

Transport strategies in the EU (from a non-EU point of view)

Gergely GECSE
Ministry for National Development
Hungarian Logistics Association, Benchmarking Forum

1

Effects of transport strategy decisions

- Senate decided in 312 BC about building of 560 km long Via Appia and about the structure and standards (e.g. 5 meters width, stations on every 15 kms) of Roman road network
- It reached its 80 thousand kms length in 2nd century
- It was widely used even in the 16-17th century.



2

Territorial and planning levels of transport strategies

Territorial levels:

1. **EU** - White paper 2011 - Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system
2. **National** (e.g. National Transport Infrastructure Development strategy – Hungary - 2014)
3. **Urban** (sustainable urban mobility plans – SUMP)

Planning levels:

- **Green paper:** Identification of problems, stakeholder discussion
- **White paper:** Green paper + goals and intervention areas
- **Conception:** White paper + detailed interventions
- **Strategy:** Conception + financial background of interventions, realization and monitoring
- **Action plan:** Realization of strategy (deadlines and responsible people of its realization)

3

EU transport policy – compass for transport strategies of EU member states

1. To transform EU transport system into a sustainable one by 2050.

Specific objectives:

- a. 60% reduction of transport-related CO₂ emissions by 2050. ~ 10 sub-goals (e.g. CO₂-free city logistics by 2030; shift of 30% of road freight (over 300 km) to IWW, rail; triple high-speed rail network by 2030; full application of user-pay and polluter pays principle)
- b. Drastic decrease in the oil dependency.
- c. Limit the growth of congestion.

2. Interventions:

| | | | |
|--------------------------|--|------------------------|---|
| I nternal market: | Create a genuine Single European Transport Area by eliminating all residual barriers between modes and national systems. | I nfrastucture: | EU transport infrastructure policy needs a common vision and sufficient resources. The costs of transport should be reflected in its price in an undistorted way. |
| I nnovation: | EU research needs to address the full cycle of research, innovation and deployment in an integrated way. | I nternational: | Opening up third country markets in transport services, products and investments continues to have high priority. |

4



Trans-European Transport network (TEN-T)

- I. Priority levels:
 1. Core network corridors
 2. Core network ~ 2030
 3. Comprehensive network ~ 2050
 - II. Requirements (core):
 1. Rail: 225 kN axle load, electrification, ETCS2+GSM-R, 100-160 km/h speed, 740 metres train length
 2. IWW: min. 2,5 metres draught
- Fulfilling TEN-T core requirements in Hungary needs ca. EUR 10 billion

5

EU financial support for transport investments

1. It makes more investments possible, but:
 - a. For given goals (e.g. TEN-T)
 - b. It directs practically all national financial resources to EU goals (EU finances maximum 85% of net total eligible costs of the investments)
2. It has a complex and difficult mechanism:
 - a. Process to get EU funds: Partnership agreement, operational programme, yearly development framework, major project application, European Commission approval (before it JASPERS examines projects), funds for approved invoices.
 - b. Ex post financing of projects

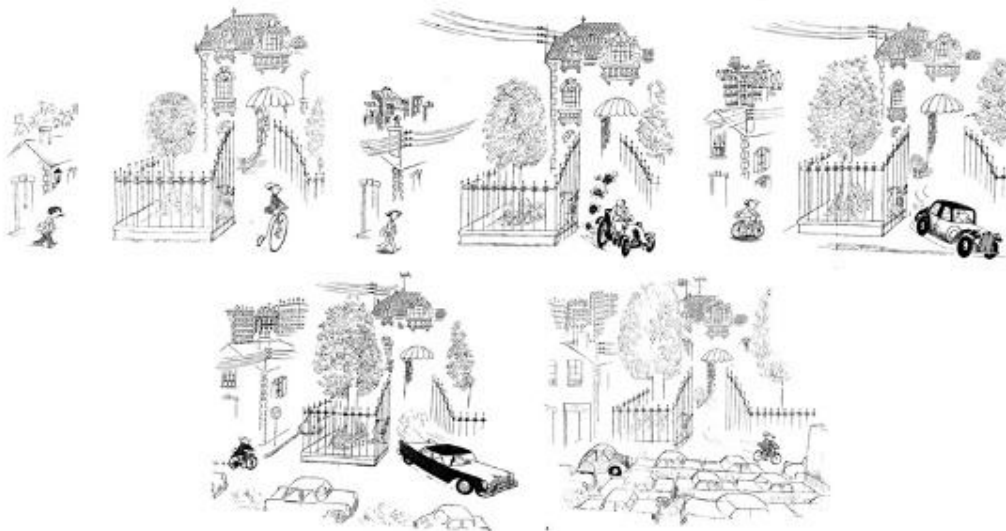
6

Community acquis - transport

1. EU regulations, directives, decisions: approval and implementation (e.g. 2 years for implementation of a directive) is a significant burden of smaller states (e.g. infringements)
2. Challenges for non EU members:
 - a. Public transport regulation
 - b. Liberalized freight transport
 - c. Road (Eurovignette), rail infrastructure charges
 - d. Tax (e.g. minimum excise tax level on fuels) and customs
 - e. Environmental aspects (e.g. Natura2000 territories, impact assessments)
 - f. Free movement of goods
 - g. State aid regulation

7

Thank you for your attention!



8