



## **ECG's Reaction to**

### **Communication**

#### **"Keep Europe moving – Sustainable mobility for our continent" Mid-term review of the European Commission's 2010 Transport White Paper**

**ECG is a European Group representing finished vehicles transporters. ECG's members use road, rail and sea to transport cars within wider Europe, including Bulgaria, Turkey, Ukraine and Russia. The efficient use of all those modes of transport is therefore very important to the members of European Car-Transport Group of Interest. ECG has 71 members and represents 44 000 employees, 43 million vehicles handled a year, 16 000 trucks owned or subcontracted, 12 050 wagons, 166 ships, 32 barges, 421 compounds, 64 million m<sup>2</sup> of car parks, 1 million m<sup>2</sup> of workshops and 11.5 billion euros of turnover.**

#### ***Co-modality***

**ECG welcomes the fact that European Commission in its mid-term review of the White Paper for Transport Policy 2010, adopted on 22 of June, removed the reference to the strategy of gradually uncoupling economic growth and transport growth. It is also positive that instead of promoting a modal transfer, the European Commission introduces new concept of 'co-modality' which means that respective advantages of each mode of transport are being recognized. ECG is committed towards sustainable development and therefore supports the idea of improving the performance of each transport mode in terms of its safety, environmental performance and energy efficiency. However it is important to make sure that the right balance between competitiveness and environmental demands is found. ECG subscribes to the goals of Lisbon agenda and it believes that by optimizing each mode of transport, EU is getting closer in achieving these goals.**

#### ***Logistics***

**ECG is encouraged by a new angle of the White Paper, which is to optimise the entire transport chain. The European Commission seems to recognize the trend towards integrated logistics that exists within the industry. In its framework strategy for freight transport logistics in Europe, the European Commission aims to match the integrated logistics companies' needs with public policies enabling optimal use and combination of different modes of transport, i.e. actions on standardization and interoperability. European Commission's aim to examine possible program to promote a rail freight**

oriented network within the broader context of new freight transport logistics policy, looks promising.

### *Infrastructure charging*

ECG is encouraged by Commission's intention to optimize infrastructure, in particular by investment in new or improved intelligent infrastructure to eliminate bottlenecks and to enable co-modal transport solutions. It is right to say that where an increase in infrastructure capacity is not possible charging can help to optimize the traffic. However it should be underlined that charging, even the most fair and 'smart' will not be able to solve infrastructure problems. The only way to improve infrastructure in Europe is to build more of it.

### *Alternative fuels*

The high cost of fossil fuels has a damaging effect on operating costs of ECG' members and therefore any efforts to develop alternative fuels and sources of energy are very welcomed by ECG. These efforts should be supported by increased investment in innovation, research and development. However it is very important that the alternative forms of energy are affordable to European users and therefore ECG would like to see more fiscal incentives and harmonization of energy products taxation at European level.

### *International transport*

The ECG members operate within the wider Europe and therefore any industrial dialogue or concluding agreements between EU and its neighbours and developing of strategic framework for extending the main axes of the internal transport market and network to neighbouring countries receive ECG's support.

### *Conclusion*

The overall assessment of the mid-term review of Transport Policy White Paper is positive. It is good to see that European Commission recognizes the critical importance of efficient and optimal operation of each and every mode of transport. The tone of mid-term review is very balanced and much more realistic compared with initial White Paper assumptions. However the future will show how these commitments will be realized in practice. ECG is always ready to assist European Commission with its experience and knowledge of such specific sector as finished vehicle logistics transport.