



Directorate-General

for Energy

and Transport

● The future of combined transport: the European perspective

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● EU Transport Policy - Trends and challenges

- Aging (public funds, skills' shortage)
- Migration and internal mobility (connections)
- Environmental challenges (emissions)
- Increasing scarcity of fossil fuels
- Urbanisation (last mile)
- World trade (need for global solutions)

Policy objectives

- Safe, secure, and high quality transport
- Well maintained and integrated network
- More environmentally sustainable transport
- Leading in transport services and technologies
- Developing the human capital
- Smart prices
- Sound planning

Policy instruments

- Infrastructure policy: priorities
- Pricing and funding: internalisation
- Technology: standards and demonstration
- Legislation: harmonisation and market opening
- Information, training and education
- Governance: the urban dimension
- External policy: global action and neighbouring policy
- Example of a solution: Green corridors ?

Green corridors: purpose of the concept

- Long-distance freight transport corridors where advanced technologies and co-modality are employed to:
 - » optimise the use of the assets and the efficiency of the logistics chain
 - » reduce the environmental footprint from transport
 - » minimise the external impacts (safety, congestion, noise, pollution)
- Green corridors link together transport infrastructure and transport operations

● Green Corridors development

- SuperGreen study launched in February 2010
- Key deliverables:
 - » Detailed definition of the concept
 - » Key performance indicators (environmental, socio-economic etc) to make green corridors measurable
 - » Examination of the potential of selected “green technologies” and ICT on selected transport corridors
- Integration with the on-going TEN-T policy review



The place of Combined transport in the EC's policies

- An effective and efficient combination of the specific advantages of otherwise competitive modes of goods transport
- Providing seamless transport solution improving the productivity of the entire chain
- Contributing to road safety, energy savings, reduced congestion, and a better quality of life

● Framework policies improving the competitiveness of CT

- Adequate performance of the individual modes
- Fair market access for all modes and their combinations
- Liberalization of the railways
- Interoperability of the transport services



● Framework policies improving the competitiveness of CT

- State aids rules
- Fiscal incentives
- Funding (RTD, TEN-T, Marco Polo)
- Better loading ratios of CT vehicles (40 foot ISO containers internationally)



Council Directive 92/106/EEC on combined transport

- Purpose - to facilitate and encourage the development of CT by defining it, liberalising it from all quota systems, envisaging fiscal incentives for certain CT (primarily road-rail), exempting road haulage legs from compulsory tariff regulations
- Result - limited impact, some inefficient wording and scope, partially outdated and invalid provisions, voluntary and limited nature of the incentives, inefficient statistics and reporting structure...

Need for adapting the CT legislation?

Modernise, improve and expand the scope, the definition, the content and finally the impact of the sole legal instrument that is defining combined transport, and is thereafter providing it with incentives and derogations aiming to achieve the desired competitiveness and market share of CT as a more sustainable way of transportation

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