EU Transport Policy
Road & Rail

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‘Transportation is civilization’
(Kipling)

Transportation is the essential driver:

- Of industry
- Of trade
- Of the European way of life
- It furthers European integration

Economic importance of the sector:

- Generates over 7 % of the Union’s GDP
- Accounts > than 5% of total EU employment

Transportation is a fast growing business, due to:

1. Growth in world population and income
2. Growth in economic activity due to liberalisation process (relaxation of antitrust laws)
3. Growth in specialization (focusing on what the business is good at) and diversification (new products & new markets)
4. Growth in the re-location of many industries
5. Success of globalization of production and consumption
Mobility

Mobility is a very complex concept, because:

1. Mobility is a human right, but transport is becoming a scarce good
2. Growth of transport is not spread evenly over all existing transport modes
3. Transportation (i.e. traffic) generates externalities, such as pollution.

Dr. Theo Noteboom, The University of Antwerp
Some Reasons for a Transport Policy

- Congestion in cities, airports and ports
- Bottlenecks for road, rail and water transportation
- Isolation of outermost regions poorly connected
- Growing demand for oil, declining production and increasing oil prices
- Reduce greenhouse gas emissions
- Passenger accessibility and rights
Transport policy affects many other aspects of society.

Source: Dr. Theo Noteboom, the University of Antwerp.
Subsidiarity Principle: performing only those tasks which cannot be performed effectively at a more immediate or local level

Four criteria to meet:
1) Shared competence between Member States and the EU
2) Problem in which many Members States are involved
3) Solution based on Community actions should be more efficient than separate measures of Member States
4) Value added for EU
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European Transport Policy

Principles:

- Equal treatment of transport modes and transport enterprises
- Financial responsibility of all transport enterprises
- Freedom of action of transport operators
- Free choices by users of transport mode and enterprises
- Coordination of infrastructure investments by public authorities
Policy Guidelines

Part 1--Shifting the balance between modes of transportation

I. Regulated Competition
   A. Improving the road sector
   B. Revitalizing the Railways
   C. Controlling the growth in Air Transport

II. Linking Up the Modes of Transport
   A. Linking up, sea, inland waterways and rail
   B. Helping to start intermodal services: the Marco Polo regime
   C. Creating Favorable Technical Conditions

Part 2—Eliminating Bottlenecks

I. Unblocking the Major Routes
   A. Towards multimodal corridors giving priority to freight
   B. A high-speed passenger network
   C. Improving traffic conditions
   D. Major infrastructure projects

II. The Headache of Funding
   A. Limited public budgets
   B. Reassuring private investors
   C. An innovative approach: pooling of funds

Part 3—Placing Users at the Heart of Transport Policy

I. Unsafe roads
   A. Death on a daily basis
   B. Halving the number of deaths

II. The facts behind the costs to the user
   A. Towards gradual charging for the use of the infrastructure
   B. The need to harmonize fuel taxes

III. Transport with a human face
   A. Intermodality for people (involves more than one mode of transport of passengers)
   B. Rights and obligations of users

IV. Rationalizing urban transport
   A. Diversified energy for transport
   B. Promoting good practice

Part 4—Managing the Globalization of Transport

I. Infrastructure Changes the Name of the Game
   A. The Infrastructure challenge
   B. The opportunity offered by a well-developed rail network
   C. The new dimension for shipping safety

II. The Enlarged Europe Must be More Assertive on the World Stage
   A. A single voice for the European Union in International bodies
   B. The urgent need for an external dimension to air transport
      (Member States cannot act in isolation when negotiating international air service agreements)
   C. Galileo: the key need for a global program

Improving the Road Transport Sector

Regulatory improvements

- Harmonize driving time and rest periods
- Harmonize rules governing checks and penalties for international transport with regard to speeding and drunk-driving
- Harmonize signs and signals
- Harmonize fuel taxes for commercial use
Regulatory improvements

● The social rules in road transport have three complementary goals. They aim at
  – social protection of workers
  – ensuring fair competition between the undertakings
  – improved road safety.

● These rules govern driving time and rest periods, working time and enforcement as well as the recording device, the tachograph.

Social Protection of Workers

- Driving time and rest periods
- Enforcement
- Working time
- Tachograph
Road-Working Time

- Definitions of working time, periods of availability, place of work, mobile worker, self-employed driver, week, night time and night work;
- Maximum working week: 48 hours (this can be extended to 60 hours provided an average of 48 hours per week is not exceeded in any 4 month period);
- Breaks: not more than 6 hours should be worked consecutively without a break (at least 30 min when 6 to 9 hours are worked per day);
- Rest time: the provisions of Regulation (EC) 561/2006 are maintained;
- Night work: not more than 10 hours worked in any 24-hour period when a night shift is performed.
Enforcement

- Particular checks on at least 3% of the total days worked, which could be increased to 4% by the Commission.
- The minimum number of joint checks between Member State enforcement authorities is 6 per year.
- Joint training programs,
- Standard equipment levels
- Establishment of electronic information and intelligence exchange systems.
Enhanced harmonization of enforcement practices

- a common approach to calculating driving times in cases where insufficient rest has been taken.
- uniform decisions on the number and gravity of infringements committed by drivers
- avoid situations where drivers are penalized differently and disproportionately for the same records in different Member States.

A **tachograph** is a device fitted to a vehicle that automatically records its speed and distance, together with the driver's activity selected from a choice of **modes**. The **drive** mode is activated automatically when the vehicle is in motion, and modern tachograph heads usually default to the **other work** mode upon coming to rest. The **rest** and **availability** modes can be manually selected by the driver while stationary.
Analogue Tachograph

- Buses and trucks manufactured before 2006 had an analogue tachograph, but information could be tampered with and it is possible to forget to replace the disc every day and write over the information.
The Vehicle Unit or (VU)

Before commencing a journey (e.g. when loading/unloading or driving) a driver /both drivers) must insert the driver card into the 1st or 2nd man slot (driver or co-driver) on the front Digital Tachograph Unit. Replaces analog tachograph.

The centre field details will be recorded automatically by the tachograph driver name, vehicle registration number, start and ending odometer readings.

A digital tachograph will record a drivers’ activities such as driving, other work, breaks and rest by changing the mode switch, and swap the cards between driver and co-driver slots when double manned.

When a driver is doing a manual entry of data to the tachograph he/she will be asked (via the units menu) if he/she has driven any other vehicle that day and must select whether it was by digital or analogue recorded method. If driving a vehicle fitted with an analogue tachograph the driver should have a chart to cover the driver activities.
Digital Tachograph

- A driver must also make daily printouts when changing between vehicles fitted with analogue and digital tachographs. This guarantees a complete record (printouts and charts) of driving activities for the current week and the last working day of the previous week.
- There is a requirement for the driver card to be downloaded every 21 days.
Digital Tachograph

- Digital tachographs used by professional drivers better protect against fraud, provide for more accurate recording and will require Member States to use a common electronic data exchange system.
- Use of the digital tachograph is expected to save the road transport industry millions of Euros each year by making the tachographs easier to use than the analog tachograph.

operators must fulfill three qualitative criteria of good repute, financial standing and professional competence to be allowed to operate. This is justified for several reasons:

● to halt the proliferation of unscrupulous firms, which seek to gain market share by skimping on safety.
● to achieve greater harmonization of standards between Member States, particularly as regards levels of financial standing required and the standard of professional competence expected
● to facilitate the right of establishment in other Member States and the mutual recognition of professional status
● to improve the overall professional standing and quality of road transport
Cabotage

Cabotage is the transport of goods or passengers between two points in the same country performed by a transportation company (hauliers) registered in another country.

Article 8 of the Regulation provides that every haulier is entitled to perform up to three cabotage operations within a seven day period starting the day after the unloading of the international transport.

A haulier may decide to carry out one, two or all three cabotage operations in different Member States and not necessarily the Member State in which the international transport was delivered. In this case only one cabotage operation is allowed in a given Member State to be carried out within three days of entering that Member State without cargo.

Revitalizing the Railways

European Rail Traffic Management System
Revitalizing the Railways—Fourth Railway Package

Integrate rail transport in the internal market
Creation of a dedicated freight network

Modernize services
Lack of punctuality, reliability, speed: international freight trains operate at 18 km/h.

Standardize Control Systems
• Currently there are 20 different national systems
• Spain, Portugal and many private rail systems do not have the same gauge as the rest of the EU

On January 30, 2013, the European Commission announced a comprehensive package of measures to deliver better quality and more choice in railway services in Europe. Rail is a vital part of EU transport, with a key role in addressing rising traffic demand, congestion, fuel security and decarbonisation. But many European rail markets are currently facing stagnation or decline.

Revitalizing the Railways - Fourth Railway Package

The proposals focus on four key areas:
- Standards and approvals that work
- Better quality and more choice through allowing new players to run rail services
- A structure that delivers
- A skilled workforce
Revitalizing the Railways - Fourth Railway Package

- Standards and approvals that work
  - The Commission wants to cut the administrative costs of rail companies and facilitate the entrance of new operators into the market.
  - Under the new proposals, the European Rail Agency will become a "one stop shop," issuing EU wide rolling stock permits and safety certificates for operators. Currently rail authorizations and safety certificates are issued by each Member State.
  - Overall, this should lead to a saving for companies of €500 million by 2025.
Revitalizing the Railways - Fourth Railway Package

- Better quality and more choice through allowing new players to run rail services
  - Proposal that domestic passenger railways should be opened up to new entrants and services starting in December 2019.
  - Companies will be able to offer domestic rail passenger services across the EU: either by offering competing commercial services or through bidding for public service rail contracts, which account for a majority (over 90%) of EU rail journeys and will become subject to mandatory tendering. services.
Revitalizing the Railways - Fourth Railway Package

- Better quality and more choice through allowing new players to run rail services
  - The proposals would bring clear benefits to passengers in terms of improved services, increasing choice.
  - National domestic passenger markets remain largely closed. Only Sweden and the UK have fully opened their markets, with Germany, Austria, Italy, Czech Republic and the Netherlands having opened theirs to a limited extent.
  - Experience in these open markets, has shown improvements in quality and availability of services.
A structure that delivers

- Faced with numerous complaints from users, the Commission considers that the infrastructure managers must have operational and financial independence from any transport operator running the trains. This is essential to remove potential conflicts of interest and give all companies access to tracks in a non-discriminatory way.

- As a general rule, the proposal confirms institutional separation as the simplest and most transparent way to achieve this. Rail companies independent of infrastructure managers will have immediate access to the internal passenger market in 2019.
Revitalizing the Railways-
Fourth Railway Package

A skilled workforce

- A vibrant rail sector depends on a skilled and motivated workforce. Over the next 10 years, one-third of the railway workforce which will retire.
- Under the EU regulatory framework, Member States will protect workers by requiring new contractors to take them on when public service contracts are transferred.
- The rail industry has 800,000 employees.
Rail Gauge

- **Rail gauge** is the distance between the inner sides of the heads of the two parallel rails that make up a single railway line. Sixty percent of the world's railways use a standard gauge of 1,435 mm (4 ft 8 1/2 in). Wider gauges are called broad gauge; smaller gauges, narrow gauge. Break-of-gauge refers to the meeting of different gauges.

- Some stretches of track are dual gauge, with three or four rails, allowing trains of different gauges to share them. Gauge conversion can resolve break-of-gauge problems.
New railways are usually built to standard gauge. Its advantages are that:

- It facilitates inter-running with neighboring railways
- Locomotives and rolling stock can be ordered from manufacturers' standard designs and do not need to be custom built
- Some customization of equipment may be necessary because of varying loading gauge in different countries.

**Loading gauge** defines the maximum height and width for railway vehicles and their loads.

- Marco Polo is the European Union's funding program for projects which shift freight transport from the road to sea, rail and inland waterways.
- This means fewer trucks on the road and thus less congestion, less pollution, and more reliable and efficient transport of goods.
- It is estimated that every Euro of Marco Polo funding generates social and environmental benefits worth 6 Euros or more.

Source: http://ec.europa.eu/transport/marcopolo/home/home_en.htm
Create favourable technical conditions

- Encourage the emergence of freight integrators
- Standardize containers and swap bodies

The current, second Marco Polo program runs from 2007-13 and features:

- more money: the program budget is €450 million Euros
- more themes: this program includes "motorways of the sea" and "traffic avoidance" projects
- more countries: Countries bordering the EU are also now eligible for funding

Source: http://ec.europa.eu/transport/marcopolo/home/home_en.htm
Marco Polo II – Road to Rail Transport

3 minutes 31 seconds
Swiss Gotthard Tunnel

1 minute
Workers hugged, cheered and set off fireworks as a massive drilling machine dubbed "Sissi" smashed through the last stretch of rock deep in the Swiss Alps.

There was delight at the end of the tunnel—the world's longest—when it was completed on October 15, 2010. The tunnel also aims to reduce the damage that heavy trucks are inflicting on Switzerland's pristine Alpine landscape.

Swiss voters approved the tunnel's construction in a series of referendums almost 20 years ago and it has been under construction for more than 14 years. When it is opened for traffic in 2017, the Gotthard tunnel will let passenger and cargo trains pass under the Alps at speeds up to 155 miles per hour, providing a high-speed link between Switzerland and Europe, reducing the number of trucks thundering through the Alps each year.
The End