



Simple EU Policy Guides

Transport Policy

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1. Introduction and Relevance to the Region

Yorkshire and Humber has benefited in the past from EU transport related projects. The region has profited from numerous Trans European Network (TEN-T) actions: the Hull-Liverpool Rail/Road corridor, works on the Humber ports, and an upgrade for the Transpennine railway.

The Humber ports should see increasing activity due to the Working Time Directive for Road Transport. Freight companies will be seeking alternative methods to cut out longer legs of transport to and from the UK. The Humber ports will benefit from lorries with destinations in the North of England and Scotland. The time spent on ferries to and from the continental Europe will give drivers their needed rest time as well as avoid congestion charges.

The EU's transport policy is wide-ranging, covering air, road and rail transport. All are important to the Yorkshire and Humber region. The EU's latest work in this area is explored in more detail in this guide.

2. Directorate General for Transport and Energy (TREN)

Commissioner: Jacques Barrot (Transport – France) and Andris Pielbags (Energy—Latvia)

Director-General: Matthias Ruete (Germany)

3. Latest EU Policy Background

White Paper on Transport 2001-2012

This acts as the overarching strategy for EU transport policy. It was adopted in September 2001 and sets out 60 measures, to be achieved by 2010. The measures focus on shifting the balance between modes of transport, eliminating bottlenecks, placing users at the heart of transport policy and managing transport infrastructure in an enlarged EU. A mid-term review of the policy took place in 2005.

Green Paper on Urban Transport

A consultation exercise was launched in September 2007, open until March 15 2008, on developing efficient Urban Transport Systems. The Green paper, entitled “towards a new culture for urban mobility” will look at the following issues; the role of the private car in the city, urban freight transport and logistics, the role of good public transport and the economic benefits from cities with efficient urban transport systems.

Third Railway Package

On 23 October 2007, the European Parliament approved the Third Railway Package. The agreement concerns three main texts: a directive on the development of European rail, a regulation on passenger rights and obligations and a directive on the certification of train drivers. As a step towards rail liberalisation in Europe the directive states that international rail passenger services must be opened to competition by 1 January 2010 at the latest, with an extended deadline of 2012 for member states where transport of passengers represents more than half of rail turnover. The directive on passenger rights sets out the minimum rights for all passengers, with a distinction between basic rights, such as rights for individuals with reduced mobility, which must be implemented at both national and international level, and other rights which will be phased into national routes.

4. Air Travel

- The Single European Sky

Plans to harmonise with the objective of achieving a Single European Sky have been around since 1999. The objectives of the legislation are to improve and reinforce safety, restructure European airspace as a function of air traffic flow, rather than according to national borders, create additional capacity and increase the overall efficiency of the air traffic management system.

The legislation consists of four regulations covering the essential elements for a seamless European Air Traffic Management System.

- Regulation EC/549/2004 lays down the framework for the creation of the single European sky
- Regulation EC/550/2004 concerns the provision of air navigation services in the single European sky
- Regulation (EC) No 551/2004 concerns the organisation and use of the airspace in the single European sky (the airspace Regulation)
- Regulation (EC) No 552/2004 concerns the interoperability of the European Air Traffic Management network (the interoperability Regulation)

- Safety and Security

Council Regulation EC/1592/2002 enacts a Community system of air safety and environmental regulation and creates an aviation safety agency. The aims of the regulation are as follows:

- To establish and maintain a high uniform level of civil aviation safety and environmental protection in Europe
- To promote cost efficiency in the regulatory and certification processes;
- To assist Member States in fulfilling their ICAO obligations;
- To promote Community views regarding civil aviation safety standards on a global basis.

The European Agency for Aviation Standards (EAAS) was created, charged with drawing up common safety standards, overseeing their application within the EU and promoting them to the wider world. On a practical level, it is involved with the certification of aeronautical products, parts and appliances; approval of organisations and personnel engaged in the maintenance of these products; the approval of air operations; the licensing of air crew and air traffic services operators. The EU does not allow certain airlines to operate over its airspace, usually because of their safety record – and to this end it produces a list of banned airlines.

Environmental standards in terms of noise pollution are already defined within the framework of international standards. The same applies to gaseous emissions so as to strictly limit the environmental impact of aviation. These requirements are translated into precise technical criteria and to ensure that aircraft satisfy them before being allowed to fly.

- Passenger Rights

Directive EC/261/2004 legislates for the rights of airline passengers in specific circumstances. In the event of cancellation punitive levels of compensation must be paid to passengers, as with overbooking on a flight leading to passengers being forcefully denied boarding. In the second instance, the airline must ask for volunteers first. Passengers are also entitled to compensation, as

well as complimentary meals, should the flight be delayed for over 5 hours.

5. Rail Transport

- The Railway Infrastructure Package

This is legislation aimed at encouraging cross-boarder railways to be used for freight, and harmonising safety standards for companies and organisations that operate these services.

Directive EC/2001/12 requests that Member States adapt their national legislation to enable the extension of access rights for international freight transport services to the national section of the Trans European Rail Freight Network.

Directive EC/2001/13 defines the conditions under which companies can obtain a licence to run rail freight services over the TERFN. The Directive sets the financial, economic and safety conditions companies must comply to obtain a licence.

Directive EC/2001/14 requires Member States to set up a Regulatory Body to monitor railway markets and to act as appeal body for railway companies if they believe they have been unfairly treated by for example the organisations issuing licences or safety certificates.

- The European Railways Agency (ERA)

Created in 2004, the ERA is charged with reinforcing common safety standards and a trans-national European Rail network. This involves the development and implementation of Technical Specifications for Interoperability and a common approach to questions concerning railway safety.

6. Road Transport

- Road Freight

Road transport operators wishing to carry out an operation between Member States – that is to say between at least two Member States – must hold a Community license, issued by the Member State the company is based in (EC/881/92).

A carrier from a Member State who holds a Community licence can transport goods on a temporary basis between two points within another Member State. “On a temporary basis” means that this must not be carried out over a longer period of time or systematically (EC/3118/93)

Regulation EC/561/2006 provides a common set of Community rules for maximum driving times for freight drivers:

- The daily driving period shall not exceed 9 hours, with an exemption of twice a week when it may be 10 hours.
- There can be six driving periods per week.
- The total weekly driving time may not exceed 56 hours and the total fortnightly driving time may not exceed 90 hours.
- The daily rest period shall be at least 11 hours, with an exception of going down to 9 hours three times a week.
- Breaks of at least 45 minutes (separable into 15 minutes followed by 30 minutes) should be taken after 4 ½ hours at the latest.

- *Driving licenses*
- Common standards for issuing driving licences are laid down in Directive 91/439/EEC:
- Successful completion of both a theory and practical driving test
- Minimum standards of physical and mental fitness
- Mandatory to have the normal residence in the Member State issuing the licence
- EU-wide harmonisation of vehicle categories
- Minimum age for driving different types of vehicles
- Creation of a Community driving licence model (paper & plastic card)

New rules on licences were introduced in 2006. These are a revision of European legislation on driving licences, reducing instances of fraud, and guarantee a true freedom of movement for EU drivers whilst reinforcing safety on European roads.

The main aspects of this include:

- Anti-fraud measures
 - o Plastic cards only
 - o Optional microchip
 - o Limited administrative validity
- Further harmonisation of categories
- Reinforce progressive access to categories (age, dimensions)
- Harmonised periodicity medical checks for group 2
- New requirements for driving examiners
- *Safety Regulation*

In its 2001 Transport White Paper, the Commission aimed to save 25 000 lives on European roads each year by 2010. In 2003, the European Road Safety Action Programme was tabled, containing many measures to achieve this goal.

The collection and analysis of road safety data is the responsibility of the European Road Safety Observatory

The Commission makes funding available for regional road safety projects through the European Research Framework Programmes and its Road Safety Subvention Programme.

The EC Whole Vehicle Type-Approval System which allows manufacturers to have a vehicle "type" approved in one Member State and then be able to market the vehicle in all other Member States without further tests. The system became mandatory for all passenger cars in January 1998 and for two and three wheeled motor vehicles in June 2003. In July 2005, it also became mandatory for all

new tractors, whilst the process to introduce such a system on trucks and buses is currently underway.

7. Maritime Transport—Motorways of the Sea

90% of the external trade and 40 % of internal trade in Europe is handled by maritime transport, making it an important component of European transport policy. The objectives for maritime transport are much the same as the other modes of transport; working conditions, safety standards, R & D, and innovation. But maritime transport is gaining more and more significance in its own right due the specific benefits it offers in comparison to road only modes of transport. The 2001 Transport White Paper hailed Motorways of the Sea as “a real competitive alternative to land transport”. Maritime transport is more sustainable, and potentially more commercially efficient and even faster than land transport. The sea motorways projects have therefore been made part of the TEN-T programme, with the aim of creating new intermodal maritime-based logistics chains in Europe. The target has been set to create four sea corridors by 2010, based around the Baltic Sea, Western Europe, south-western Europe, and south-eastern Europe.

8. Galileo

The Galileo satellite navigation system is the European alternative to the US Global Positioning System (GPS) and the Russian GLONASS, both funded and controlled by military authorities. Devised by the EU and the European Space Agency (ESA), Galileo is designed for civil use only and should be operational by 2008.

It will provide information concerning the positioning of users in many sectors such as transport (vehicle location, route searching, speed control, guidance systems, etc.), social services (e.g. aid for the disabled or elderly), the justice system and customs services (location of suspects, border controls), public works (geographical information systems), search and rescue systems, or leisure (direction-finding at sea or in the mountains, etc.).

In the transport field, it will considerably improve:

- Air traffic control
- The management of ship and lorry fleets
- Road and rail traffic monitoring
- The mobilisation of emergency services
- The tracking of goods carried by multimodal transport

9. Funding Opportunities

- *Marco Polo II*

To promote cleaner transport, the Marco Polo initiative is designed to provide subsidies for commercial freight companies to move freight off the road and onto either rail or marine transport. This is known as ‘modal shift’.

The fund also provides subsidies for so-called common learning actions in this area – that is to say projects which increase know-how in the freight industry with regard to modal shift (or getting freight off the road). The first call for projects under the new scheme will be published at the end of February 2007. The 2007-13 programme has a budget of €740 million.

- *FP7 Research Programme*

Another way the EU hopes to reduce the environmental impact of transport is through research into new technology. The FP7 is a multi-policy programme with a huge total budget, €4.1 billion from 2007-2013. As well as looking at reducing CO2 emissions through technology (which is the main thrust of EU transport research), other projects that do not have an environmental focus will at least be considered. Calls for proposals have already been launched

- *Trans-European Transport Networks (TEN-T)*

Other key funding outlets are the TEN-T subsidises programmes that contribute to the creation of a fully integrated trans-European transport network. Projects can include roads, railways, inland waterways, airports, seaports, inland ports and traffic management systems which serve the entire continent, carry the bulk of long distance traffic and bring the geographical and economic areas of the Union closer together. The TEN-T Executive Agency oversees projects and is responsible for an annual budget of approximately €1 billion. Of this, not more than 25% can go to road transport projects – and over half is spent on rail.

The EU will fund not more than 50% of the cost of preliminary studies (feasibility studies), and 10% of the cost of the work – the balance must be met out of public or private sector funds. An environmental impact assessment must have been made for each project - which must also offer guaranteed financial viability and be consistent with the Union's other policies such as the environment and competition.

- *CIVITAS II*

The CIVITAS II programme is aimed at developing alternatives to private car use in towns and cities so as to reduce congestion and pollution and promote a more rational use of energy. CIVITAS only affects the cities chosen for the project, and, to date, none have been in Yorkshire.

To date, thirty-six European cities received aid through CIVITAS and the Commission has provided €100 million in co-financing. The Commission will continue its financial support of the CIVITAS program under the Seventh Framework Programme for Research and Development from 2007 onwards.

- *Loan Guarantee Instrument for trans-European network projects (LGTT)*

Trans-European network projects face high levels of risk during their earlier stages. The Loan Guarantee Instrument for trans-European network projects (LGTT) will facilitate greater participation of the private sector in the financing of transport infrastructure of European significance by reducing this risk. The LGTT, launched 11 January 2008, is an European Investment Bank guarantee for subordinated debt in the form of stand-by liquidity facility to be provided by commercial banks.

10. Useful Links

DG Energy and Transport

http://ec.europa.eu/dgs/energy_transport/index_en.html

TEN-T

http://ec.europa.eu/ten/transport/index_en.htm

Green Paper on Urban Transport

<http://europa.eu/rapid/pressReleasesAction.do?reference=IP/07/756>

White Paper on Transport 2001-2012

http://ec.europa.eu/transport/white_paper/documents/doc/lb_texte_complet_en.pdf

Marco Polo II

http://ec.europa.eu/transport/marcopolo/index_en.htm

European Railways Agency

<http://www.era.europa.eu/>

CIVITAS

<http://www.civitas-initiative.org/main.phtml?lan=en>

Galileo

http://ec.europa.eu/dgs/energy_transport/galileo/index_en.htm

More info on LGTT

<http://europa.eu/rapid/pressReleasesAction.do?reference=MEMO/08/12&format=HTML&aged=0&language=EN&guiLanguage=en>

Maritime Transport Policy

http://ec.europa.eu/transport/maritime/doc/maritime_transport_policy_en.pdf

West Yorkshire Metro

<http://www.wymetro.com/>

Sheffield Community Transport

<http://www.sheffieldct.co.uk/Pages/News.htm>

11. How Yorkshire Europe can help you maximise the EU opportunities:

We act as the region's EU Public Affairs consultancy in Brussels. We follow the legislative developments that can have a real impact on the region and ensure that the appropriate stakeholders are made aware, often working with them to plan appropriate courses of action. We can help guide you through the Institutions and get you making connections to influence the right people.

We also have first hand experience in bidding for the EU's competitive funding streams, the so-called trans-national funds and can guide you through the process. We can also help broker partnerships with other EU regions, as these are essential to access these funds.

We can also help you promote your work to other regions and also help you identify other like minded regions or other regions of excellence in your field, to help you share best practice and build up new EU contacts.

Finally, if you want come to Brussels, we can assist in setting up appropriate meetings, using our wealth of EU contacts and we also have a fully equipped conference room, for use, when conducting your meetings.

We are the region's gateway to the EU. Get in touch with the team to find out more: e.mail european.office@yorkshire.be, call 00 32 2 735 3408. visit: www.yorkshireurope.be

12. Acknowledgements

The information in this guide has come from the European Commission's website

13. Disclaimer

The European Office has created a series of simple policy guides designed to give an introduction to the background and issues of each subject. We try our very best to make sure they are up to date and accurate as well as easy to read but please treat them as a starting point and not as definitive guides.