



B 3	ECONOMIC IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
		Passengers					Transport operators								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	Employees in transport	Residents					Economy	Public bodies	Society	
B 3.1	Transport costs																		N	I	S	I
B 3.2	Private income / commercial turn over																					
B 3.3	Revenues in the transport sector																		N	I	S	I
B 3.4	Sectoral competitiveness																		L		E	
B 3.5	Spatial competitiveness																		N	R	S	I
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>- Transport costs will decrease for rail freight transport. Dedicated freight tracks will not only reduce transport times, but also improve reliability. This enables transport operators to optimize their planning and improve rates for on-time delivery [8].</p> <p>- Revenues of rail transport operators will increase due to an increasing demand for rail freight transport. A more harmonised market, with decreasing fixed costs (increasing interoperability), the more (small) companies are able to deliver their cargo by rail transport. Hence, rail freight transport will become a possibility worth considering for more and more companies. Due to the improved attractiveness of rail transport, road freight transport operators will be faced with decreasing demands and will lose freight transport market share [7] [9].</p> <p>- Spatial competitiveness for countries (or regions) will increase with dedicated rail freight corridors and will lead to an improvement of the attractiveness of certain regions [7].</p> <p>- Increased administrative costs for rail operators [11]</p> <p>3 level impact:</p> <p>- If an existing railway track (with mixed operation: passengers and freight) is going to be transformed into a dedicated track, then this will increase the competition between passenger and freight services. Rail passenger services will become less attractive due to reduced operations.</p>																				
B 3.V	Quantification of impacts																					

B 4	SOCIAL IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
		Passengers					Transport operators								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	Employees in transport	Residents					Economy	Public bodies	Society	
B 4.1	Health (incl. well-being)																					
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																					
B 4.6	Standards and rights (related to job quality)																					
B 4.7	Employment and labour markets																					
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 modal shift generated by the implementation of the TPM has a direct effect on road safety. Heavy duty / commercial vehicles (trucks) have a substantial contribution to the number of road accidents, casualties and the severity of injuries. Reducing the number of trucks will improve road safety for all road users (including slow modes) [6].</p> <p>- On condition that necessary speed control systems will be conducted, the road safety level will significantly increase (1:25 – 1:40). [EE]</p> <p>- Technical barriers for international rail freight transport can be eliminated by creating European rail freight corridors. This will improve the simplicity of access [7].</p> <p>- Employment in transport will be affected both positive and negative. On the one hand, rail transport operators will see increasing demands for rail freight transport and will benefit from their improved competitiveness as transport operator. This may lead to an increase in administrative staff employment [11]. On the other hand, road transport operators will lose a certain amount of cargo to rail transport operators. It is uncertain to what extent the modal shift from road to rail will occur and therefore difficult to forecast the net effect on employment in the transport sector [3] [4] [6] [7] [11]</p>																				
B 4.V	Quantification of impacts																					

B 5	ENVIRONMENTAL IMPACTS	AFFECTED SEGMENTS													Geographical level		Source					
		Passengers					Transport operators								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	Employees in transport	Residents					Economy	Public bodies	Society	
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	Residents near busy road freight corridors will benefit; while residents near future dedicated rail freight corridors are negatively affected. [6]																				
B 5.II	Implementation phase																					
B 5.III	Operation phase																					
B 5.IV	Summary / comments concerning the main impacts	<p>- A modal shift from road to rail transport will have several benefits for the environment. Less road freight transport will increase air quality in terms of reductions of NOx and PM emissions. Residents near busy road freight corridors will benefit most [6]. [11]</p> <p>- The impact on climate change, estimated through the emission of CO2, will also be positive because of less road transport [6].</p> <p>- Furthermore, fuel consumption will be reduced, because rail freight transport is more energy efficient compared to road freight transport [6].</p> <p>- The contribution of rail transport to noise pollution (especially freight trains) is considerable. This counts mainly for residents near future dedicated rail freight corridors [6]. on the contrary, residents being currently negatively affected by road freight noise emissions will benefit from the modal shift from road to rail.</p> <p>- The construction of new dedicated rail freight tracks (like the 'Betuweroute') will ask for land to build on. A modal shift from road to rail will not implicitly lead to decreasing needs for motorways, because passenger traffic on motorways will keep growing.</p> <p>- There will be an approximate reduction of 75% of CO2 emission if the shift from road to rail occurs. [EE]</p>																				
B 5.V	Quantification of impacts																					

C REFERENCES	
C 1	Other TPMs of this subcategory
C 2	<p><b>References</b></p> <p><b>International</b></p> <p>[1] Centrum für Europäische Politik (2009): EU Regulation - Freight Corridors, Freiburg: CEP</p> <p>[3] European Commission (2007): Towards a rail network giving priority to freight, COM(2007) 608 final, Brussels</p> <p>[4] European Commission (2008): Regulation concerning a European rail network for competitive freight, COM(2008) 852 final, Brussels</p> <p>[6] European Commission (2010): Accompanying document to the Proposal - Establishing a single European railway area, SEC(2010) 1042 final, Brussels</p> <p>[7] European Commission / Directorate-General for Energy and Transport (2009): Thematic Research Summary - Freight Transport, Luxembourg: Publications Office of the European Union</p> <p>[8] European Commission (2008): Report of the Group - Strategic Group of experts - Rail Freight Oriented Network, Luxembourg: Publications Office of the European Union</p> <p>[9] European Commission (2010): On track to a sustainable future - EU-funded research for a safe and efficient European rail system, Brussels: Directorate-General for Research</p> <p>[10] European Commission (2008). Commission staff working document accompanying the Proposal for a Regulation of the the European Parliament and of the Council concerning a European rail network for competitive freight. Summary of the Impact Assessment. <a href="http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=SEC:2008:3029:FIN:EN:PDF">http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=SEC:2008:3029:FIN:EN:PDF</a></p> <p>[11] PWC and NEA (2008). Preparatory study for an impact assessment for a railnetwork giving priority to freight. Final report.</p> <p><b>National</b></p> <p>[2] Ministerie van Verkeer en Waterstaat (2008): Rail transport in the Netherlands - The current state and the future developments, Den Haag: Ministerie VenW</p> <p>[5] Dedicated Freight Corridor of India Limited (DFCCIL) (2012): Public Information Brochure, New Dehli: Ministry of Railways</p>