

EU white paper on transport released

In his vision on transport, Commission Vice President Siim Kallas outlines how transport can continue to grow without curbing mobility and simultaneously reaching 60% emission savings by 2050. To achieve this goal, the energy efficiency performance of current vehicle types across all modes must be improved, new sustainable fuels and propulsion systems must be developed and deployed, the performance of multi-modal logistics chains must be optimized and transport infrastructure must be used more efficiently through ITS and market measures.

The Commission has set 10 targets to achieve the -60% emission target amongst which are the full deployment of ITS by 2020, a fully functional and EU-wide multi-modal trans-European core network for transport by 2030 with a good connection between core seaports and rail and inland navigation and a 30% shift of long-distance road freight to rail and waterborne by 2030.

The new transport strategy covers 4 pillars in order to achieve the vision:

- The creation of a single EU transport area which tackles the main market barriers and sets the framework for quality, sustainable and reliable transport services
- More focused research, innovation and a deployment roadmap which deals with technology and behavior to grow out of oil, to optimize and interconnect the transport system
- The modernisation of infrastructure to create a green mobility network and the diversification of financial resources (user pays, EU project bonds, public-private-partnerships) coupled to transport taxation which encourages the rapid introduction of clean vehicles
- The global promotion of the EU approach and extend the infrastructure policy to the immediate neighbours.

With this white paper, the Commission leaves the uni-modal approach and goes for a cross-cutting strategy in the areas of infrastructure, innovation and market. For inland waterway transport specifically, the Commission will establish an appropriate framework to optimize the internal market for inland waterway transport, and to remove barriers that prevent its increased use. The feasibility of the creation of an EU register and EU flag will be assessed. For River Information Services, the necessary innovation strategy including the appropriate governance and financing instruments will be identified to ensure a rapid deployment as well as the integration with other systems.

[Commission White Paper "The Transport 2050 roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system"](#)

First reaction of the inland navigation sector:

INE: The inland navigation sector agrees on white paper target, but wants more ambitious measures. "The inland waterway transport sector read the new white paper on competitive and resource-efficient transport with great interest. The European Barge Union (EBU), the European Skippers Organisation (ESO) and Inland Navigation Europe (INE) are pleased with the target of -60% emissions by 2050, but nonetheless feel that the Commission document could have been much more ambitious with regards to the decarbonisation target for transport..."

Manual on Good Practices in Sustainable Waterway Planning

PLATINA has launched an innovative manual presenting good practises in sustainable waterway planning. The document provides guidelines for planning waterway development projects that are compatible with environmental protection requirements, creating a win-win harmony. It offers general advice for waterway infrastructure projects and addresses both technical planners and other interested stakeholders who want to be involved in a waterway development planning process.

The International Commission for the Protection of the Danube River (ICPDR) has co-ordinated the production of the Manual, which is the result of a consultative process between waterway operators and managers, and environmental organisations. According to Philip Weller, Executive Secretary of ICPDR: "This new planning tool will substantially enhance and smoothen communication between the transport and environment sectors." To Mr Weller, the public discussions make it clear that "there is a strong need to guide future actions with an eye to reconciling what might be conflicting interests. Some innovative processes and measures have shown that it is indeed possible to create win-win solutions for environment, transport and other river uses."

Manual on Good Practices in Sustainable Waterway Planning

ECCONET Newsletter now available - General assessment of climate change effects on European inland waterways



On January 1st, 2010, the ECCONET, or "Effects of Climate Change on the inland waterway NETwork", project officially started. ECCONET is a 3-year Coordination and Support Action funded by the European Commission (DG-MOVE) in the context of the 7th Framework Programme.

The objective of ECCONET is to assess the navigation conditions in the future, taking into account the influence of climate change on the waterway network. In parallel, ECCONET also analyzes the possibility for adaptation measures to improve the performance of inland waterway transport (IWT) in the light of climate change. Taking into account its complex and ambitious nature, ECCONET integrates past and ongoing research in meteorology, hydrology, infrastructure operation, ship-building, transportation, and economics.

The ECCONET project assesses navigation conditions in the future as projected by current climate models. As there is no single best climate model, ECCONET uses many different models to assess the current state of knowledge on climate change, including its uncertainty band.

More details on the project can be found at: www.econet.eu

A record year for shortsea shipping in the Flemish ports

2010 was a record year for shortsea shipping, the transport along the coastline of Europe. Last year, almost 135 tonnes of shortsea cargo has been handled in the four Flemish ports. Flemish Minister for Mobility and Public Works Hilde Crevits has disclosed last year's results at a venue in the port of Zeebrugge. At the same time she also presented the second shortsea shipping award to the Antwerp firm ACB Agencies, a company that develops shortsea concepts.

Increasing freight transport on the river Danube in Austria in 2010

In the river shipping industry, the pendulum lately swung back to growth. According to Statistics Austria, a total of 11.1 million tons of goods was transported as freight transport on the Austrian section of the Danube in 2010. This means an increase of 18.6 per cent compared to 2009. Thus after massive declines in the year 2009, the volumes of transport on the Danube almost reached the level of 2008 at 11.2 million tons, as Statistics Austria reports

EcoTransIT tool a world of possibility

A European consortium wielding a revolutionary tool for the measurement of CO2 emissions has opened its doors to global input in the search for innovation. EcoTransIT is an application that identifies the environmental impacts of freight transportation in terms of direct energy consumption and emissions. The brain-child of five European railway companies in 2000, EcoTransIT also allows the calculation of indirect energy consumption and emissions related to production, transportation and the distribution of energy required for operating vehicles.

Proposal for corporatisation of Port of Amsterdam



On 15 March, the College of Mayor and Alderpersons proposed the corporatisation of the Port of Amsterdam

Operating as a governmental limited liability company, the Port of Amsterdam would be able to enter into more partnerships in the commercial logistics sector and therefore improve its performance in the face of international competition.

The Port of Amsterdam is a municipal company and following corporatisation, it would move forward as a limited liability company (known as NV Haven Amsterdam). The new construction would mean that the Port of Amsterdam would be able to enter into regional, national or international collaborations more easily and could also become a more enterprising strategical partner.

The Repositioning of the Port of Amsterdam Research Phase Report drafted by the City of Amsterdam indicates that the Port of Amsterdam would need to share its responsibilities and interests with partners in order to effectively intensify cooperation.

Corporatisation is based on the notion that all activities, company divisions and associated risks would be transferred to NV Haven Amsterdam. All shares in the company would initially be owned by the City of Amsterdam.

Regional municipalities, provinces, the state and other port companies would eventually be able to become involved in the organisation by investing capital or offering land. Following corporatisation, the Port of Amsterdam would remain responsible for carrying out a range of tasks within the public sector such as nautical responsibilities and managing/maintaining the public spaces at Westpoort.

In 2009, the Port of Amsterdam became Europe's fourth largest port. The 2008 Port Monitor (Havenmonitor), conducted by the Ministry of Infrastructure and Environment, indicated the importance of the Port for Amsterdam for the city and the surrounding region. The Port of Amsterdam is committed to sustainable growth, focusing on innovation and intensifying space usage. The new hinterland strategy outlines the Port of Amsterdam's plans to implement combined traffic flows that will see increased transport over the water and rail networks to help ease congestion. The development of strategic cooperation as a limited liability company is required in order to successfully move forward with these aims.

On 28 October 2009, the Amsterdam City Council decided to begin research into whether it would be desirable and feasible to privatise the Port of Amsterdam. The council committee plans to discuss the College's recent proposal on 13 April, as does the City Council on 11 May. The final decision is expected to be reached after this date.

Commission launches consultation on "Europe 2020 Project Bonds" to fund infrastructure

The European Commission launches a public consultation on the "Europe 2020 Project Bond Initiative" which aims at boosting the funding of projects with long-term revenue potential in line with the Europe 2020 policy priorities.

In the transport area, the assessment of the investment plans of the Member States reveals that around € 21.5 billion per year is needed in the post-2013 period to remove significant bottlenecks, construct missing cross-border links, and interconnect transport modes.

Over the next decade, record investment volumes in Europe's transport, energy, information and communication networks will be needed in order to underpin the Europe 2020 flagship actions. Developing smart, upgraded and fully interconnected infrastructures will foster the completion of the internal market.

Preliminary estimates point to investment needs of €1.5 to 2 trillion for Trans-European Transport Networks, the energy sector and information and communication technologies.

These needs, combined with the fact that government budgets face severe constraints, make it crucial to foster the participation of the private sector in the financing of infrastructure projects.

www.ec.europa.eu

Road and rail freight transport in the EU27 Road freight transport down by 10% and rail freight by 17% in 2009 Signs of recovery in first half of 2010

At EU level, the economic crisis resulted in a decrease in road and rail freight transport¹ in 2008 and 2009, after several years of an upward trend. In the **EU27**, road freight transport was down by 10% in 2009, after a fall of 2% in 2008. Rail freight transport was down by 17% in 2009, after a drop of 2% in 2008.

However, quarterly data indicate that both transport modes have begun to recover from the effects of the economic crisis. For both road and rail freight transport, there was a gradual improvement throughout 2009, confirmed in the two first quarters of 2010. Compared with the same quarter of the previous year, road freight increased by 3% in the first quarter of 2010 and by 4% in the second quarter, while rail freight rose by 8% in the first quarter and by 14% in the second quarter.

These figures are published in two reports¹ from **Eurostat, the statistical office of the European Union**, on road and on rail freight transport in the **EU27**.

¹**Eurostat**, Statistics in Focus 12/2011, "**Six years of road freight growth lost to the crisis**" and 11/2011, "**The fall in rail freight transport performance slowed down towards the end of 2009**".

The publications are available free of charge in PDF format on

Facts & forecasts

The transport industry directly employs more than 10 million people, accounting for 4.5% of total employment, and represents 4.6% of Gross Domestic Product (GDP). Manufacture of transport equipment provides an additional 1.7% GDP and 1.5% employment.

The share of road transport in intra-EU long distance freight transport is around 33%, while rail and inland waterways jointly contribute less than 20%. The poor environmental performance of the transport system is linked to the fact that the generally greener rail and inland waterways transport have failed to exploit their potential in medium to long distances.

An EU-registered ship travelling from Antwerp to Rotterdam can require the same amount of paperwork as a ship travelling to Rotterdam from Panama.

ec.europa.eu/transport

Roadmap to a Single European Transport Area

Transport matters

The quality and cost of transport services have a major impact on the ability of business to compete, on economic growth and on quality of life. Transport is fundamental to a more efficient European economy.

Putting sustainability at the heart of transport

Transport is heavily dependent on imported oil. And while most sectors have been reducing CO₂ emissions, transport's share

has been steadily increasing. By 2050, we need to have greatly reduced those CO₂ emissions and made inroads into tackling congestion and environmental pollution. To achieve Europe's targeted 80% CO₂ reduction by 2050 compared to 1990, oil consumption in the transport sector must drop by around 70% from today, implying a revolution in transport fuels and the way we travel.

Plugging into smart solutions

High-speed trains have transformed travel, and new plane engines are soon to significantly reduce aircraft emissions. Research and technology can provide the solutions for more efficient and sustainable transport in the future. Intelligent transport systems, new generation vehicles and alternative energy/propulsion systems are just some of the solutions on offer to make travel greener and more efficient.

Reducing barriers to free movement

There is still much work to be done to remove the many barriers – technical and administrative – that are holding back transport users, businesses and citizens. Movement across the EU has got easier, thanks in part to the single market, but is still not free enough. These barriers cost us time, money and energy and more needs to be done to make travel easier whether it be for goods or people.

Investing the network

To deliver a high-quality service we need new private money and new ways of securing investment.
ec.europa.eu/strategies

The Danube Region Strategy Labgroup



Building on the successful experience of the Baltic Sea Region Laboratory Group, INTERACT and the European Commission are now starting a similar, **informal working platform** in the Danube Region.

The Labgroup brings together representatives from national and regional authorities responsible for convergence, competitiveness and territorial cooperation programmes, ESF programmes, European Commission - DG Regional Policy, the European Investment Bank, as well as other financing institutions and actors.

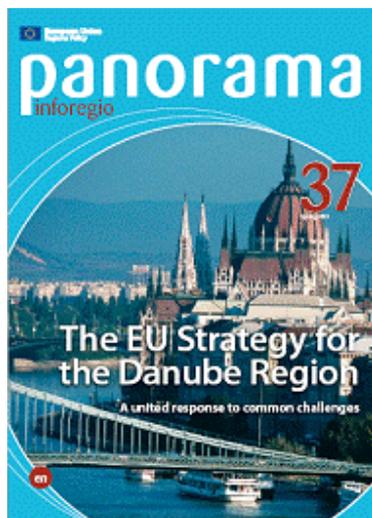
The "Danube Region Strategy Labgroup" is a think tank that will address the new challenges and potential, of the Strategy for the day-to-day management of operational programmes.

The Labgroup shall build on practical expertise of its members and support the development of operational guidance in line with programmes practices and needs.

Special edition of Panorama magazine on the EU Strategy for the Danube Region

Panorama is the quarterly magazine for regional development. The spring edition to be published in April will be devoted to the EU Strategy for the Danube Region.

In this edition you can see the type of projects that the Strategy is facilitating and have the views of experts on how the Region will look in 2020 and how the Strategy will support this.



□ Joint Meeting of the Coordinators of the EU Strategy for the Danube Region in Gödöllő, Hungary from 8 to 10 May 2011.

□ The Strategy should be endorsed by the Council during the Hungarian Presidency (foreseen date of the General Affairs Council is 13 April) and Heads of State will confirm this support (European Council of 24 June).

Territorial Cooperation, key to the success of the EU Strategy for the Danube Region

Over 40 territorial cooperation programmes are active in the Danube Region. Their task: promoting and supporting the development of cross-border and transnational projects in the area, on the EU side and with external partners. Through the setting up of networks and innovative pilot activities, cooperation projects contribute to abolishing borders and bringing regions together, for the benefit of their populations and economies.

Many territorial cooperation projects are already contributing to the strategy and have been identified as illustrative projects in the Action Plan, such as the transnational projects *Danubeparks* and *Floodrisk*, financed under the Transnational Programme South-East Europe.

Territorial cooperation should therefore be fully part of the Strategy implementation. As Mr. Dirk Ahner, General Director of DG Regional Policy, said in a recent interview to INTERACT: *"The Strategy is about addressing challenges and opportunities that cannot be addressed by individual countries alone and thus need joint action from several countries. Cooperation programmes will therefore play a particularly important role in implementing the Strategy, either locally at bilateral borders, or on a larger scale through the existing transnational cooperation programmes"*.

UPCOMING EVENTS

- 26 – 29 April 2011, [TransRussia](#), Moscow, Russia
- 14 April 2011, [Port of Constanta Day](#), Krems, Austria
- 13 April 2011, [EC conference on future transport fuels](#), Brussels
- 12 April 2011, [CO2 emissions and inland waterway transport](#), Strasbourg