
European transport policy off course warns IRU

Geneva, 20 July 2016 - The European Commission has missed another opportunity to put transport policy back on track to meet its ambitious greening and efficiency goals warns IRU, the global organisation representing the road transport industry.

The warning comes following the recent publication of the Commission's implementation report on the White Paper on Transport. The report notably falls short in reorienting a bound-to-fail approach on modal shift and taking into consideration the latest evolutions in logistics and mobility to form a comprehensive vision on moving forward.

IRU raised concerns back in 2009 and 2011 about the many flaws of the Commission's White Paper relating to modal shift, the absence in encouraging collective passenger transport and options to green the transport system.

"Although we appreciate its commitment to act only when necessary and justified, the Commission has forgotten to continue steering its initiatives, implementing the White Paper more actively after adopting these initiatives and ensuring that both EU member states and stakeholders continue to be involved", said Jan Nemeč, who leads IRU's work in the EU.

Fast action is needed in securing the integrity of the Single European market in road transport services where a number of national initiatives are compromising the free movement of services while also introducing administrative and financial burden to operators.

IRU fears that the Commission has simply run out of solutions. After five years and billions of euros of European taxpayers' money spent, the Commission still relies on the failed forced modal shift policy in freight transport based on an over reliance on non-road transport modes and the internalisation of external costs of road to remedy the ills of the European transport system.

Even though this was done in 2011, the Commission stressed that commercial road transport would remain a key contributor to a future-oriented and resource-efficient European transport system and to achieving the ambitious overall priority target of reducing greenhouse gas emissions.

"In its efforts to encourage the use of collective passenger transport, the Commission has completely forgotten to include the economically and environmentally sound solutions provided by buses, coaches and taxis beyond urban areas", added Jan Nemeč. "This is highly regrettable, since a concrete proposal was made in 2015 by the public-private European Citizens' Mobility Forum for a dedicated EU 10-year Action Programme with the objective to double the use of collective mobility in the EU by 2025."

"These objectives and targets will not be reached without first developing a strategy that allows commercial road transport to innovate by embracing technologies, strengthening investments and allowing road transport to increase its efficiency and sustainability within a level competitive field where all actors providing the same

service abide by the same rules for the benefit of EU's trade and mobility of people and goods", concluded Jan Nemeč.

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