

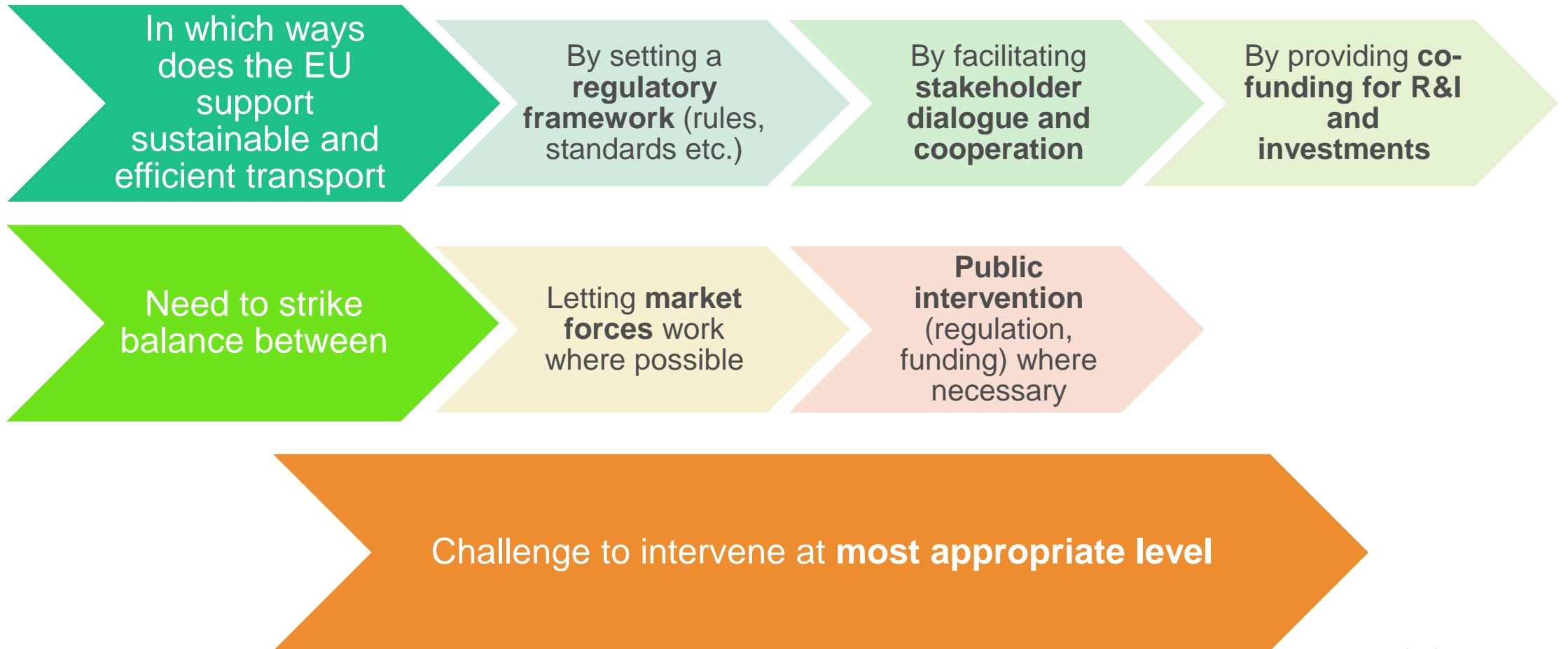


EU instruments to accomplish more sustainable transport

NTM Annual Meeting
25/11/2020

European Commission
DG Mobility and Transport
Maritime Transport and Logistics

The role of the EU policy & legislation



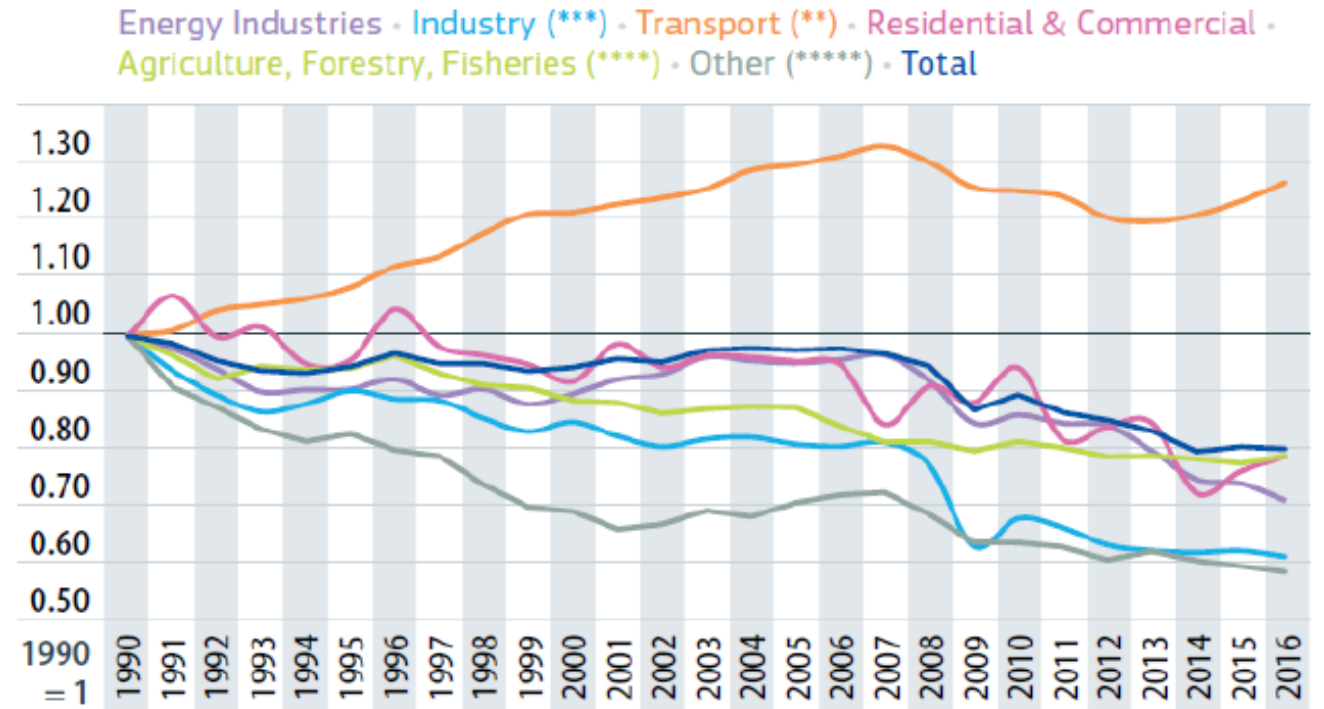
Environmental considerations

Global view - Emissions

Transport responsible for almost 25% of all EU CO₂ emissions.

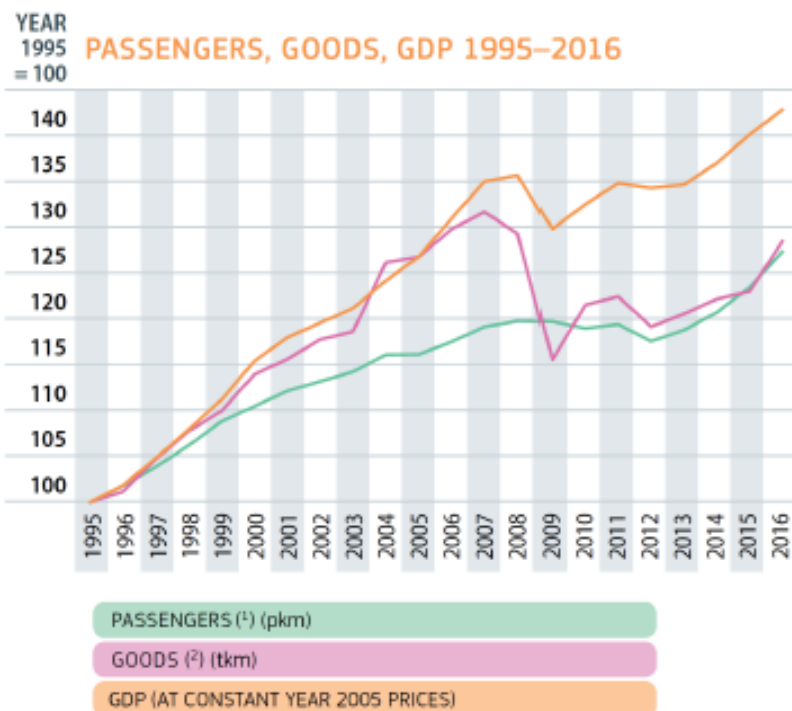
Today's total CO₂ emissions from transport are higher than in 1990
Downward trend of 2007-2013 was broken in 2014 (due to the economic expansion).

For achieving climate-neutral economy by 2050, transport needs to reduce its emissions by 90%



Notes: (*) Excluding LULUCF (Land Use, Land – Use Change and Forestry) emissions and international maritime, including international aviation and indirect CO₂.
(**) Excluding international maritime (international traffic departing from the EU), including international aviation.
(***) Emissions from Manufacturing and Construction, Industrial Processes and Product Use.
(****) Emissions from Fuel Combustion and other Emissions from Agriculture.
(*****) Emissions from Other (Not elsewhere specified), Fugitive Emissions from Fuels, Waste, Indirect CO₂ and Other.

Global view - Growth



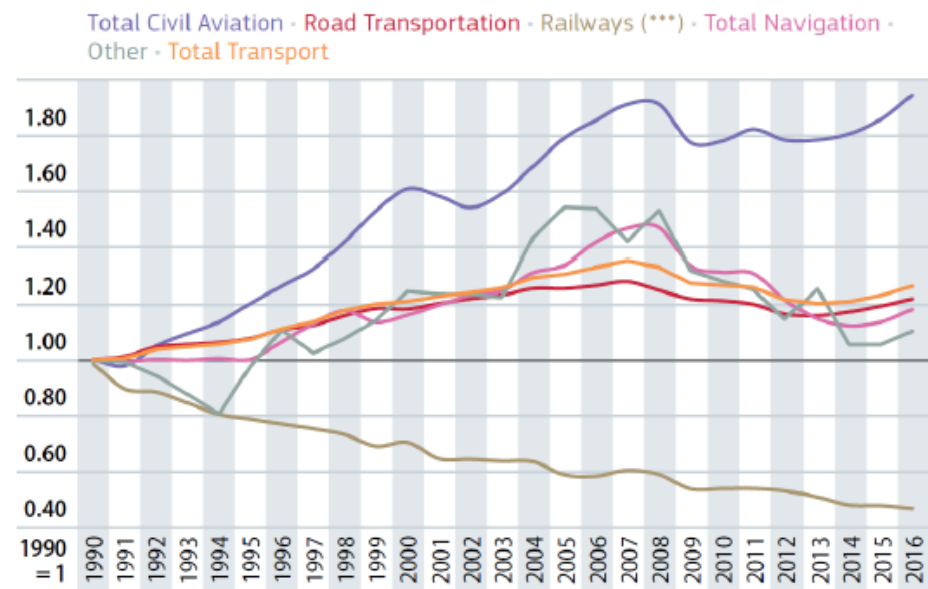
Notes: ⁽¹⁾ Passenger cars, powered two-wheelers, buses & coaches, tram & metro, railways, intra-EU air, intra-EU sea.

⁽²⁾ Road, rail, inland waterways, oil pipelines, intra-EU air, intra-EU sea.

GDP: at constant year 2005 prices and exchange rates.

Total EU freight transport activities in 2015: 3516 billion tonne-kilometres, predicted to increase by 50% until 2050

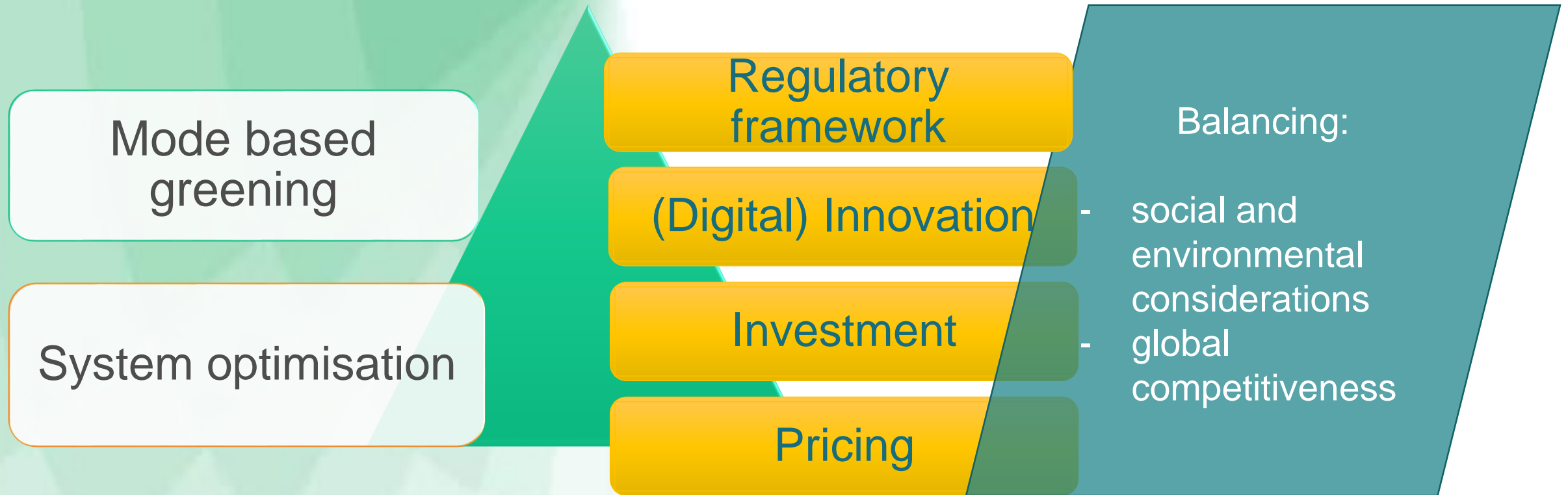
Almost half carried out by road, followed by sea (31%), railway (12%), inland waterway (4%), oil pipeline (3%) and 0.1% by air.



Notes: (*) Excluding International Bunkers (international traffic departing from the EU).
 (**) Including International Bunkers and Indirect CO₂ but excluding LULUCF.
 (***) Excluding indirect emissions from electricity consumption.
 (****) Combustion emissions from all remaining transport activities including pipeline transportation, ground activities in airports and harbours, and off-road activities.

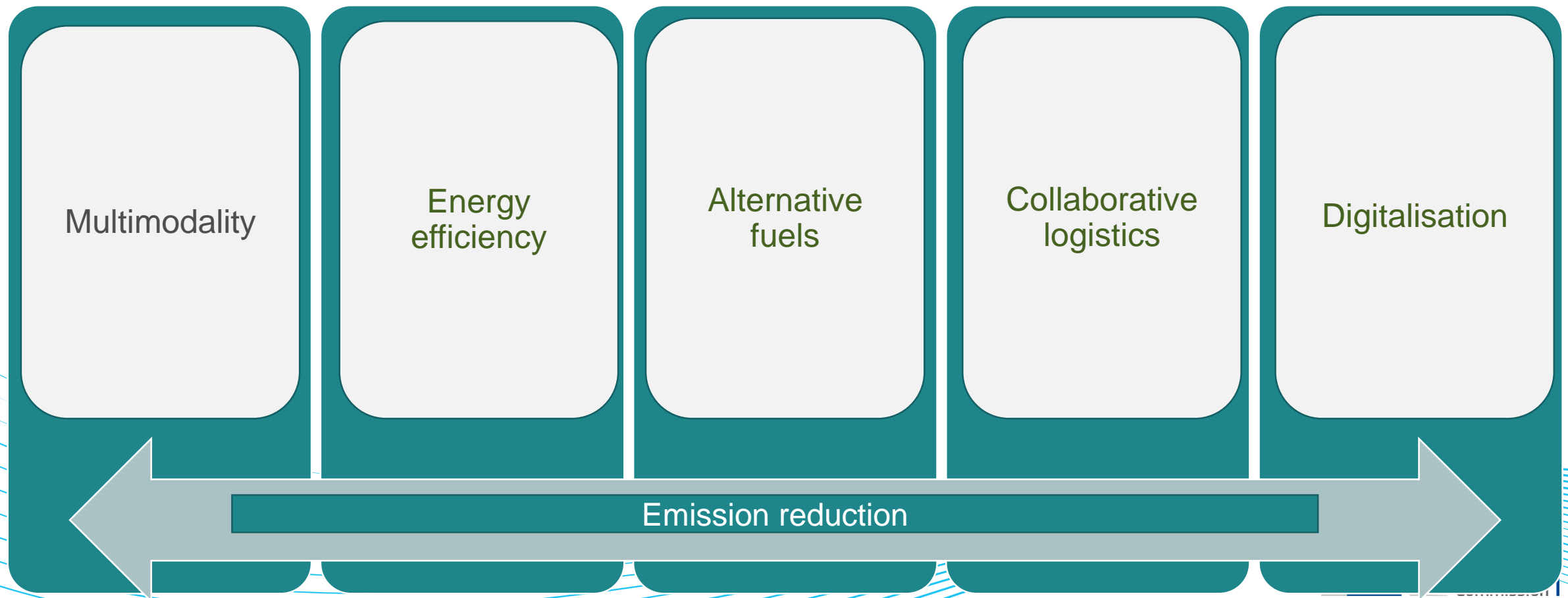
A European Green Deal

Global view – how we can get there?



A European Green Deal

Smart and sustainable transport and logistics



Logistics put to test at time of crisis

Transport sector severely impacted by the crisis



Passenger services almost halted



Freight suffered from lower demand



Major disruptions on road

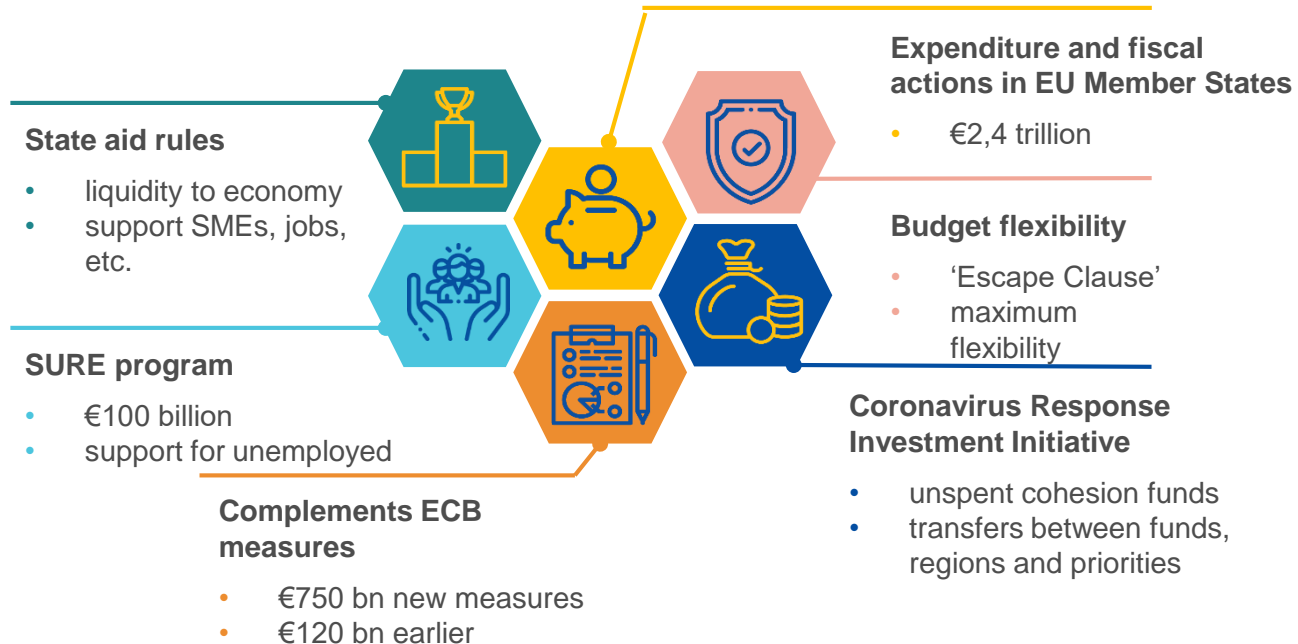


Multimodal, rail freight, maritime relatively resilient

EU response

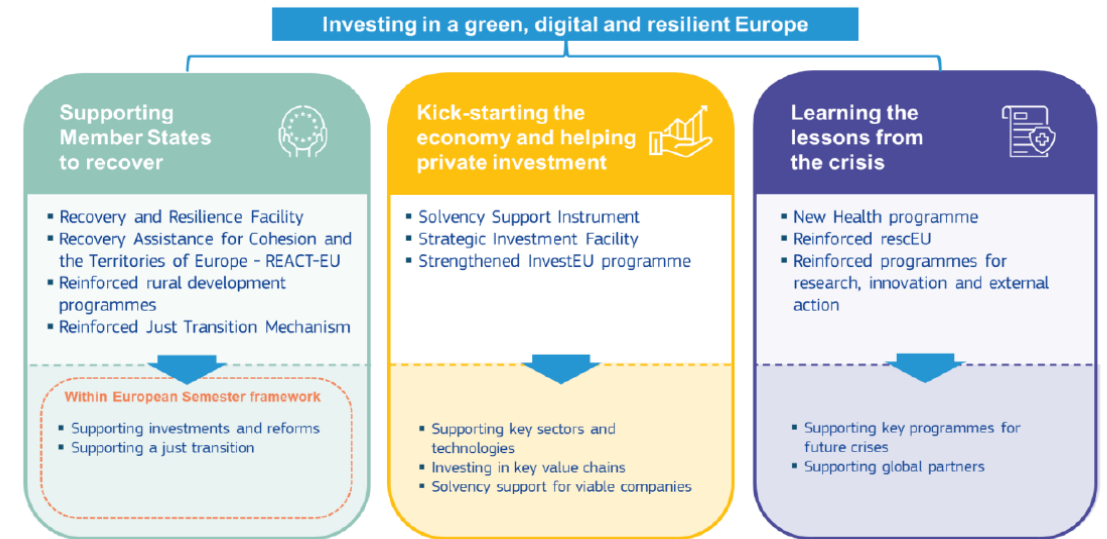
Economic response

Relief measures



Next Generation EU

EU budget powering recovery



Source: European Commission

Starting Recovery – Commission Work Plan 2021

- Balancing long term objectives with immediate crisis management
- Repairing economic and social damage
- Kick starting recovery and protecting/creating jobs



Sustainable and Smart
EU Transport Strategy end 2020

Commission Work Programme

Sustainable and Smart

**The European
Green Deal**

von der Leyen Commission

#EUGreenDeal

**SHAPING
EUROPE'S
DIGITAL FUTURE**

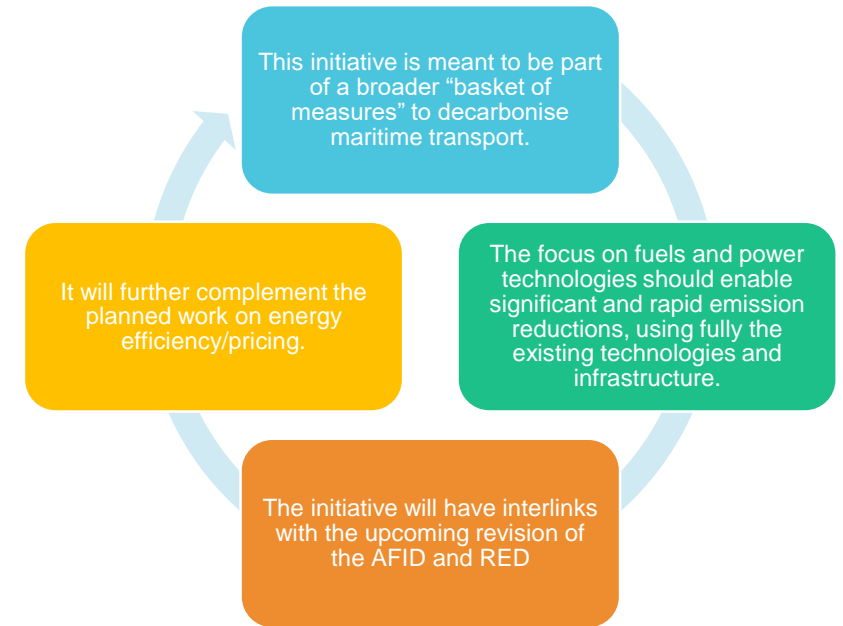
Decarbonising transport modes

Alternative fuels

EU Fuel Maritime Initiative

The initiative aims to reduce emissions from maritime transport by accelerating the uptake of sustainable alternative fuels and propulsion technologies in operation and at berth.

- Complement **existing supply-side measures by creating demand**, hence facilitating investments and incentivising the production and deployment of sustainable alternative fuels in maritime transport.
- Provide **greater certainty** to the sector by setting a clear pathway for decarbonising the current marine fuel mix.
- Avoid **carbon leakage** (ships bunkering outside the EU)



Digital transformation

EU horizontal data initiatives in 2020-2021

DG CNECT

Data spaces

Framework for cross sectoral data sharing

Digital services act

Addressing the market power of big-tech

High quality public datasets

Government data for SMEs and Innovation

Data Act

Better public access to and control over data

Funding: 2021- 2027 - Digital Europe Programme:
€9.2 billion proposed by the Commission

Common European Data Spaces

Data Spaces



Health



Manufacturing



Agriculture



Finance



Mobility



Environment



Energy

- ◆ Technical tools for data pooling and sharing
- ◆ Standards & interoperability (technical, semantic)
- ◆ Sectoral Data Governance (contracts, licenses, access rights, usage rights)
- ◆ IT capacity, including Cloud storage, processing and services

Regulation on establishing a European Maritime Single Window environment

Environment made of Maritime National Single Windows with:

- Common data set with common definitions, formats and rules;
- Harmonised interfaces, common user registry and access management

Expected results:
50% reduction of reporting times (2.5 million hours/year saved), administrative saving by up to €725 million for the shipping sector by 2030.

2021

- Establishment of the common data set
- Definition of technical and functional specifications for common IT components and databases

2022

- First release of the Harmonised Reporting Interface Module

2025

- Full application of the Regulation

EU Regulation (EU) 2019/1239, setting the European Maritime Single Window environment.

Objective: Reduction of the administrative burden for maritime operators in relation to the reporting required for a port call.

Scope enlarged to the reporting stemming from EU, international or national legislation.

Regulation on electronic freight transport information (eFTI)- Key elements

Information requirements

- EU and national legislation regulating freight transport in the EU hinterland → *eFTI common data set & eFTI data subsets*
- Rules concerning the means of transport and the personnel not concerned

Obligation for all competent authorities in all EU MS

- To accept the information electronically
- To use the same requirements/technical specifications for acceptance

Common requirements for service providers and platforms

- Platforms' functionalities
- Service providers' obligations

One stop shop certification

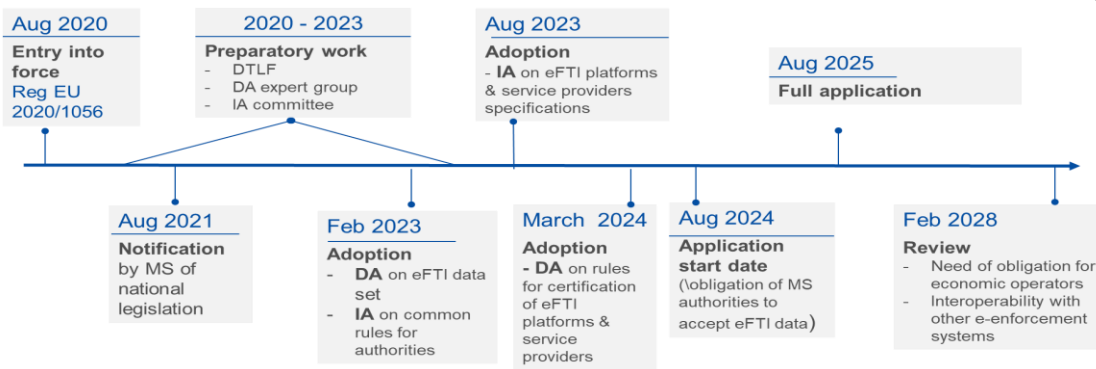
- Harmonised rules for third-party certification valid EU-wide

Option for the economic operators

- To present the information electronically
- When opting, obligation to use certified eFTI platforms or service providers

Expected results:

The industry is expected to make savings worth EUR 20-27 billion over 2018-2040, compared to a scenario where no policy intervention at EU level is made.



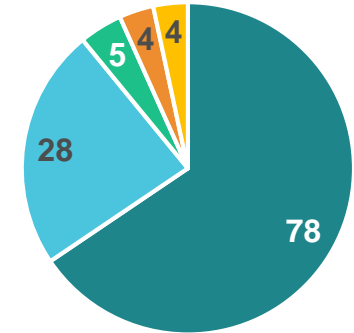
EC expert group with more than 120 members and observers

Subgroup 1 Paperless Transport

Support for
implementation of eFTI
Regulation – B2A

Subgroup 2 Corridor cargo information systems

Corridor cargo
information systems –
B2B/B2A



- Organisations
- Member States
- Other public entities
- Individuals (personal capacity)
- Individuals (common interest)

Concept of the corridor freight information systems

Creation of a federated network of platforms for data sharing with two main features:

- ✓ one single entry point for organisations (business and authorities)
- ✓ platform interoperability

Building Blocks

Commodity for data sharing in supply and logistics



Plug and Play

Register and connect with a solution/service provider of choice



Technology independent infrastructure services

Seamless, secure, safe and compliant trade flows



Trusted, safe and secure

Governance rules, certified participants and data governance



Federation: network of platforms and peer-to-peer solutions

Economies of scale and network effects with standardised protocols

CEF projects
FEDeRATED & FENIX

Design principles

- Register and connect once
- Interoperability by default
- Open infrastructure with a solution of choice
- Trust and security
- Scope: B2A and B2B
- Transparency and level playing field
- Re-use of existing standards
- Technology independent
- No centralised solution

DTLF
SG2

Plug & Play

Technology
Independent
Services

Federation of
Platforms

Trusted, Safe
& Secure

Final deliverables planned
2022:

- Implementation Guidelines
- Technical Specification

Promoting multimodality

Combined transport

New proposal for the combined transport

**Renewed amendment
proposal for
Combined Transport
Directive 92/106/EEC**

**Thorough legal and
economic analysis**

**Part of a wide range of
different instruments
supporting a greener
cargo transport**

Emission accounting

Carbon footprint accounting

Objective: Emission reduction

Benefits and opportunities

Competitive advantage and value proposition

Benchmarking and choice

Optimisation and innovation

Lower costs, higher efficiency

Comparability and quality

Certification and eco labelling



Carbon and GHG emissions measurement

Transport White Paper 2011

Initiative on establishing a harmonised methodology for carbon footprint measurement and certification

European Research Projects

Establishing the baseline for carbon footprint measurement – methodology and awareness

CEN Standard EN 16258

Methodology for freight and passenger services

EC Study 2014

Inventory and assessing possible options

Industrial Initiatives

Modal initiatives, GLEC

ISO/TC 207/SC 7 “Greenhouse gas management and related activities”

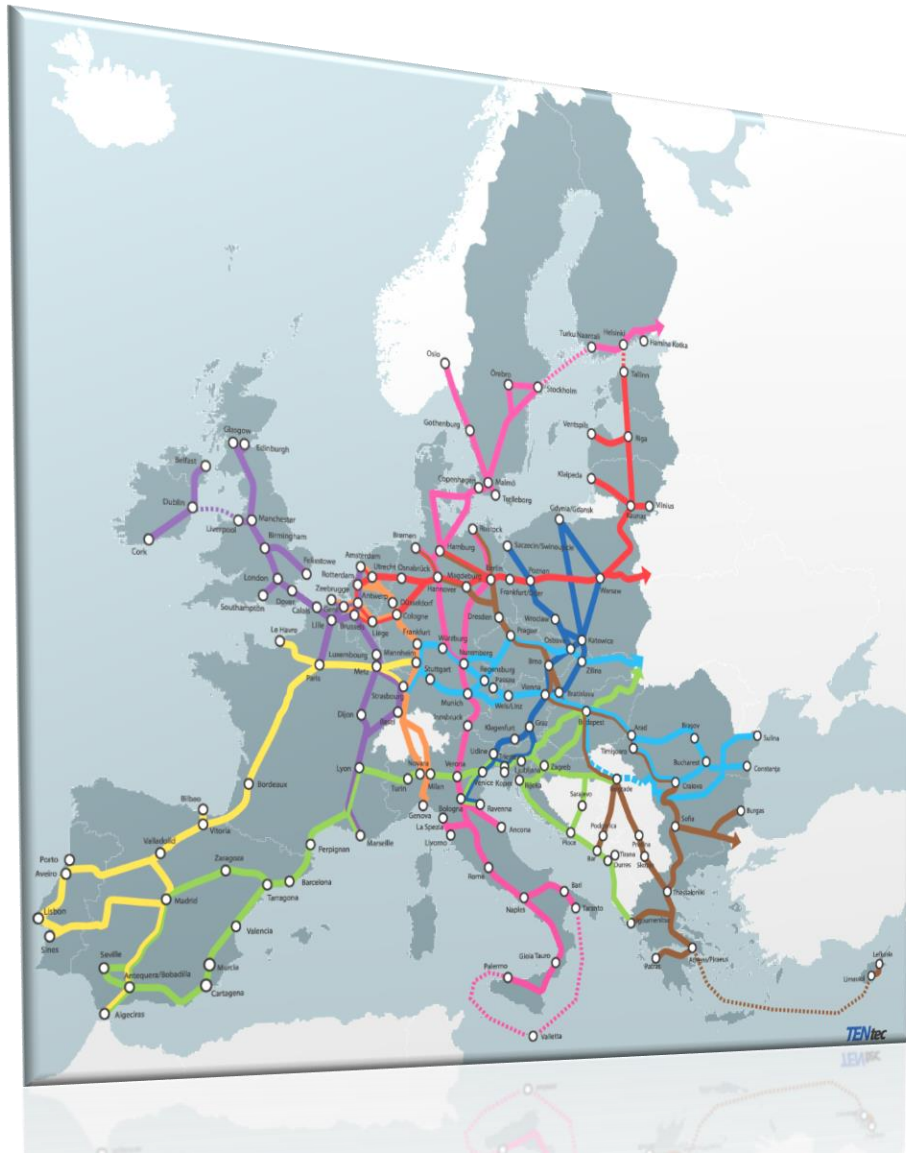
Global standardisation initiative

More....

Considering possible action at EU level

Infrastructure

Trans-European Transport Network (TEN-T)



2013 Union guidelines for transport investment

Dual layer: "core" and "comprehensive" TEN-T Networks

All transport modes and connections between them (ports, airports and other transport terminals),

standards and requirements to be met along the whole network, and they include smart and innovative components to facilitate

Evaluation of the TEN-T guidelines

2021: revision of the EU Regulation

Sustainable finance

EU taxonomy framework

What is the EU Taxonomy?

Taxonomy, initially meant to guide private financing decisions, is gaining importance also in mainstreaming green public funding

Taxonomy Regulation published on 22 June, enters into force on 12 July

Six environmental objectives and DNSH criteria

Taxonomy Delegated Acts

Smart and Sustainable Mobility Strategy

December 2020

Thank you

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European Commission
Directorate General for Mobility and Transport



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