

ASSESS - ASSESSMENT OF THE CONTRIBUTION OF THE TEN AND OTHER TRANSPORT POLICY MEASURES TO THE MID-TERM IMPLEMENTATION OF THE WHITE PAPER ON THE EUROPEAN TRANSPORT POLICY FOR 2010

CLIENT: DG TREN

YEAR: 2005

DESCRIPTION OF ACTIVITIES:

Objectives

The study has been carried out by an international consortium led by *TML Transport & Mobility Leuven*. The aim of the study has been a middle term assessment of the White Paper according to what set by the policy document itself. In particular the middle term assessment has given an answer concerning:

- the implementation level of the White Paper measures in the first five-year period (2001-2005) and has identified the probable barriers to their implementation;
- the forecast scenario for the next five-years period, on the basis of the present realization status of the structural and non-structural projects;
- the possible correction both to the measures and the implementation path in order to speed up the achievement of the Common Transport Policy targets.



Methodology

The study has carried out both a qualitative and quantitative analysis, founded on the use of models and indicators. The main activities have been the follow:

- a. *Review of the community and national transport policies.* The analysis of the transport policies has regarded the Member States (EU 15 and EU 25) and the DG of the commission. The activity has stressed

the advancing status of the national and community policies and their coherence level according to the White Paper targets.

- b. *Scenario definition.* The policy review led to the development of four policy-implementation scenarios, characterized by different levels of implementation of the White Paper medium and long-term horizon.

- c. *Modelization.* Several models have been used to simulate the scenarios. SCENES is an European multimodal network transport model developed in the Fourth European Research Programme. TREMOVE is an integrated transport-environmental model adopted by the DGENV. In ASSESS the two models have been used jointly in order to estimate the demand forecast for the year 2020 and to simulate the impacts of alternative scenarios. The CGE general equilibrium model has been used in order to carry out a cross-countries analysis of the impacts. Finally the ASTRA model has been used to assess the macro economic and employment impacts.

- d. *Qualitative assessment:* this analysis has been carried out with references to more complex and multisectorial policies. In particular the project provided with an assessment of the convergence and/or divergence degree of the transport policies as regards the more general objectives of the UE. Such an analysis has particularly considered the enlargement process of the UE, the security of the transport network systems, the investments (TEN-T), the achievement of a single European market for the air, rail and shipping carrier and the technological innovation applied to the public transport sector.

Main results

The study leads to two main reflections. The first refers to the implementation level of the TEN-T projects. Although there is a consistent delay considering the Van Miert Commission timing, both to a common and national level, during the last few years an acceleration trend has been recorded. The second one concerns the remarkable delay in implementing charging and regulation policies (market opening). This delay concerns not only the rail and TPL sector, but also the road transport one.

The project team was led by TML (B) and included TNO (NL), WSP (UK), TRT (IT), DLR (DE), UG (PL), ITS Leeds (UK), SWOV (NL), CAU Kiel (DE), Istanbul Technical University (TR).