

CIPROC Extend Newsletter

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1. TEN-T call for MoS and maritime ports

The Commission has published on 25 April 2008 the Trans-European Transport Networks (TEN-T) annual call for 2008 - covering among others maritime ports - and the TEN-T multi-annual call 2008 for Motorways of the Sea.

The TEN-T call 2008 for Motorways of the Sea is part of the Multi Annual Work Programme 2007-2013. This is the second step in the MoS TEN-T selection phase, projects can only apply for EU funding if they have successfully passed the national selection procedure. A budget of 20 million Euro is put forward. Deadline for application is 20 June 2008. The text of the call as well as related documents can be found at:
http://ec.europa.eu/dgs/energy_transport/grants/proposal_en.htm#ten-t-multiannual.

The annual programme provides funding to address the priorities of the TEN-T network not sufficiently covered by the multi-annual programme. Given its annual nature it has a higher degree of flexibility to meet particular demands. For 2008, the Commission has decided that funding is available for – among others – measures to promote maritime transport. This means for maritime ports, the Commission welcomes submissions related to port accesses; port terminals; and port efficiency and productivity. Priority will also be given to strategic or tactical actions to increase port efficiency and productivity rates. Total budget is 140 million Euro. Deadline for submissions is 20 June 2008. More information is available at:
http://ec.europa.eu/dgs/energy_transport/grants/proposal_en.htm#ten-t-multiannual.

On 16 May an information day on these calls will be organized in Brussels to which the Commission is inviting national administrations. Other interested parties can follow the meeting live at the website.

2. Antonio Tajani nominated as Commissioner for Transport

Italy's new government on Thursday 8 May named Antonio Tajanito replace Franco Frattini at the European Commission.

Yesterday, former Commissioner for Justice, Freedom and Security, Franco Frattini, officially resigned his post in Brussels to take up the post of Minister of Foreign Affairs in the new Berlusconi government. At the same time Italy has nominated current Member of the European

Parliament and member from Berlusconi's Forza Italia party, Antonio Tajani, to take up the Italian Commissioner's post in Brussels.

Tajani would not take over the justice, freedom and security responsibilities, but would replace Commissioner Barrot on transport and energy. Commissioner Barrot has been managing Frattini's dossiers since Frattini went on unpaid leave on 14 March to campaign for Italy's national elections and would keep this post till the end of this Commission in 2009.

Once Tajani is nominated by Berlusconi, the Commission's president, José Manuel Barroso, will need formally to accept the choice. After that, the nominee will have a hearing before the European Parliament.

Tajani forms part of the Christian Democrats group in the European Parliament and is member of the Committee on foreign affairs, the subcommittee on security and defence and observer in the Committee on civil liberties, justice and home affairs. He graduated in law and worked as a journalist.

3. Eurovignette directive: draft online

The draft revision of the Eurovignette directive circulates online since last week even before it entered inter-service consultation at the Commission. As part of the exercise to internalise negative externalities: Member States would be allowed to charge heavy road users for the costs they incur on society (something prohibited by EU law up till now), including:

- congestion
- air pollution
- noise.

Such 'external cost' charges could come on top of those already levied in some countries to finance construction and maintenance work. They would be determined by an independent authority, based on formulae set out in the directive. A key aspect is that they would have to vary according to:

- the type of road they are levied on,
- the time at which they are collected – be it rush hour or nighttime, for example
- the vehicle's 'Euro' emissions class (which covers inter alia NOx and particulate matter).

According to the draft, all European roads could be covered by these types of schemes, rather than just the Trans-European Transport Network as is currently the case. The collection of charges would have to be based on an electronic system "which avoids hindrances to the free flow of traffic and can subsequently be extended to a large number of other road sections without additional significant roadside investments".

Similarly to the existing directive, only vehicles weighing more than 3.5 tonnes, rather than individual cars, would be covered by the new 'external cost' charge, except for charges relating to congestion. Indeed, the text provides that if a country wants to make lorries pay for the congestion they cause, it can only do so if a similar charge is levied on private cars too.

As for the money raised from 'internalising' these costs, the draft text states that member states will have to earmark revenues to finance "projects and measures aimed at reducing the external costs of transport, notably traffic management systems, measures to reduce pollution at sources, and the development of alternative infrastructure".

While the aim of the future legislation is simply to make it possible for countries to impose tolls and charges for transport-related environmental and social costs, the draft signals that the EC will review the situation in 2013 to determine whether the possibility should become an obligation.

The current ban on including external costs in road tolls has had implications for other transport sectors, most notably rail, where Community legislation prevents any internalisation of external costs "as long as it is not the case in road transport".

The final version of the EC proposal is expected to be presented in June, along with a package of other initiatives aimed at reducing the impact of other transport modes, including rail, aviation and waterborne transport on the environment.

The International Road Union already reacted that policymakers see the internalisation of external costs via the Polluter Pays Principle as a panacea but it is in fact a limited and over simplified approach to the issue. The Polluter Pays Principle would not be an adequate response because it is not based on any sound cost-benefit analysis or regulatory impact assessment, as the decision over who should pay is taken in advance, the association insists. The IRU instead argues for a strategy based on a Cheapest Cost Avoider Principle (CCAP), under which it would be left to the party that can prevent or abate the damage at the lowest cost for the overall economy to take action.

Externality pricing and sustainable mobility (INE point of view)

Not all external transport costs such as congestion, noise, pollution are borne by the transport users who create them. The Directive on the charging of Heavy Goods Vehicles in the EU ("Eurovignette" Directive) asks the European Commission to present by June 2008 "a generally applicable, transparent and comprehensible model for the assessment of all external costs to serve as the basis for future calculations of infrastructure charges". A general framework of reference for the internalisation of externalities in the transport sector is under preparation. But, in order to get an idea of the magnitude of these costs, it is important to assess their impact on economy, environment and society at large and to monetise it.

4. International Alert Centres for the Danube River Basin launched

danube.news

The first international system for forecasting Danube floods and providing an early flood warning was officially launched on March 10th by the International Commission for the Protection of the Danube River (ICPDR) and the Joint Research Centre (JRC) of the European Commission. Riparian countries of the Danube River Basin have now up to 10 days to prepare for large floods. The international flood alert system "Danube-EFAS" (Danube European Flood Alert System) complements the existing national flood forecasting systems and allows the national authorities of the respective countries– within the 10 days warning period – to prepare national response measures. Experts are confident that the system will reduce the negative impacts of Danube floods.

The flood alert system supplies altogether 700 rainfall stations along the Danube with flood and rainfall forecasts. Furthermore, maps showing rivers with potentially critical alert levels are also available. The system is accessible on a password-protected website, 24 hours a day, through an online service.

Memoranda of Understanding for the development of the Danube-EFAS have been signed with Austria, Bulgaria, the Czech Republic, Germany, Hungary, Moldavia, Serbia, Slovakia, Slovenia and Romania. Danube-EFAS is financed by the European Union.

Source: International Commission for the Protection of the Danube River (ICPDR); Editorial: via donau

5. European transport ministers agree on general approach European satellite programmes

At the Transport Council meeting on 7 April 2008 ministers reached a general approach to a proposal on the further implementation of the EGNOS and Galileo Programmes. The European Geostationary Navigation Overlay Service (EGNOS) is Europe's first venture into satellite navigation suitable for critical safety applications such as navigating ships through narrow channels. Galileo will be Europe's own global navigation system. Both programmes constitute key projects for the EU and the proposal lays down the rules for their implementation, including governance and financial contributions.

Furthermore, the Council adopted conclusions on the Commission's communication "Towards a rail network giving priority to freight", welcoming the Commission's new focus on freight transport. Political agreement was also reached on a common framework regulating airport charges. The proposed directive aims to create a level playing field for all airlines in the single market and to promote competition between European airports.

The Council discussed the two remaining proposals of the Maritime Safety Package III notably on Flag State Compliance and on Civil Liability of ship-owners.

6. Excellent CO2 Performance, study by International Chamber of Shipping and ECSA

Global warming is, by definition, a global problem and shipping is the most global of all industries.

The demand for sea transportation determines the volume of shipping and is therefore the key factor that influences the overall Green House Gas (GHG) emissions from shipping. Many independent studies have been carried out to assess the total CO2 emissions from shipping.

It is estimated that the share of CO2 emission from international marine bunkers will remain approximately 2% at least until 2030.

The Stern Report estimates that all modes of transport in 2000 accounted for 14% of global greenhouse gas emissions, a share which is expected to remain constant at least until 2050. The majority, or 76% of the emissions, is from road transport, 12% is from aviation, and 10% from shipping. In other studies, the results range from below 2% (IMO study from 2000) and up to nearly 4% and IMO has recently decided to carry out a new study to obtain an authoritative update. To obtain an exact figure on global emissions is difficult, but the emission share is relatively limited seen in the light that shipping is the backbone of globalisation carrying some 90% of world trade. Shipping delivers fundamentals such as heating and food and provides huge economic and social benefits to developed and developing economies, lower consumer prices, wider variety of products and larger market potential.

Furthermore, when comparing GHG emissions from shipping with other transport modes the transport work performed must also be considered.

In general, shipping produces less greenhouse gases per tonne kilometre than any other form of transportation, and technological advances and the use of larger ships are constantly improving that efficiency.

This is illustrated by the following examples

Comparison of CO2 emissions by different transport modes

Example 1

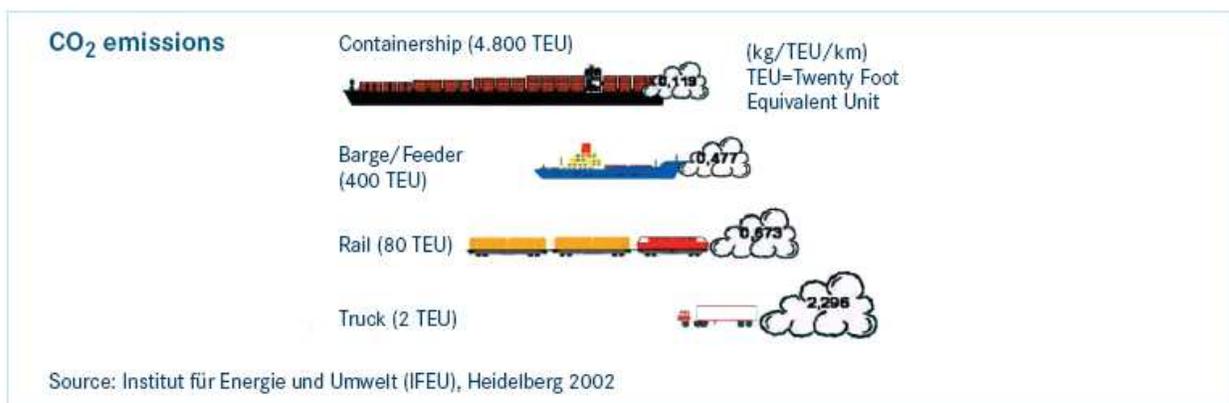


Example 2

Ship type	Loading capacity	Service speed	CO ₂ emission
Panamax Bulk Carrier	80000 tdw	15 knots	3 g per t-km
Container Ship	6600 TEU	25 knots	8 g per t-km
Cargo vessel	3000 tdw	13 knots	20 g per t-km

Source: Danish Shipowners Association

Example 3



Example 4

Mode of transport		CO ₂ (g/t-km)	Year	Source
ROAD	Road light Duty Vehicle	410	2004	Infras_IWW
	Road Heavy Duty Vehicle	91	2004	Infras_IWW
RAIL				
	Freight Train (diesel)	38	2004	Infras_IWW
	Freight Train (electric)	19	2004	Infras_IWW
INLAND WATERWAY	Barge	31	2004	Infras_IWW
AVIATION	Cargo Aircraft	673	2004	Infras_IWW
MARITIME	Tanker (Oil, Chemicals, LG, Others)	11	2007	TRT
	Bulk Carrier	10	2007	TRT
	General and specialized cargo	42	2007	TRT
	Container and Reefer	18	2007	TRT

Source: TRT - Trasporti e Territorio Consulting, Italy/ IWW- University of Karlsruhe, Infras consulting group

Against this background, further use of waterborne transport would reduce the CO₂ emissions associated with transport and should be encouraged. This is a policy which goes hand in hand with the EU policy to address the issue of excessively congested roads. It must be remembered that regulation with the aim to achieve marginal greenhouse gas savings from shipping at considerable cost may well lead to a modal shift to other less environmentally credible forms of transport. The result would be an overall environmental loss. Furthermore – and more fundamentally – additional burdens for shipping in the EU could have a negative effect on economic growth and reduce the EU’s role in a globalised world.

