



Current EU affairs on transportation,

Poitiers 1st July 2009

**Atlantic Arc Commission - Transport
Group - CPMR**

Contenido

1. Approval of Directive 2009/33 on the promotion of clean and energy-efficient road transport vehicles
2. Perspectives on Urban Mobility
3. Calls to tender for TEN-T proposals for 2009

1. Approval of Directive 2009/33 on the promotion of clean and energy-efficient road transport vehicles

1/2

Directive 2009/33 aims to increase the contribution of the transport sector with regard to environmental, climate and energy policies in the EU; through the **promotion and stimulation of a market for energy-efficient and clean vehicles**

Stipulations:

- **Vehicles:** Ensure that the energy and environmental impacts of road transport vehicles during their operating life are taken into account in the purchase decision (i.e. energy consumption, CO₂ and Nox emissions, NMHC and particles)
- **Scope:** Applies to authorities responsible for public contracting and operators undertaking public service obligations when a certain contractual value is exceeded (e.g. supply and services in specific sectors €499,000, works contracts in special sectors €6,242,000 or general supply contracts €162,000, services €249,000, works €6,242,000)
- **Compliance:** Establishment of technical specifications on vehicle purchase documentation or the integration of environmental and energy impacts, with a planned methodology, into the criteria for awarding contracts
- **Exemptions:** Vehicles for use in works, quarries, port and airport facilities; and vehicles for army, civil defence, fire service and law enforcement uses

1. Approval of Directive 2009/33 on the promotion of clean and energy-efficient road transport vehicles 2/2

- Incorporates a **methodology** for calculating the costs of vehicle use during its operating life
- Contemplates the preparation of a biannual **report** by the commission on the implementation and the measures adopted by Member States, as well as the adaptation to the technical progress on vehicle use cost data
- **Entry into force:** December 2010



2. Perspectives on Urban Mobility

1/3

The presentation of the **European Commission's** Urban Mobility Plan has been pending since early 2009. So far, progress has only been on some of the **lines included in the mobility plan** at various conferences on urban mobility, among them:

- Support to **pilot projects** in cycle and pedestrian areas, freight transport, green spaces, promotion of public transport and integration of logistics chains.
- The presentation of a **study on "green areas"** by the Commission to help cities identify solutions to meet their needs and to strengthen environmental preservation whilst ensuring freedom of movement to citizens. Several cities are introducing green areas to reduce pollution and air emissions.
- Initiation of a **research study on how to better integrate the different modes of transport in urban areas**. Greater coordination, improved connections among modes and the use of single ticketing will make public transport more attractive and will provide citizens with a wider range of travel choices.
- Launch of a **website** providing assistance to governments in the purchase of **clean and energy-efficient vehicles** in order to comply with Directive 2009/33.
- Preparation of a **new CIVITAS programme** for the development of a comprehensive strategy on how to continue the approach of the urban mobility research programme.

2. Perspectives on Urban Mobility

2/3

In April 2009, given the unavailability of the Urban Mobility Plan of the European Commission, the **European Parliament** submitted, as an exceptional measure, a **report on the action plan for mobility** expressing that:

- Urban transport is a **basic component of the transport policy**, because it affects the mobility of people, the organisation of the interchanges between transport modes and the connection of urban areas with the TEN-T. In addition, road transport, which is the predominant mode in urban areas, is responsible for a high proportion of greenhouse gases: approximately 40%.
- The principle of free administration by local entities over urban and fringe transport means that any European initiative on local transport policies must be discarded. For this reason, the EU can encourage urban transport to contribute to the achievement of community objectives on environmental preservation and against climate change **using all means that will allow it to offer added value to local decisions**.

Proposals on mobility: Priorities

- Speed-up research and innovation in urban mobility
- Encourage maximum use of the different modes of transport
- In urban settings, the EU must focus on adding value to local decisions



2. Perspectives on Urban Mobility

3/3

Speed-up research and innovation in urban mobility

- Launch of a programme for the improvement of statistics and data bases concerning mobility in Eurostat
- European portal for the exchange of information and innovative experiences on environmentally friendly trips
- New CIVITAS programme to integrate: new additional services related to intermodal transportation, ergonomics programmes, integrated information...

Encourage the best use of the different modes by improving scheduling

- Promotion of an integrated approach under a shared governance framework as the criterion for the programming and selection of projects financed by the EU
- Recommendation for the preparation of urban mobility plans for cities of over 100,000 population
- Proposal for responsible authorities to set proactive objectives to reduce emissions
- Proposal to evaluation experiences on fare integration and intermodal information

The EU's added value as a mobility incentive in urban settings

- Proposal to create urban mobility observatories
- Urges that, for the 2014-2020 financial context, consideration is given to creating a financial instrument for urban mobility that will allow the financing of mobility plans and cover a part of the investment aimed at environmental and socioeconomic objectives

3. Calls to tender for TEN-T proposals for 2009

In April 2009, the European Commission issued calls to tender for TEN-T proposals for 2009 (with a budget of €1 billion):

The proposals are divided into 3 working programs:

1. **European Plan for Economic Recovery:** includes €500 million to subsidise works to begin in 2009-2010 and to be largely executed in these two years.
2. **Multi-year works program** to finance top priority projects set for TENT-T, particularly
 - **Motorways of the Sea** which provides feasible alternatives to freight transport via switching from road transport to sea routes (max €30m)
 - **European Rail Transport Management System** (ERTMS) which standardises European railway signaling systems (€240m)
 - **Intelligent road transport systems** which integrate IT and communications capabilities to make road transport more efficient and safe (€100m)
3. **Annual Working Plan** (€140m): complements the earlier programs and includes an amount of €60m as a Loan Guarantee Instrument, available to the EIB



International Bask Consulting

A D V A N C E D L O G I S T I C S G R O U P

Barcelona · Madrid



IBK - Avenida de la Libertad 1, 1º A 20004 SAN SEBASTIAN - Tel +34 943 424 098 Fax +34 943 420 238
www.ibkasesores.com mgarayo@ibkasesores.com

Avinguda Comte d'Urgell 240 3º C · 08036 BARCELONA · - Tel. +34 934 304 016 · Fax +34 934 195 524
www.alg-global.com rbosch@alg-global.com