



The EU Action and Perspectives in Urban Freight Transport

**EU PERSPECTIVES AND TRENDS IN URBAN FREIGHT
DISTRIBUTION**

SUGAR intermediate workshop

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Antonio Scala - EC Urban Transport and Intelligent Transport
Systems

Directorate-General
for Mobility
and Transport



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 under way)
- 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

Urban Mobility Policy: what role for the EU?

- Scope for EU action to be defined and justified on the basis of real added value
- Subsidiarity to be fully respected
- Integration of local policies to be facilitated
- Co-operation with local authorities to be sought
- City networking to be encouraged
- Dissemination of best practices to be promoted

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 under way: indications for EU further action expected – a workshop to be held in Rome on 24 June in the frame of the study. Final report expected in September 2011.

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):

- **New and sustainable fuels and propulsion systems:**
 - » halve the use of conventionally-fuelled cars in urban transport by 2030
 - » 40% of low-carbon sustainable fuels in aviation and 40 to 50 % less emissions in maritime transport by 2050
- **Optimising the performance of multimodal logistic chains:**
 - » 30% road freight over 300 km to be switched to softer modes by 2030 and more than 50% by 2050
 - » Triple the length of High-speed rail
 - » Attaining a fully functional TEN-T core network by 2030
 - » Connecting core network airports to rail (2050) and seaports to rail and waterway systems

.... ten goals (II)

● Increasing the efficiency of transport and infrastructure use with info 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
- » BY 2050, move to close to zero fatalities in road transport
- » Move towards the full application of 'user pays' and 'polluter pays' principles

.... and four “I”s (and the relevant 40 actions currently being turned into work programmes)

- **Internal market**: Create a genuine Single European Transport Area by eliminating all residual barriers between modes and national systems
- **Innovation**: EU research 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

Urban Freight Transport in the White Paper

- Promote integrated territorial planning
- Develop the use of consolidation centres
- Use cleaner and more silent urban trucks and vans in urban areas
- Use ITS applications to optimise efficiency of delivery
- Facilitate use of inland waterways and improve operations in inland ports
- Consider innovative vehicles and modes, although quantitatively marginal : metro networks at night (Paris, Monoprix chain), electric bikes and tricycles (several locations)
- Optimise street/lane/parking sites capacity through traffic re-organisation
- Use of automatic collection points for recipients to collect parcels at their best convenience, also combined with e-shopping
- **Public authorities to balance the (conflicting) needs between stakeholders (e.g. operators and residents) through appropriate compensation measures**
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● THANK YOU for your attention

antonio.scala@ec.europa.eu