



Multimodality in EU transport policy

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Mobility and
Transport

CONNECTING
EUROPE



TRANSPORT UNION

EFFICIENCY
CONNECTIVITY
EXTERNALITIES

DECARBONISATION



DIGITALISATION

PEOPLE / PASSENGERS



GLOBAL LEADERSHIP

INVESTMENT



INNOVATION

Obstacles and challenges to Multimodality

- Relative weakness of individual modes, especially rail freight
- Missing links between modes, borders and actors and lack of interoperability
- Paperwork, bureaucracy, and (un)predictability of outcomes
- Misaligned or perverse economic incentives (taxes, charges, externalities)
- State of mind towards “multimodality”



2018 Multimodality Year

CEO Seminar on Multimodality



High-level Conference on European Multimodal Freight Transport, Sofia



TRA, Vienna



TEN-T Days Connecting Europe, Ljubljana



European Conference on SUMP, Nicosia



Multimodal Sustainable Transport – which role for the internalisation of external costs? Brussels



Multimodal Year 2018 – The Future of Transport, Brussels

Delivering EU-wide multimodal travel information, planning & ticketing services – dream or reality?, Brussels



Civitas Forum, Umeå



Maas Summit, Copenhagen

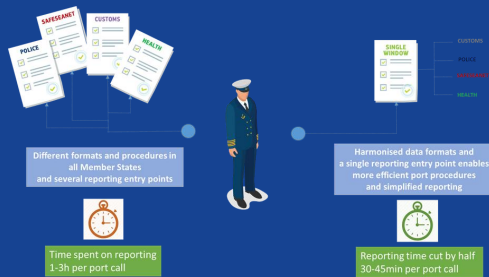


European Mobility Week

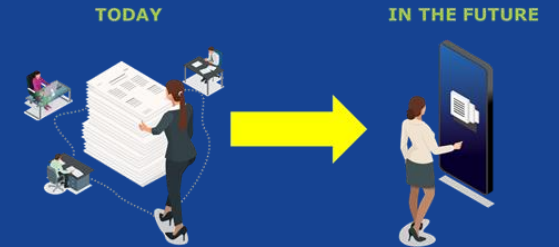


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Initiatives in digitalisation and interoperability

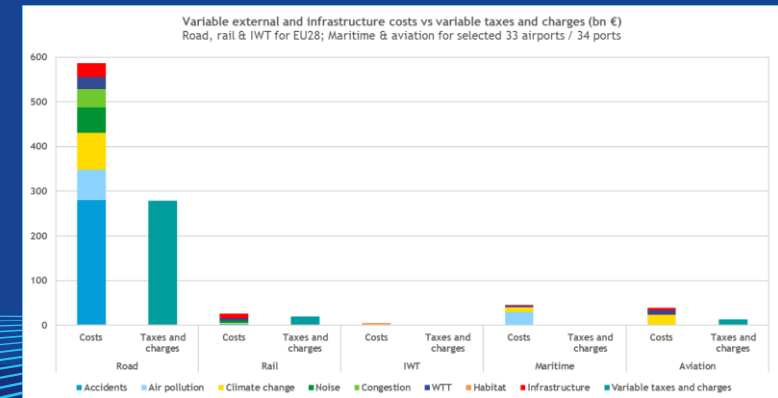
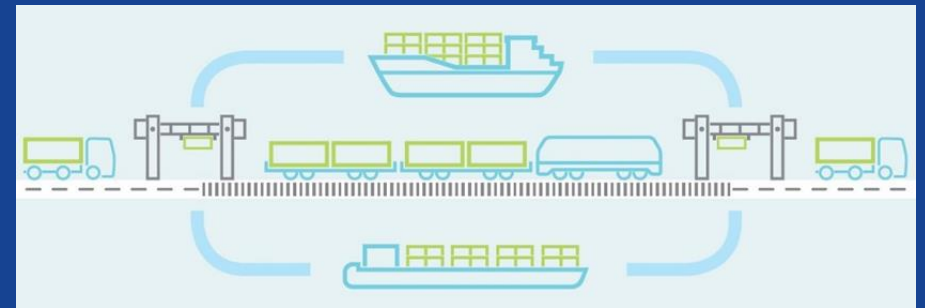


- Proposal for a Regulation on electronic freight Transport information (EFTI)
- Regulation on European Maritime Single Window environment
- Digital Transport & Logistics Forum
- Others : e.g. Delegated Regulation (EU) 2017/1926 on provision of EU-wide multimodal travel information services



Initiatives addressing the “level playing field”

- Revision of the Combined Transport Directive 92/106/EEC
 - To support shift from road freight to more environmental friendly modes of transport (rail, IWW, maritime) as market forces not favourable
- Study on “internalisation of external cost”
 - To be completed by mid-2019



Initiatives in infrastructure, investment and funding

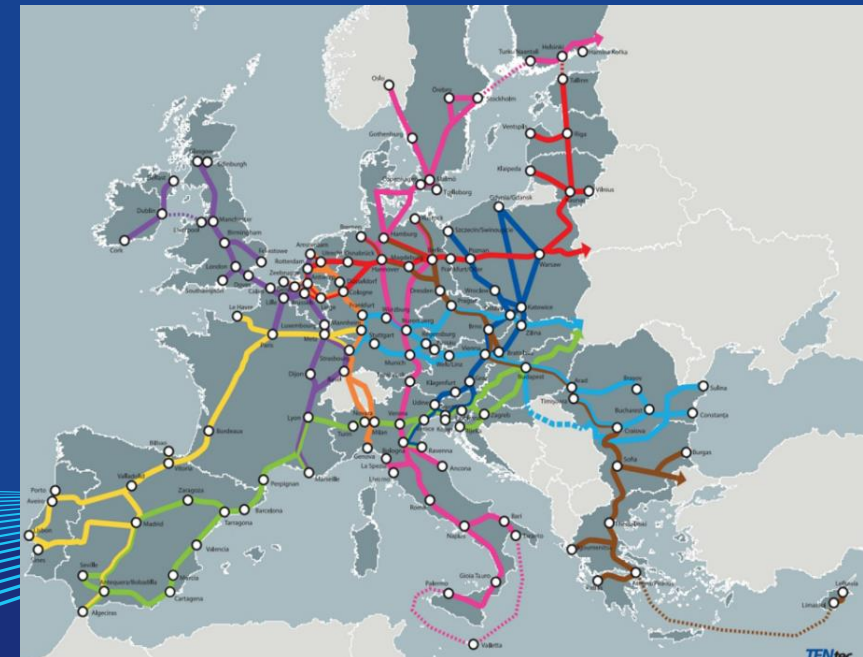
- Research funding : MaaS related projects funded under Shift2Rail, H2020 programme
- Infrastructure funding :
 - CEF 2 Proposal
 - CEF 2018 Call : focus on multimodality & digital
 - CEF 2019 Call : focus on port rail noise and maritime ports in comprehensive network
- TEN-T Regulation : launch of revision
Public consultation until 17 July 2019:
https://ec.europa.eu/info/law/better-regulation/initiatives/ares-2018-4706847/public-consultation_en



H2020
programme

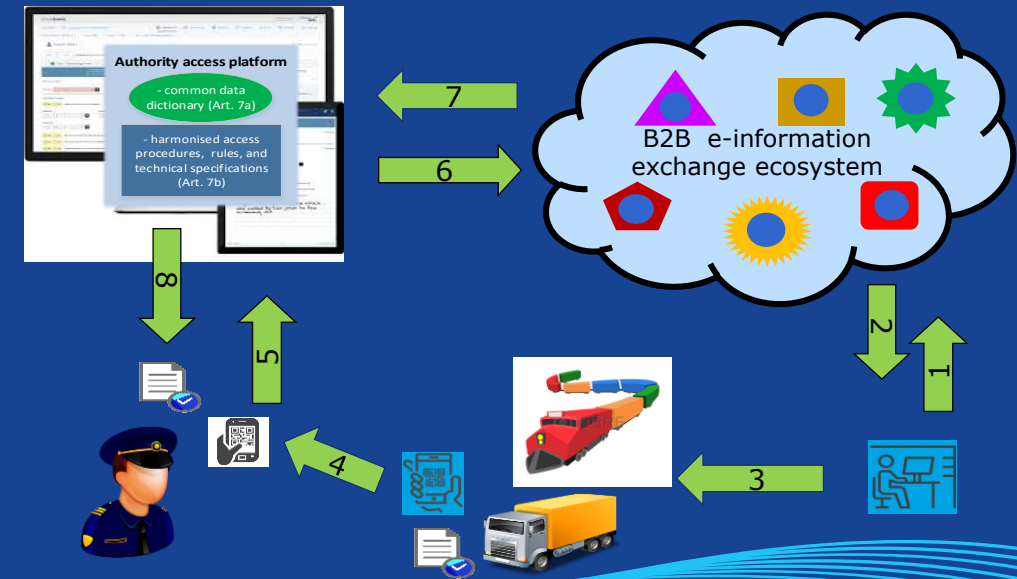


CEF
programme



Proposal for a Regulation on Electronic Freight Transport Information (EFTI)

- A harmonised EU framework for business-to-authority electronic exchange of “regulated” freight transport information with:
 - **obligation of authorities to accept** the information electronically (only) if presented via **certified platforms or certified service providers**;
 - **common general requirements for platforms’** functionalities and, respectively, providers’ obligations to ensure authenticity, integrity, accessibility, security and interoperability;
 - **EU harmonised certification scheme** for platform and services providers.

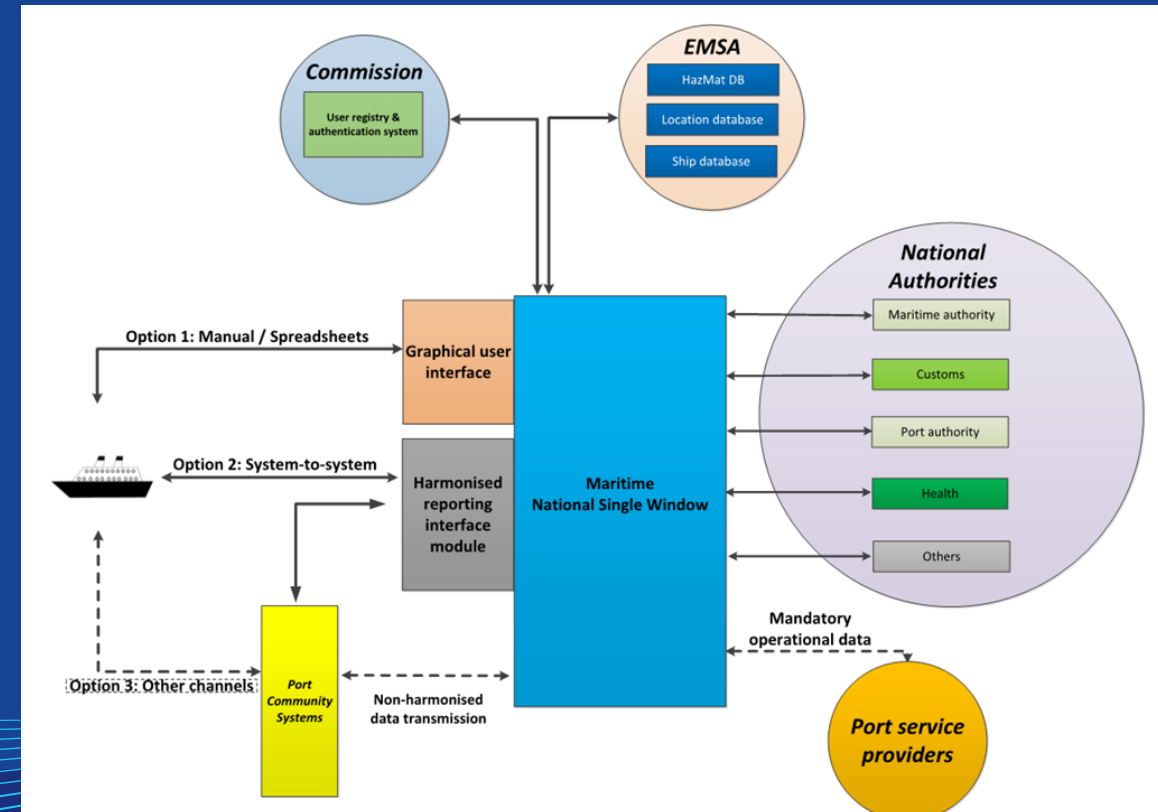


Regulation on European Maritime Single Window environment

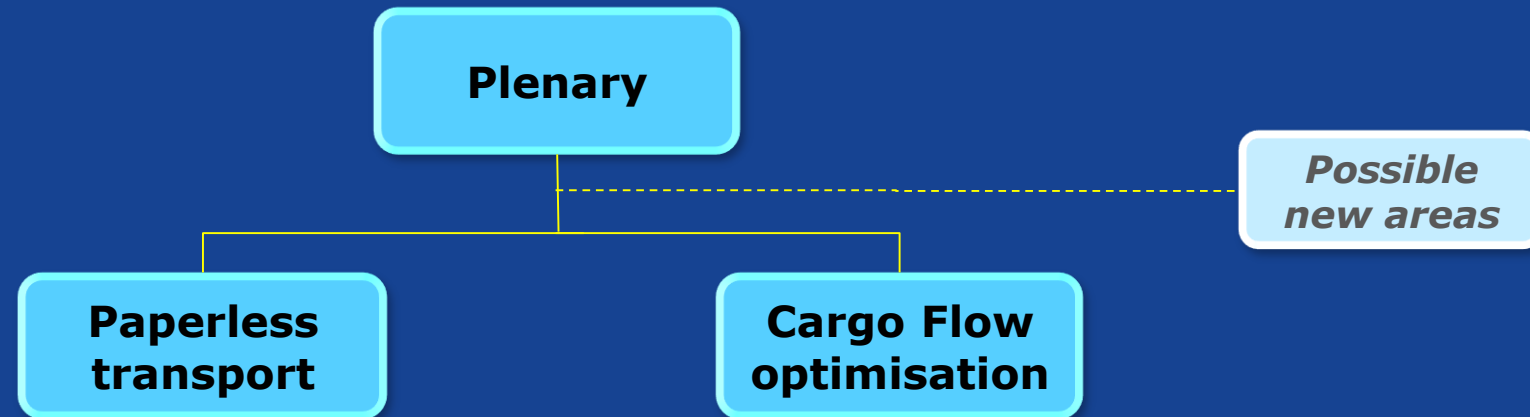
“the legal and technical framework for electronic transmission of information in relation to reporting obligations and procedures for the port calls in the Union”

A decentralised network of National Single Windows with:

- A harmonised data set
- A harmonised submission : system-to-system, GUI towards maritime operators
- Re-use of information: port call, port departure, common EU databases (ship identification, locations codes and information on dangerous and polluting goods)
- Clear governance : national coordination and multiannual plan



Digital Transport & Logistics Forum II



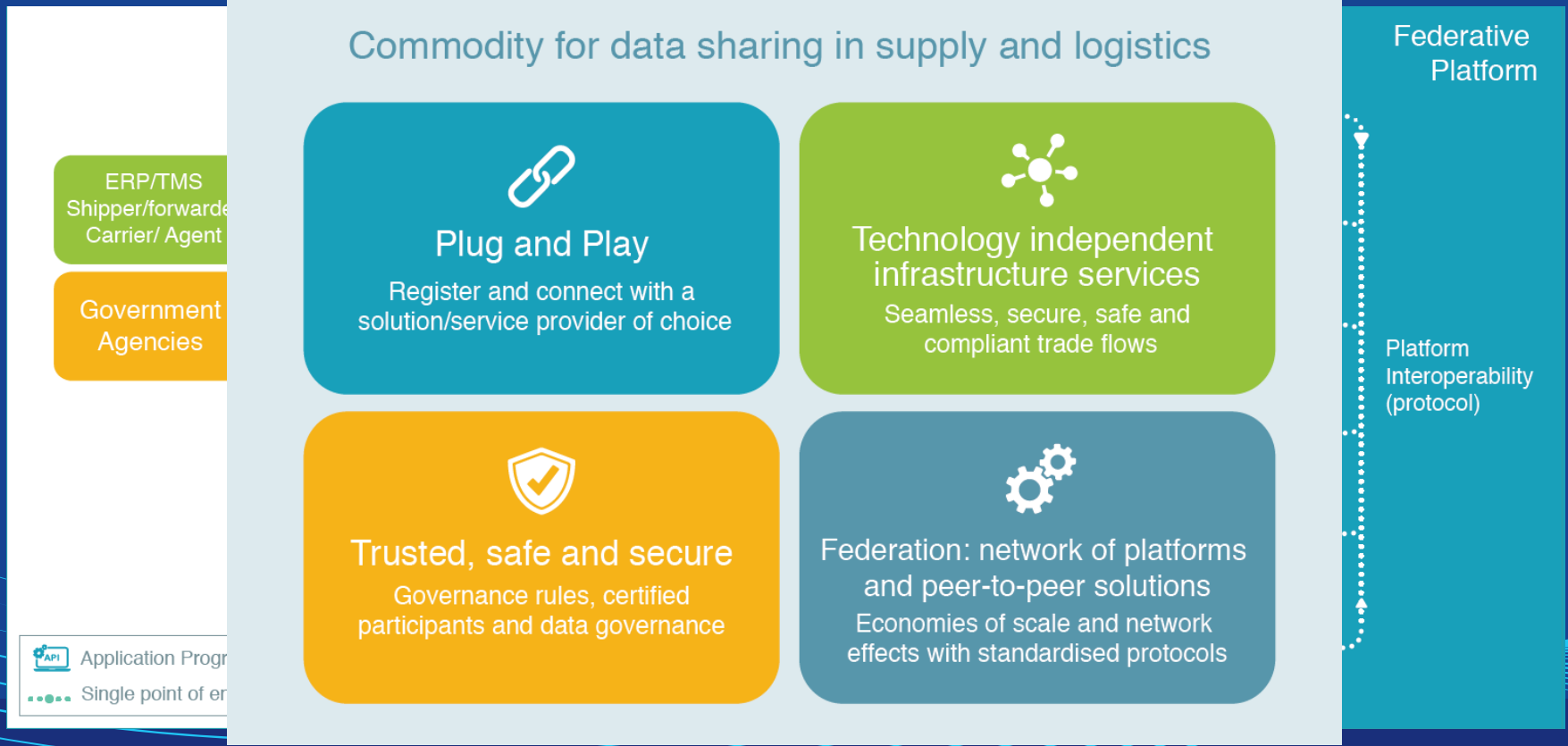
- **Implementation of eFTI**

- **Development of the concept "Federative platform"**
 - Sync with **CEF funded projects**





Principles and building blocks of the “federative platform”



Environmental sustainability of maritime transport : towards “zero waste – zero emission”

- Reduction of maritime GHG emissions : support to IMO global efforts (IMO strategy; MEPC discussions)



- 4th IMO Study
- Work on EEDI (energy efficiency)

- Implementation of the “Sulphur” standards :

- EU legislative framework (reduction of Sulphur content of marine fuels to 0.1% in SECA’s since 2015) – successful implementation!
- IMO – 0.5% Global Sulphur Cap





Environmental sustainability of maritime transport : towards “zero waste – zero emission”

- Remove the obstacles to cleaner fuels, through the Directive on the deployment of alternative fuels infrastructure
 - Sufficient LNG refuelling points
 - Electricity supply for transport – shore-side
- Water pollution / waste discharge : **revised PRF Directive** (to be published soon)
- Funding : CEF/MoS – H2020 – EIB Green Shipping Programme



ESSF II : possible areas of discussion

Decarbonization

Efficiency
Speed Optimization
Port Optimization

PRF/Marine Litter/ Plastic

Air Emissions from Ships

Inc NOx

Alternative Power

Technical Feasibility
Env Performance
Operational Guidelines
Technical Standards

Competitiveness

Funding
Infrastructure
User Needs

EGCS

Noise

Digitalization

R&D

23 January 2019:
First ESSF Plenary under the new mandate

24 June 2019:
ESSF Plenary: decision expected on creation of sub-groups

Autumn 2019:
First meeting of the ESSF new sub-groups



End of February 2019:
Deadline for Members' detailed contributions on priorities and deliverables

Summer 2019:
If necessary, selection of sub-group's members





Future Transport policy : trends and challenges

DECARBONISATION

SAFETY

DIGITALISATION,
AUTOMATION

PEOPLE, SOCIAL
DIMENSION

SINGLE MARKET

INFRASTRUCTURE,
INVESTMENT, FUNDING

INTERNATIONAL DIMENSION



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Thank you for your attention!



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