



Recent developments in the EU transport policy

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4th ITF/OECD Transport statistics meeting



Outline

- **'Low-emission mobility strategy' communication**
- **Expected statistical needs for the future**
- **Study on internalisation of the external costs**
- **DG MOVE work on statistics**



A European strategy for low-emission mobility



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Mobility and
Transport

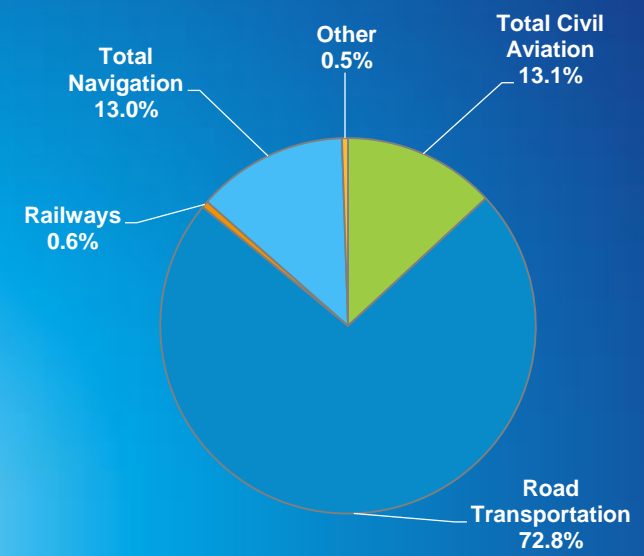
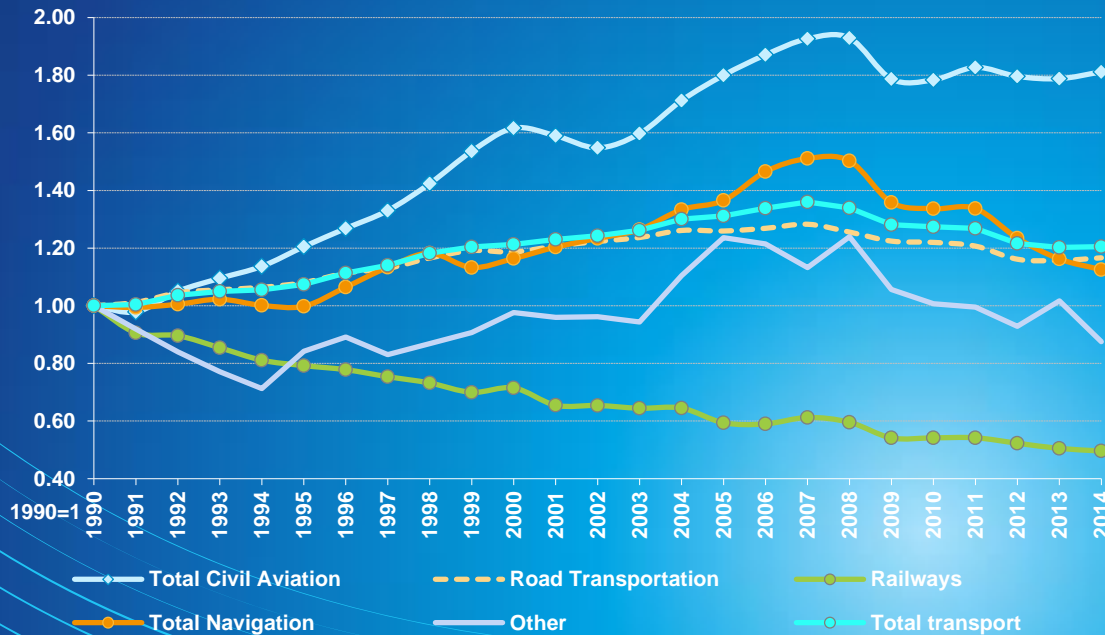
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Low-emission mobility

- **Low-emission mobility: an essential component of the shift to the low-carbon, circular economy**
- **Transport sector challenge**
 - *About one quarter of greenhouse gas emissions*
 - *About one third of final energy consumption*
 - *Dependence on oil for more than 90% of its need*
 - *Major cause of air pollution in cities*
- **Level of ambition**
 - *GHG emissions from transport at least 60% lower than in 1990 by mid-century, and firmly on the path towards zero.*
 - *Emissions of air pollutants from transport to be drastically reduced without delay*
- **Actions at EU, MS, and local levels are needed**



Greenhouse gas emissions from transport, including international shipping





Opportunities of low-emission mobility

- **Sustainable growth and new jobs**
- **Competitive advantage in new technologies and business models**
- **EU car industry to regain the trust of consumers**
- **Benefits for European citizens and consumers**
 - air quality improvements, reduction in noise levels
 - lower congestion levels and improved safety
 - more efficient, less-energy consuming cars
 - lower running costs for transporting goods



EU Strategy for low-emission mobility

- **Integrated and comprehensive approach, mix of policy instruments, mutually supporting and reinforcing**
- **Objectives**
 - Reduce emissions to meet the 2030 targets in the sectors not covered by EU ETS and the longer term objective; decrease oil import dependency; increase innovation and competitiveness
- **Main levers for regulatory actions**
 - Efficiency of the transport system
 - Low-emission alternative energy for transport
 - Zero-emission vehicles
- **Cross-cutting initiatives for an enabling environment**

Improving the efficiency of the transport system

- A more efficient transport is a priority, since past advances on sustainability have been offset by growing transport demand
- Digital mobility solutions
- Fair and efficient pricing to manage transport demand
- Promoting multi-modality



Scaling up the use of low-emission alternative energy

- The transition to low-emission alternative energy in transport needs to accelerate, it will also contribute to Energy Security
- Effective framework to incentivise low-emission energy (including advanced biofuels, renewable electricity and synthetic fuels) to be put in place
- Infrastructure for alternative fuels needs to be rolled-out
- Obstacles to electro-mobility need to be removed

Moving towards zero-emission vehicles

- **Fundamental changes to vehicle emissions measurement were made**
 - *New type-approval framework*
 - *Real Driving Emissions (RDE) for pollutants*
 - *World Harmonised Light Vehicle Test Procedure (WLTP) for CO₂ and fuel consumption*
- **Post-2020 strategy for cars and vans**
 - *Further improvements in conventional engines*
 - *Options for incentives for Low and zero emission vehicles*
- **Post-2020 strategy for lorries, buses and coaches**
 - *Certification, monitoring and reporting of carbon dioxide emissions and fuel consumption*
 - *Additional measures to actively curb carbon dioxide emissions*



Enabling environment

- **Energy Union Strategy: linking the transport and energy systems**
- **Research, innovation and competitiveness**
 - *Focus resources on disruptive low-emissions options and their deployment*
- **Investments**
 - *Strategy to provide greater certainty and guidance to investors*
 - *Investment Plan for Europe*
 - *Connecting Europe Facility*
 - *European Structural and Investment Funds*
- **Actions by cities**
- **International actions (ICAO and IMO)**



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).

Growing attention at political level!

Topics for discussion for the next ITF meetings?



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.



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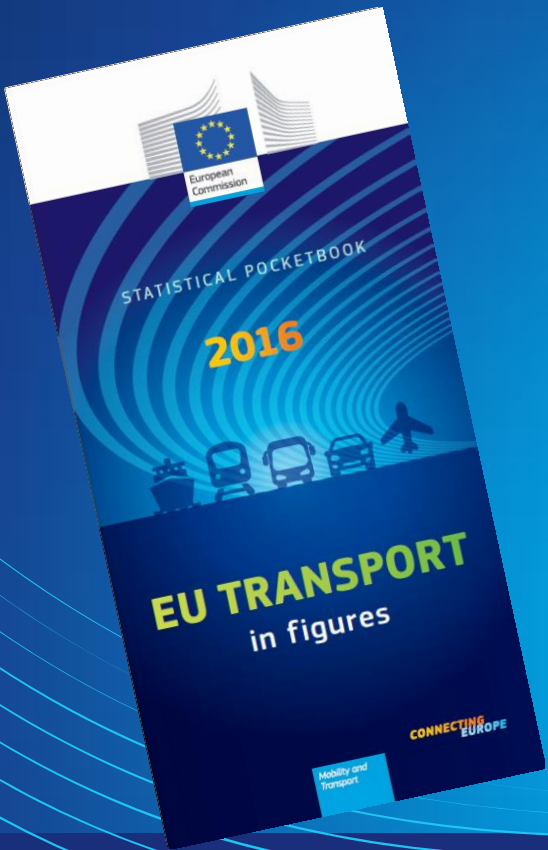
ITF/OECD infrastructure data will be of primary importance for the study. It is also used in other initiatives (e.g. European Semester).

The study will aim at filling the existing gaps with additional data collection and mapping differences in methodology.

The results should be comparable across countries and with the ITF/OECD data.

ITF cooperation to this study is gladly welcome!

DG MOVE work on statistics





Thank you for your attention!

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