package I: 'Clean, competitive and connected mobility for all'** (May 2017):
 - A first set of 8 legislative initiatives with a special focus on road transport
 - The proposals aim notably at: improving the functioning of the road haulage market, enhancing the employment and social conditions of workers, and promoting smart road-charging in Europe
- **Mobility Package II: 'Delivering on low-emission mobility'** (November 2017)
 - Legislative initiatives on road transport vehicles, infrastructure and combined transport of goods
 - The initiatives focus on the reduction of greenhouse gas emissions and air pollutant emissions and aim for a broad take up of low-emission alternative fuels and low-emission vehicles on the market
 - Non legislative measures presented in an Alternative Fuels Action Plan



3rd Mobility Package (May 2018)

- 'Safe Mobility' - Communication outlining a new road safety policy framework for 2020-2030;
- two legislative initiatives on vehicle and pedestrian safety, and on infrastructure safety management;
- a dedicated communication on Connected and Automated Mobility;
- legislative initiatives on CO2 standards for trucks, on their aerodynamic performance, on tyre labelling and on a common methodology for fuels price comparison, accompanied by a Strategic Action Plan for Batteries;
- two legislative initiatives establishing a digital environment for information exchange in transport
- a legislative initiative to streamline permitting procedures for projects on the core trans-European transport network (TEN-T).
- legislative initiatives on European Maritime Single Window environment and electronic freight transport information





2018 'A Clean planet for all' long-term vision

- All Parties to the Paris Agreement are invited to submit mid-century strategies by 2020.
- The Communication 'A Clean Planet for all: A European strategic long-term vision for a prosperous, modern, competitive and climate neutral economy' provides a vision for reducing EU greenhouse gas emissions to net-zero level through a positive long-term transformation, leading to a smarter, more circular and resource efficient economy, increasing EU competitiveness and protecting the health of EU citizens.
- Reinforces the message of the 2016 European Strategy for Low-Emission Mobility that achieving such emission reductions in transport will require an integrated system approach.
- Accompanied by an in-depth analysis underpinning the vision.
- Transport: by 2050 transport emissions should be 60 to 90% lower than in 1990



UN Sustainable development goals

- 2019 EU SDG Monitoring Report
- 2019: Reflection Paper "Towards a Sustainable Europe by 2030" : 3 scenarios:

- 1) An overarching EU SDGs strategy guiding the actions of the EU and its Member States;
- 2) A continued mainstreaming of the SDGs in all relevant EU policies by the Commission, but not enforcing Member States' action;
- 3) An enhanced focus on external action while consolidating current sustainability ambition at EU level.

II. Studies and statistics

Transport in the EU: current trends and issues (March 2019)

- 1) Overview of transport sector in the EU: available on our website, and updated on a regular basis.
 - Policy challenges: overview of performance in the EU countries
 - Identification of policy levers to address the challenges
 - Examination of policy state of play
- 2) Overview of transport sectors in the EU countries – 4-page factsheets on key issues and statistics per country: modal split, rail market opening, renewable energy in transport, road safety, quality of infrastructure.





Internalisation of transport external costs study (June 2019)

- 1) Update of the Handbook on external costs
- 2) Overview of transport infrastructure expenditures and costs
- 3) Overview on Transport taxes and charges in Europe
- 4) Assessment of the State of play of Internalisation

+ A report summarizing the main results of the four reports :

- Total external costs: € 987 billion: 29% accidents costs, 27 % congestions costs, 44 % environmental costs/ 83 % road transport costs
- Transport taxes and charges: total of € 370 billion: 81 % from passenger cars
- Limited use of the “users-pays” principle



White Paper evaluation

- 2011 White Paper 'Roadmap to a Single European Transport Area': a ten-year programme articulated in 40 points aimed at creating a competitive and resource-efficient transport system by 2050
- 2019: evaluation of the White Paper strategy: effectiveness of the initiatives adopted, achievement of the objectives, identify areas requiring further action, evaluating the added value of a common EU transport strategy, analysing benefits and costs of the initiatives, review the validity of the 2011 objectives, asses coherence of the strategy with targets in other policy areas.
- Results: Q4 2020



Studies and statistics

2019: Study 'New Mobility Patterns in European Cities': (to be launched in Q4 2019) extensive data collection covering the areas of passenger mobility, urban logistics, fleet composition, transport activity and traffic for the EU Member States

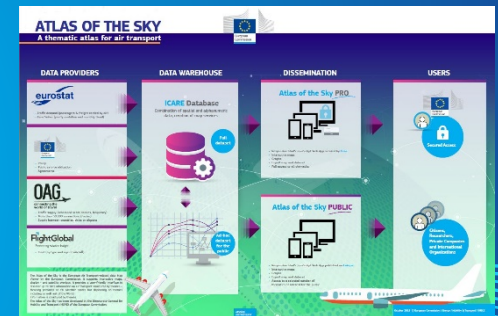
- Task 1: EU-Wide Passenger Mobility Survey: individual/household level: number of trips and mobility activity by mode of transport
- Task 2: Targeted Survey on Urban Logistics: targeted at businesses that provide delivery services to understand the composition and the mileage of the fleet, the corresponding activity, the fuel/energy consumption and the carbon footprint as well as the air pollutant emissions of their activities in the city and their future plans to achieve low emissions logistics
- Task 3: Development of a consistent dataset for quantitative analysis: update of the TRACCS database

-first results: Q1 2021



European Commission

DG MOVE work on statistics



Expected statistical needs for the future

New forms of mobility are rising:

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

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

Growing attention at political level, sometimes competing with official statistics.

Transport statistics still based on a modal perspective, difficult to combine data between modes and with other data sources (e.g. energy, national accounts, emissions).

Convergence across methodologies is needed to ensure comparability!





Thank you for your attention!

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