

TRENDS IN THE DEVELOPMENT OF TRANSPORT LOGISTICS - EUROPEAN TRANSPORT POLICY

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ABSTRACT

Due to the wide scope of the topic, only freight transport will be considered here. The common political objectives of the EU are jointly determined by its institutions, as the EU strategy is translated by the European Commission into policies and initiatives. In its strategy for 2019-2024, the EU is accentuates on the following 6 priorities: European Green Pact; Europe prepared for the digital age; Economy in the interest of the people, A stronger Europe on the world stage; Affirming our European way of life; A new boost for European democracy.

KEYWORDS: Freight, Transport, Trends, Tariff, Import Duty, Customs Authorities, Maritime Shipping

1. INTRODUCTION

In its strategic plan, articulated around the above priorities for the period 2020-24, the Directorate General "Mobility and Transport" (DG "MOVE") sets specific goals and indicators for tracking their implementation. DG "MOVE" is thus responsible for the development of transport and mobility policies for the European Union.

The mission is to ensure, through clear rules, reliable funding, innovation and development and business opportunities both in the EU and beyond, that the transport sector becomes sustainable, efficient, safe and accessible for all, and which offers services attractive for consumers, workers and business [1].

2. PROBLEM

The policies resulting from the above priorities are based on the following specific main objectives:

1. A sustainable transport zone that reduces the transport impact on the environment, provides healthier and cleaner mobility alternatives and increases the uptake of sustainable alternative transport fuels for land, water and air transport both in the EU and globally.
2. A smart and innovative transport sector that makes the most of digitization and automation, supported by adequate funding.
3. A fully integrated and connected trans-European transport network (TEN-T) with adequate funding for a solid and modern European transport infrastructure with full connectivity. 3.2: An efficient and affordable internal market for transport that drives economic recovery and is governed by clear rules.
4. European Union acting united in cooperation with key partners and neighbors to improve connectivity links, open up new market opportunities and promote high safety and security standards.

A truly integrated transport zone extends from the local to the international level. In fact, the beginning of the EU's common transport policy was set in 1965. with the founding for the European Economic Union, Treaty of Rome (Article 74) [2,5] . It lays the foundations for the freedom of movement of persons, goods, services and capital within the EU, as we know it today. The development of transport is a key factor for the growth and development of the regions and the member states of the Union.

However, it was not until 1992 that the Commission adopted its White Paper, when a turning point was marked towards adopting an integrated, intermodal approach based on the 'sustainable mobility' . model.

In an interim report from 2006 to the White Paper from 2001, the development of a framework strategy for freight transport logistics in Europe was proposed for the first time . These policies include actions to remove regulatory barriers to co-modality, to promote standardization and interoperability between different modes of transport, and to invest in transshipment hubs.

Over time, one of the first common policies of the Community, actually achieved a very high development of the sector, passing through different stages :

- Establishing of a common transport market, which allows freedom to provide services and the opening of transport markets.
- Achieving fair competition both within individual modes of transport and between different modes.
- A drop in the prices of transport services both as a result of the liberalization and opening of transport markets and changes in the system of production and warehouse management.
- Development of complex logistics chains by means of advanced information and communication technologies - intelligent logistics and a trend towards integrated logistics companies combined with public policies allowing the optimal use and combination ("co-modality") of different types of transport.

A victim of its success, the transport sector, not only the European, but also transport worldwide, faces a number of problems, with high levels of pollution and poor digitization being the focus for a decade now. Yet we still see the results of European and global policies, albeit insufficient: electric cars, fuels with a minimum sulfur content used in maritime transport, alternative fuels, green public transport, intelligent transport systems.

Transport generates around 5% of the EU's Gross Domestic Product (GDP) and provides employment to over 10 million people in Europe. The transport system is crucial for European businesses and global supply chains. At the same time, transport has its societal cost: emissions of greenhouse gases and pollutants, noise, congestion and human casualties. Transport emissions account for around 25% of total EU greenhouse gas emissions. The EU's ambitious goal is to be the first climate-neutral continent by 2050.

As a result of innovations and policies in transport, today we are witnessing the implementation of the starting points in the White Paper of 2011 [3,4]. It aims to remove obstacles and obtain smooth functioning and effective competition in the internal market of multimodal transport.

And because transport is a global sector, so are its challenges. The biggest of these is to eliminate dependence on fossil fuels while achieving efficiency without limiting mobility. Part of the solution to this problem will consist of investment in infrastructures, together with their wise use, as well as in optimizing the operation of multimodal logistics chains, including through the wider use of modes of transport with inherently more efficient use of resources in cases where other technological innovations may fall short – for example in long-distance freight transport. Therefore, for short distances, it is of utmost importance not only to promote alternative transport solutions (rail and waterways), but also to improve the efficiency of freight vehicles. For longer distances, not many alternatives are available other than to make multimodality economically attractive to carriers.

Equal terms and conditions are also necessary in the global environment. In the air sector, improvement in the efficiency of vehicles and traffic management operations is desired. And in maritime transport, which has the smallest share in CO₂ emissions, in cooperation with the IMO, even higher standards for safety, security and environmental protection should be imposed. The Commission disseminates the internal market rules by working in international organizations such as ICAO, IMO, Intergovernmental Organization for International Carriage by Rail, Organization for Co-operation between Railways (OSJD), UN/ECOSOC, International Commission on Rivers, etc.

As a continuation of the central policy, the 2011 White Paper requires work on the core European mobility network, which should provide efficient multimodal connections between EU capitals and other major cities, ports, airports and major border crossing points, as well as other major economic centres. Work should focus on completing missing links – mainly cross-border sections and congested/detour locations – upgrading existing infrastructure and developing multi-modal terminals at sea and river ports and urban logistics hubs. Better rail and air links should be created for long-distance travel.

From the many initiatives, I have chosen two of them that I believe are of extremely great importance for the future development of the transport sector as well:

Initiative 24 - Technology Roadmap: emphasizes the fact that Europe needs a concerted effort in research that will bring the highest added value in areas such as:

- Environmentally clean, safe and quiet vehicles for all modes of transport, from road vehicles to ships, barges, rolling stock in rail transport and aviation (including new materials, new propulsion systems and IT and management integration tools and management of complex transportation systems).

- Potential new or non-conventional transport systems and vehicles, e.g. unmanned aerial vehicles, non-conventional goods distribution systems.

- A sustainable strategy for alternative fuels, including the relevant infrastructure.

-Integrated transport information and management systems to facilitate smart mobility services, traffic management for improved use of infrastructure and means of transport and information systems to track and detect cargo in real time and manage cargo flows.

-Intelligent infrastructure (ground and space) to ensure maximum control and interoperability between different forms of transport and communication between infrastructure and vehicles.

Initiative 25 – Strategy for Innovation and Implementation: To define the necessary strategies for innovation, including the relevant management and funding instruments, to ensure rapid implementation of the results achieved in the research process. Examples:

- Deployment of intelligent mobility systems, for example Air Traffic Management System (SESAR), European Rail Traffic Management System (ERTMS) and Information Systems in the Railway Sector, Maritime Surveillance Systems (SafeSeaNet) River Transport Information Service (RIS)), ITS and the next generation of multimodal traffic information and management systems.

- Defining and introducing an open standard electronic platform for on-board devices in vehicles to have various functions, including toll determination.

- Measures to promote the replacement of inefficient or highly polluting vehicles.

3. CONCLUSION

In terms of transport safety and security, it is said that Europe continues to be the safest region in the world in terms of transport. In the maritime transport sector, the Commission plans to undertake a major review of existing legislation on flag state responsibilities, port state control and accident investigation, together with the continued strengthening of EU rules on recognized organisations. The overall goal is to open up opportunities for safe, secure and efficient maritime transport with lower costs for businesses and administrations.

Among other efforts to increase the stability of the transport sector and related infrastructure, the EU will update and improve the existing security framework, including to address cyber threats, under the general framework of existing rules governing this matter. Based on the pan-European certification framework for ICT products, processes and services and the designation of 'Essential Service Operators' (ESSOs) for mobility infrastructures, the option of establishing an EU-wide rapid alert mechanism in the field of security will be explored..

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