Title of the initiative: **Strategic Transport Technology Plan**
Type of initiative (CWP/Catalogue/Comitology):
Lead DG: DG MOVE
Expected date of adoption of the initiative (month/year): 2011
Date of modification: 05 May 2010
Version No: 2

Initial IA screening & planning of further work

A. Context and problem definition

(i) What is the political context of the initiative? (ii) How does this initiative relate to past and possible future initiatives, and to other EU policies?

The Europe 2020 strategy[1] includes the flagship initiative "Resource efficient Europe", under which the Commission is to present proposals aiming at cleaner and more sustainable transport. This is to be achieved through a mix of measures including research, setting of common standards and developing the necessary infrastructure support. Furthermore, under the flagship initiative "Innovation Union", the Commission is to develop a strategic research agenda focused, inter alia, on transport, and to enhance joint programming with Member States and regions.

What are the main problems identified?

- Increasing environmental and GHG emissions: Transport is a major source of local pollution and of GHG emissions. The overall increase in transport volumes has led to a continued increase in CO_2 emissions, and local pollution remains a source of major concern despite considerable improvement in recent years. Recent evaluation of the Common Transport Policy (2009) found that there has been some progress towards decoupling the growth of transport from its negative effects. Although greenhouse gas emissions from transport have continued to rise, the growth has been slower than traffic growth, primarily due to progress on fuel efficiency, particularly of road vehicles. A substantial reduction in transport emissions would require a shift away from fossil fuels, but there has been little progress on this and few indications that it will occur in the short to medium term.

- **Traffic safety and security:** There are permanently new threats to transport safety and security. Recent evaluation of the Common Transport Policy (2009) found that there are significant variations in the progress made by different Member States. The experience of the best performing nations suggests that the key to their success has been their commitment to enforcement (drink driving, speeding and seat belts) and investments in infrastructure improvements (for example, to transfer high speed traffic from rural roads to trunk routes).

- **Interoperability of transport systems:** One important obstacle to better integrating national transport markets and different transport modes is the lack of interoperability of transport systems.

[1] Communication from the Commission: Europe 2020 – A strategy for smart, sustainable and inclusive growth, COM(2010)2020, 3 March 2010.

- Market up-take of transport technologies: New technologies, which have been developed over the past decades, have difficulties to bridge the gap between demonstration and market take-up due to initial high costs of infrastructure and equipment which result from the lack of critical mass, fragmented markets, and a lack of internalisation of external costs.

- **Lack of a strategic technology research plan for transport:** As the Research Framework Programme does not finance infrastructure or deployment, we (the Commission) must ensure a continuity of strategy and a seamless relay with other instruments such as the CIP and SF funding. Besides, FP7 in its present funding budget is incapable of attracting and co-financing demonstration projects of the appropriate size to have a full demonstration. To achieve such objective the FP budget for transport should be at least tripled.

Who is affected?

The creation of STTP would affect the parties associated with and related to transport research with the involvement of the European Commission. This includes the Member States and a variety of organisations from the transport industry, research community, industry associations, international arena, and user associations.

(i) Is EU action justified on grounds of subsidiarity? (ii) Why can the objectives of the proposed action not be achieved sufficiently by Member States (necessity test)? (iii) As a result of this, can objectives be better achieved by action by the Community (test of EU Value Added)?

Research and development of clean transport technologies are capital-intensive. Therefore, the industry developing and operating technologies for transport systems works in a global market. Action on EU level and co-ordination of national and regional activities are therefore required to ensure competitiveness of European industry.

B. Objectives of EU initiative

What are the main policy objectives?

In the context of an increased focus on the integration of transport systems, the Strategic Transport Technology Plan aims to provide an umbrella to coordinate the various activities in transport research. This will contribute to avoiding the fragmentation of transport research and to supporting the integration of transport systems.

The Strategic Transport Technology Plan will provide a strategic framework for research and technological development and deployment, based on policy needs and on a vision for an integrated efficient and environmentally friendly transport system at the horizon 2050. It will focus European research and technological innovation around the transport policy agenda, and facilitate coordination of European and national public and private efforts and funding. It will encompass technology road maps for leading edge technologies, necessary for a competitive and clean European transport system.

The main expected output is joint programming with the Member States and integrated governance of transport technologies research. The aim of joint programming is twofold: a) as transport emissions and pollution are a pan-European problem, EU FP and CIP research must be in line and complement the actions and programmes at the national level; b) to have a greater impact via joint programming activities with a plan accepted at MS level which will enable a coordination of MS actions and multiply the impact of a single EU project.

Do the objectives imply developing EU policy in new areas or in areas of strategic importance?

The decarbonisation of transport is of strategic importance for the EU's credibility in climate action. The Strategic Transport Technology Plan builds on the existing EU policies in transport research.

C. Options

(i) What are the policy options? (ii) What legislative or 'soft law' instruments could be considered? (iii) Would any legislative initiatives go beyond routine up-date of existing legislation?

Option 1 – no action: Under this scenario, the EU would continue its transport research policy as in the past.

Option 2 – loose co-ordination of research efforts without umbrella. Under this scenario, efforts to better coordinate transport research would be undertaken based on existing tools, without the creation of a new umbrella.

Option 3 – Strategic Transport Technology Plan: Under this scenario, a new umbrella is created to coordinated and steer transport research policy. Within this framework, the instruments used would be legislative framework for funding transport research and soft measures aimed at improving coordination of transport research.

Does the action proposed in the options cut across several policy areas or impact on action taken/planned by other Commission departments?

Within the European Commission, transport research is primarily carried out at DG MOVE, DG RTD and DG INFSO. DG MOVE is responsible for policy oriented research; DG RTD focuses on fundamental long term research; and DG INFSO on IT use in technologies especially for management systems and transport flow regulation. In addition, the following collaborative public-private sector initiatives exist in the transport sector:

- SESAR Joint Undertaking addresses air traffic management research;
- Clean Sky Joint Technology Initiative develops technologies to reduce the environmental impact of the air transport industry;
- Fuel Cells and Hydrogen Joint Technology Initiative and Fuel Cells and Hydrogen Joint Undertaking accelerate the market introduction of fuel cells and hydrogen.
- Four transport European Technology Platforms – ACARE, WATERBORNE, ERTRAC and ERRAC – elaborate on common visions and strategic research agendas for aeronautics, maritime transport, road transport and rail transport respectively.

Explain how the options respect the proportionality principle

The action proposed under the Strategic Transport Technology Plan is limited to improved coordination of transport research, in particular joint programming and integrated governance. This is the minimum necessary for ensuring an efficient use of all funds used for transport research.

D. Initial assessment of impacts

What are the significant impacts likely to result from each policy option (cf. list of impacts in the Impact Assessment Guidelines pages 32-37), even if these impacts would materialise only after subsequent Commission initiatives?

The Strategic Transport Technology Plan is expected to increase the efficiency of the use of research and development funds and to reduce the barriers to market up-take of new transport technologies.

Could the options have impacts on the EU-Budget (above 5 Mio €) and/or should the IA also serve as the ex-ante evaluation, required by the Financial Regulation?

Yes, it is anticipated that the STTP will have an impact on the EU budget. Ex ante analysis will need to be carried out. This will noticeably be achieved in providing a strategic plan for other instruments (funding programmes) to align their goals with the STTP, avoiding duplication.

Could the options have significant impacts on (i) simplification, (ii) administrative burden or on (iii) relations with third countries?

The intention with the STTP is to coordinate existing transport research activities, thereby possibly adapting research procedures. This should reduce the administrative burden for researchers. Relations with third countries will probably be affected in so far as they are influenced by the European transport research or results thereof.

E. Planning of further impact assessment work

When will the impact assessment work start?

The impact assessment work of the STTP is planned to commence during the third quarter of 2010.

(i) What information and data are already available? (ii) Will this impact assessment build on already existing impact assessment work or evaluations carried out? (iii) What further information needs to be gathered? (iv) How will this be done (e.g. internally or by an external contractor) and by when?
(v) What type and level of analysis will be carried out (cf. principle of proportionate analysis)?

The impact assessment of the STTP would build upon the impact assessments of the next White Paper on transport and the mid-term review of the 7th Framework Programme. A number of further policy documents are available and selectively presented under point A above. Further information may need to be collected on the state of the art of transport technologies and in other areas. The use of an external contractor will be examined during the first semester of 2010.

Which stakeholders & experts have been/will be consulted, how and at what stage?

A broad set of stakeholders will be consulted, including transport operators, transport users, industry and employee organisations, the research community, as well as other relevant organisations, associations and enterprises. It is intended that synergies should be found with the consultations of "Clean Transport Systems", "Impact assessment on the revised guidelines for the Trans-European Transport Network (TEN-T)" and "European Transport Fund".