

FACT SHEET NO.: 3/4

PERFORMED BY: FÖMTERV

A GENERAL INFORMATION		
A 1	Category	Infrastructure
A 2	Subcategory	EU transport infrastructure in view of energy efficiency needs and climate change challenges
A 3	Transport policy measure (TPM)	Green transport corridors
A 4	Description of TPM	The concept of transport corridors is marked by a concentration of freight traffic between major hubs and by relatively long distances of transport. Along these corridors industry will be encouraged to rely on co-modality and on advanced technology in order to accommodate rising traffic volumes while promoting environmental sustainability and energy efficiency. Green transport corridors will reflect an integrated transport concept where short sea shipping, rail, inland waterways and road complement each other to enable the choice of environmentally friendly transport. They will be equipped with adequate transshipment facilities at strategic locations (such as seaports, inland ports, marshalling yards and other relevant logistics terminals and installations) and with supply points initially for biofuels and, later, for other forms of green propulsion. Green corridors could be used to experiment with environmentally-friendly, innovative transport units, and with advanced ITS applications. [1]
A 5	Implementation examples	- NAIADES programme for inland waterway transport - Motorways of the Sea - Freight-oriented rail network - TEN-T and the Marco Polo programme
A 6	Objectives of TPM	- Support energy efficiency and Sustainability - reduction of carbon dioxide emission - mobilise unexploited logistic reserves - efficient use of transport infrastructure - better integration of transport modes [1,3]
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	Significant improvement in multimodality, more emphasis on rail and iww freight transport
A 7.2	- Origin and/or destination of trip:	No impact.
A 7.3	- Trip frequency:	No impact
A 7.4	- Choice of route:	Possible impact on route choice (freight) through logistic centres, concentrated flows.
A 7.5	- Timing (day, hour):	No impact
A 7.6	- Occupancy rate / Loading factor:	Increase in efficiency of loading units.
A 7.7	- Energy efficiency / Energy usage:	Significant improvement of energy efficiency and usage.
A 8	Main source	

B IMPACTS																																																																																																																																																																																																								
B 1	OVERVIEW ON IMPACTS	<table border="1"> <thead> <tr> <th colspan="14">AFFECTED SEGMENTS</th> <th colspan="2">Geographical level</th> <th colspan="2">Source</th> </tr> <tr> <th colspan="5">Passengers</th> <th colspan="7">Transport operators</th> <th rowspan="2">Employees in transport</th> <th rowspan="2">Residents</th> <th rowspan="2">Economy</th> <th rowspan="2">Public bodies</th> <th rowspan="2">Society</th> <th rowspan="2">1st level</th> <th rowspan="2">2nd level</th> <th rowspan="2">Source of assessment</th> <th rowspan="2">Spatial level of source</th> </tr> <tr> <th>Road</th> <th>Rail</th> <th>Air</th> <th>Public transport</th> <th>Slow modes</th> <th>Road</th> <th>Rail</th> <th>IWW</th> <th>Air</th> <th>Maritime</th> <th>Public transport</th> </tr> </thead> <tbody> <tr> <td>B 1.1</td> <td>Summary</td> <td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td colspan="2"></td> <td colspan="19">The primary impact is that the traffic flows change to environmental friendly modes like train and iww. Therefore positive environmental impacts are definite. Besides road transport also benefit due to less congestion (less traffic) and seamless flows.</td> </tr> <tr> <td>B 1.2</td> <td>Summary: Income groups</td> <td colspan="19">No impact</td> </tr> <tr> <td>B 1.3</td> <td>Summary: Age groups</td> <td colspan="19">No impact</td> </tr> <tr> <td>B 1.4</td> <td>Summary: Disabled people</td> <td colspan="19">No impact</td> </tr> <tr> <td>B 1.5</td> <td>Summary: Gender groups</td> <td colspan="19">No impact</td> </tr> <tr> <td>B 1.6</td> <td>Summary: Ethnic groups</td> <td colspan="19">No impact</td> </tr> </tbody> </table>	AFFECTED SEGMENTS														Geographical level		Source		Passengers					Transport operators							Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport	B 1.1	Summary																							The primary impact is that the traffic flows change to environmental friendly modes like train and iww. Therefore positive environmental impacts are definite. Besides road transport also benefit due to less congestion (less traffic) and seamless flows.																			B 1.2	Summary: Income groups	No impact																			B 1.3	Summary: Age groups	No impact																			B 1.4	Summary: Disabled people	No impact																			B 1.5	Summary: Gender groups	No impact																			B 1.6	Summary: Ethnic groups	No impact																		
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B 2 TRAFFIC IMPACTS																					
B 2.1	Travel or transport time																				
B 2.2	Risk of congestion																				
B 2.3	Vehicle mileage																				
B 2.4	Service and comfort																				
B 2.I	Overall impacts on social groups																				
B 2.II	Implementation phase																				
B 2.III	Operation phase																				
B 2.IV	Summary / comments concerning the main impacts	The green corridors will reduce road freight transport volumes while increase rail and iww performances. This leads to a more efficient, reliable and, cost-efficient freight transport system. These effects also result in a reduced risk of congestion for passengers on road.[1]																			
B 2.V	Quantification of impacts																				

B 3	ECONOMIC IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport										
B 3.1	Transport costs						↘	↘	↘										I	N	S	I
B 3.2	Private income / commercial turn over																					
B 3.3	Revenues in the transport sector																					
B 3.4	Sectoral competitiveness						↘	↘	↘										I	N	S	I
B 3.5	Spatial competitiveness																					
B 3.6	Housing expenditures																					
B 3.7	Insurance costs																					
B 3.8	Health service costs																					
B 3.9	Public authorities & adm. burdens on businesses																					
B 3.10	Public income (e.g.: taxes, charges)																		I	N	S	I
B 3.11	Third countries and international relations																					
B 3.I	Overall impacts on social groups																					
B 3.II	Implementation phase																					
B 3.III	Operation phase																					
B 3.IV	Summary / comments concerning the main impacts	<p>The measures grouped under the heading "Sustainable quality and efficiency" should positively impact logistics cost components by improving logistics training, allowing shippers to apply quality criteria in the selection of transport operators and helping transshipment platforms improve their performance and efficiency by comparing themselves with other such operators.</p> <p>Simplification of logistics chains will bring major savings due to a reduction in the administrative burden and a mitigation of the costs incurred through legal uncertainty as regards liability in multi-modal transport chains.</p> <p>The impacts of vehicles dimensions need to be studied closely before conclusions are drawn on their economic repercussions. As regards the definition of standards for intermodal freight transport units, it can be assumed that they will render loading, unloading and transshipment of freight less costly and improve terminal productivity. Furthermore, they will reduce transport costs by substantially improving loading factors over ISO-containers and certain swap bodies. [1]</p>																				
B 3.V	Quantification of impacts																					

B 4	SOCIAL IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport										
B 4.1	Health (incl. well-being)																		I	N	S	I
B 4.2	Safety																					
B 4.3	Crime, terrorism and security																					
B 4.4	Accessibility of transport systems						↘	↘	↘													
B 4.5	Social inclusion, equality & opportunities																		I	N	S	I
B 4.6	Standards and rights (related to job quality)																					
B 4.7	Employment and labour markets																		I	N	S	I
B 4.8	Cultural heritage / culture																					
B 4.I	Overall impacts on social groups																					
B 4.II	Implementation phase																					
B 4.III	Operation phase																					
B 4.IV	Summary / comments concerning the main impacts	<p>The measure will improve training levels and create new career perspectives for logistic employees. The introduction of new technologies, particularly in the field of IT will increase the logistics sector's need for specialists and add value to the competencies of staff.</p> <p>Accessibility of transport systems will increase (to hubs, logistic centers etc), while employees in transport regarding health, employment and opportunities will benefit. [1]</p>																				
B 4.V	Quantification of impacts																					

B 5	ENVIRONMENTAL IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
		Passengers					Transport operators						Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport										
B 5.1	Air pollutants																		I	N	S	I
B 5.2	Noise emissions																		I	N	S	I
B 5.3	Visual quality of the landscape																					
B 5.4	Land use																					
B 5.5	Climate																					
B 5.6	Renewable or non-renewable resources																					
B 5.I	Overall impacts on social groups																					
B 5.II	Implementation phase																					
B 5.III	Operation phase																					
B 5.IV	Summary / comments concerning the main impacts	<p>The action will help address the CO2 emission, greenhouse effect, noise, and several related issues by helping to reduce unnecessary transport activity, improving the integration of transport modes and the attractiveness of those which are more environmentally friendly and by facilitating the consideration of qualitative criteria – including environmental impacts – in customer choice. The notion of "green transport" and the priority area urban transport will help apply new, environmentally friendly technologies to where their impact will be greatest. Residents near motorways will benefit from improved integration of transport modes (which will to less road freight transport, and thus less emissions near motorways). Moreover, terminals, ports and stations are needed to accommodate these multimodal transportation (increased land use). Climate change will decrease (greener and more sustainable transport) and the need for non-renewable sources will decline.</p>																				
B 5.V	Quantification of impacts																					

C REFERENCES		
C 1	Other TPMs of this subcategory	
C 2	References	<p>International</p> <p>[1] Summary of the Impact Assessment of an Action Plan for Freight Transport Logistics, Brussels, 18.10.2007</p> <p>[2] Freight Transport Logistics Action Plan {SEC(2007) 1320} {SEC(2007) 1321}</p> <p>[3] Freight Transport Logistics Action Plan IMPACT ASSESSMENT {COM(2007) 607 final} {SEC(2007) 1321}</p> <p>National</p> <p>Regional / Local</p>