

FACT SHEET NO.: 4 / 4

PERFORMED BY: PRO

A GENERAL INFORMATION	
A 1	Category
A 2	Subcategory
A 3	Transport policy measure (TPM)
A 4	Description of TPM
A 5	Implementation examples
A 6	Objectives of TPM
A 7	Key changes concerning:
A 7.1	- Choice of transport mode / Multimodality:
A 7.2	- Origin and/or destination of trip:
A 7.3	- Trip frequency:
A 7.4	- Choice of route:
A 7.5	- Timing (day, hour):
A 7.6	- Occupancy rate / Loading factor:
A 7.7	- Energy efficiency / Energy usage:
A 8	Main source

B IMPACTS																																																																				
B 1 OVERVIEW ON IMPACTS																																																																				
B 1.1 Summary	<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="5">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></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> </tbody> </table> <p>- Competition between different modes of transport will be affected when the TPM 'Blue Belt' will be initiated. Maritime transport and also IWW transport will benefit from the decreasing administrative burdens and will become more attractive for transportation. It is uncertain and not mentioned clearly in EU policy documents, whether the introduction of the Blue Belt policy will lead to a modal shift from road, rail and air transport towards maritime transport.</p> <p>- It is most likely that air transportation, which still requires several administrative procedures, will lose attraction compared to sea transportation. This counts only for specific products, as water and air transport do not directly compete for all products. Road and rail transportation can benefit from increasing needs for hinterland transport.</p> <p>- The current decline of jobs in the sea transport sector can be reversed by increasing the sectors' attractiveness. More sea transportation asks for more jobs in the sea transportation industry. [4]</p> <p>- Due to less administrative procedures it will be possible to increase the efficiency for sea transportation. Sea transportation becomes less time consuming and more transparent. Mainly, maritime transport operators will benefit from this development and can increase their turnover. [4]</p> <p>- Residents near ports or coastal areas will be negatively affected through higher air pollutants. [4]</p> <p>- There are no specific social groups influenced by this TPM.</p>	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																			
	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 1.2 Summary: Income groups																																																																				
B 1.3 Summary: Age groups																																																																				
B 1.4 Summary: Disabled people																																																																				
B 1.5 Summary: Gender groups																																																																				
B 1.6 Summary: Ethnic groups																																																																				

B 2 TRAFFIC IMPACTS																																																																				
B 2.1 Travel or transport time	<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="5">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></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> </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						→	→	→	→	↘									
	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 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	<p>- Faster processing of goods leads to shorter transport time for maritime transport between EU ports. [1]</p> <p>- The 'Blue Belt' policy increases the attractiveness of maritime transport and will lead to an increase of maritime shipping between EU Ports. [4]</p> <p>- The EU assumes that transport demand will continue to grow until 2020 compared to 2000 levels. In order to handle this growth, all modes of transport should be used at their optimum (used to their full extent). This means that other transport operators (rail, road, air and IWW) will not be affected by the 'Blue Belt' policy. Only combined forces can assure that the future demand for transport will be fulfilled. [4]</p>																																																																			
B 2.V Quantification of impacts																																																																				

B 3 ECONOMIC IMPACTS																																																																				
B 3.1 Transport costs	<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="5">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></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> </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										↘									
	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 3.2 Private income / commercial turn over																																																																				
B 3.3 Revenues in the transport sector																																																																				
B 3.4 Sectoral competitiveness																																																																				
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)																																																																				
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 administrative procedures at ports cause high costs and delays which makes maritime transport less attractive for the transport of goods in the EU. The 'Blue Belt' policy will lead to a reduction of such costs as well as a simplification of administrative procedures. [1]</p> <p>- The entire maritime transport sector will benefit and the 'Blue Belt' will boost the attractiveness of maritime transport. [4]</p> <p>- Spatial competitiveness will level out due to equal administrative procedures for all EU Ports. Compared to non EU ports, the spatial competitiveness of EU ports will increase.</p> <p>- Customs, transport operators, shipping companies and other port authorities will all benefit from the fast-track procedures and EU-wide legislation. It improves transparency and contributes to a seamless logistic chain within the EU. [3]</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)																		L	R	S	I
B 4.2	Safety																					
B 4.3	Crime, terrorism and security																					
B 4.4	Accessibility of transport systems																				S	I
B 4.5	Social inclusion, equality & opportunities																					
B 4.6	Standards and rights (related to job quality)																				S	I
B 4.7	Employment and labour markets																		L	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	- Increasing environmental impacts (mainly air pollutants) have a negative impact on the well-being of society (mainly residents near ports or maritime transport routes, like coastal areas). [4] - This TPM will require strengthened cooperation between different EU ports. Cooperation will not only lead to mainstream legislation, but will also lead to transparency and more similar standards and rights for workers (related to job quality). [3] - The growing shortage of seafarers will become a major issue when maritime transport will increase. New jobs require well trained seafarers and port workers to assist the increasing maritime transport. The rise of employment is positive, but training and recruiting will be necessary to fulfill the need for employees. [3] - Authorities save time when transport between EU ports will require less administrative procedures. This allows authorities to focus on higher risk areas like terrorism and human trafficking. [1]																				
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																					
B 5.2	Noise emissions																					
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	- The environmental impacts are determined by the possible change of transport mode and the rise of transportation. Assuming that transport on all modes will continue to grow and maritime transport will have an additional increase due to the 'Blue Belt' policy, it will lead to increasing environmental impacts. Maritime transport may be more energy efficient than road transport but it still produces air pollutants, CO2 emissions and requires fuel for the engine. [4]																				
B 5.V	Quantification of impacts																					

C REFERENCES

C 1	Other TPMs of this subcategory	
C 2	References	<p>International</p> <p>[1] European Commission (2012): Evaluation of the Blue Belt pilot project, Luxembourg: Publications Office of the European Union</p> <p>[2] European Maritime Safety Agency (2011): Annual Report 2010, Lisbon: European Maritime Safety Agency</p> <p>[3] European Commission (2011): Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system, Luxembourg: Publications Office of the European Union</p> <p>[4] European Commission (2007): An Integrated Maritime Policy for the European Union, Luxembourg: Publications Office of the European Union</p> <p>[5] European Commission (2007): The EU's freight transport agenda - Boosting the efficiency, integration and sustainability of freight transport in Europe, Luxembourg: Publications Office of the European Union</p> <p>[6] European Commission (2010): Commission Regulation (EU) No 177/2010, Brussels: Official Journal of the European Union</p> <p>[7] European Parliament (2010): Directive 2010/65/EU, Brussels: Official Journal of the European Union</p> <p>[8] European Parliament (2004): Regulation (EC) No 789/2004, Brussels: Official Journal of the European Union</p>