DIGITALISATION AND
THE EU SINGLE TRANSPORT AREA :
LEGAL PERSPECTIVES

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Some transport history

1958	THE TREATY ON THE FUNCTIONING OF THE EUROPEAN UNION was signed in Rome. Transport policy is governed by Title VI – Articles 90 and 100 of the Treaty on the Functioning of the European Union
1985	THE COURT'S JUDGMENT of May 1985 started to be made towards a common transport policy
1992	THE MAASTRICHT TREATY established the trans-European networks and incorporated environmental protection requirements into transport policy The Commission's first White Paper on the future development of the common transport policy was published
2001	THE SECOND WHITE PAPER showed a more decisive shift towards an environmentally responsible transport policy as a way to adapt to uneven growth in the various forms of transport, congestion on Europe's roads and railways
2011	THE THIRD WHITE PAPER ('ROADMAP TO A SINGLE EUTRANSPORT AREA') focused on the work remaining to be done to complete the internal market in transport

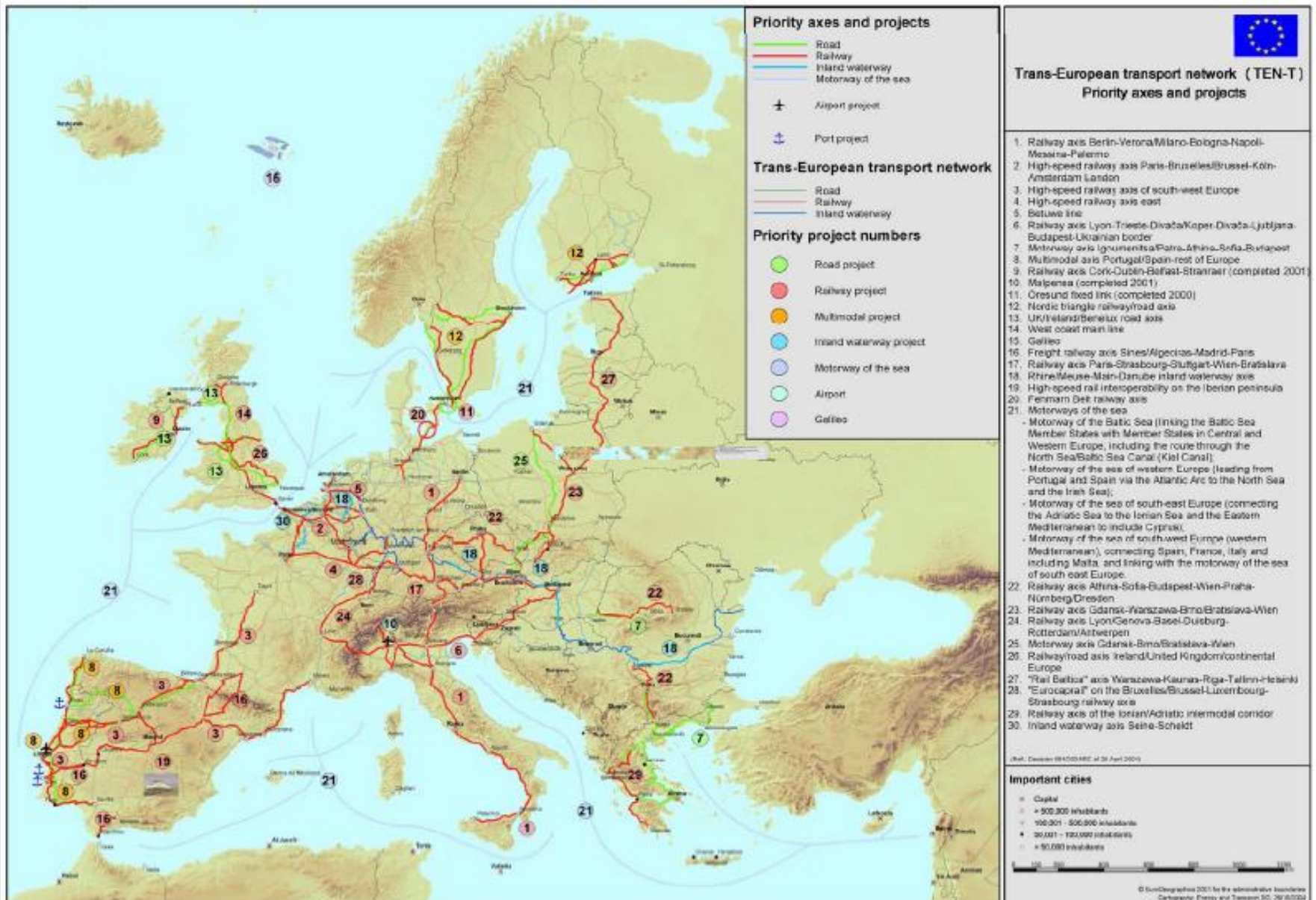# Five trends for transport services

User-centred

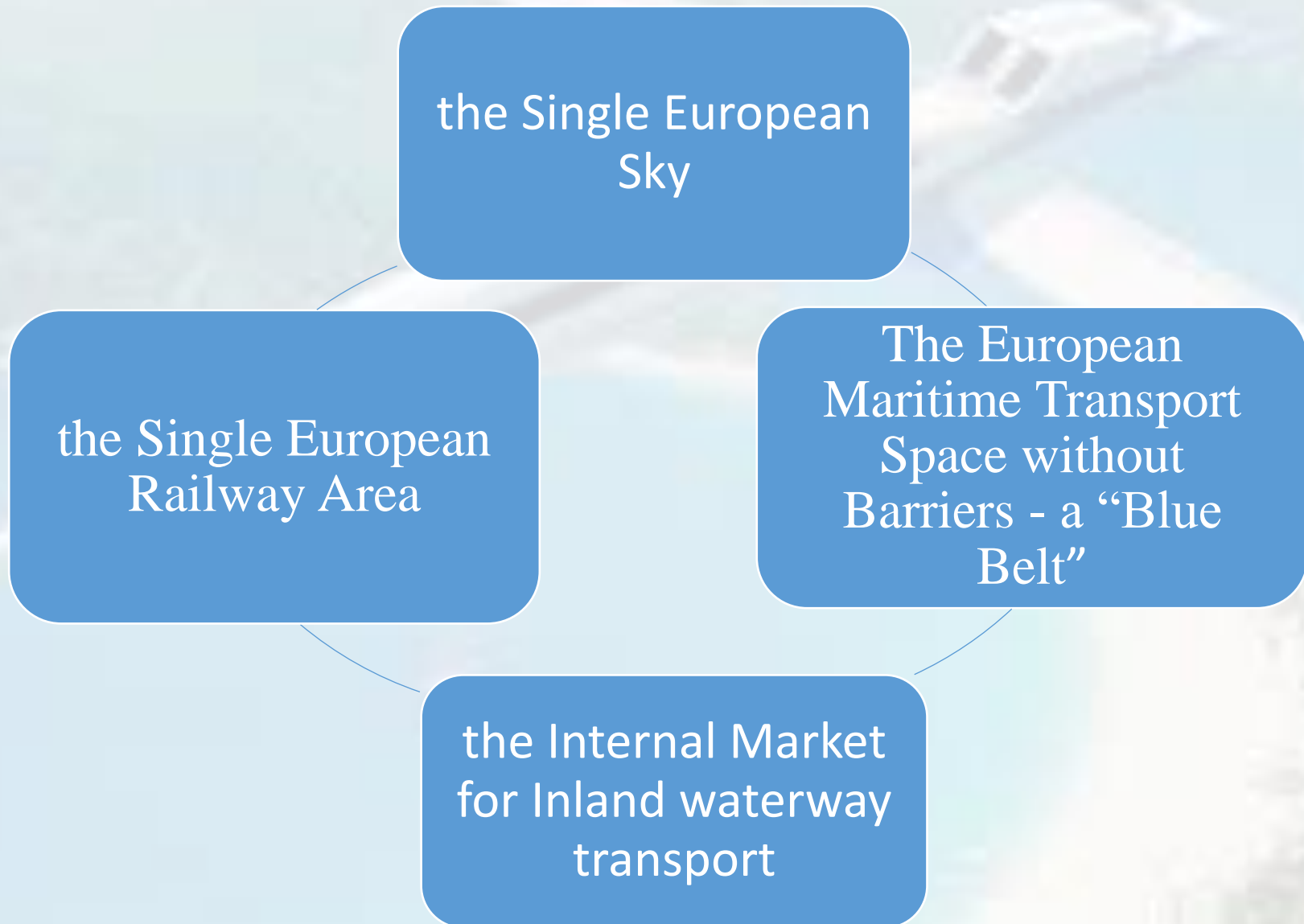**Integrated and intelligent**

Massively networked

Dynamically priced

Reliant on new models of private-public collaboration

The Trans-European Transport Network

A Single European Transport Area

the Single European Sky

The European Maritime Transport Space without Barriers - a "Blue Belt"

the Single European Railway Area

the Internal Market for Inland waterway transport

A Single European Transport Area - Challenges

demand for transport will increase (freight transport alone is expected to grow by 80 % by 2050)

the trend for urbanisation

improving logistics and creating smarter 'travel behaviour' by making the best use of modern ICT and satellite-based technology

focusing on research and innovation

Infrastructure: the aim is to complete the Trans- European Transport Network;

to integrate road, rail, air and waterborne travel (sea and inland waterways) into a seamless logistics chain;

in sectors such as road and rail to open up markets and ensure fair and open competition

The trans-European high-speed rail network

REFORM TARGET

To place a Europe-wide focus on achieving optimal connectivity between different forms of transport.

To advance with work on the Trans-European Transport Network

To work with major sector companies in public-private partnerships in order to bring innovation to the aviation and rail markets

Integrated transport management and information systems

passenger/travel information, booking and payment systems

Intelligent infrastructure (both land and space-based)

Passengers' rights

Covering passenger rights for all modes of transports (EU Codex).

Complete the established legislative framework on passenger rights with measures covering passengers on multimodal journeys with integrated tickets under a single purchase contract (multimodal door-to-door travel)

Create the framework conditions to promote the development and use of intelligent systems for interoperable and multimodal scheduling, information, online reservation systems and smart ticketing

# A European Mobility Network

Deployment of large scale intelligent and interoperable technologies: the air traffic management system of the future (SESAR), the European rail traffic management system (ERTMS) and rail information systems, maritime surveillance systems (SafeSeaNet), River Information Services (RIS), ITS, and the next generation of multimodal traffic management and information systems

Definition and deployment of an open standard electronic platform for vehicle

Smart mobility partnerships and demonstration projects for sustainable urban transport solutions

integrating the eastern and western part of the European Union and shaping the Single European Transport Area

The Galileo satellite navigation programme
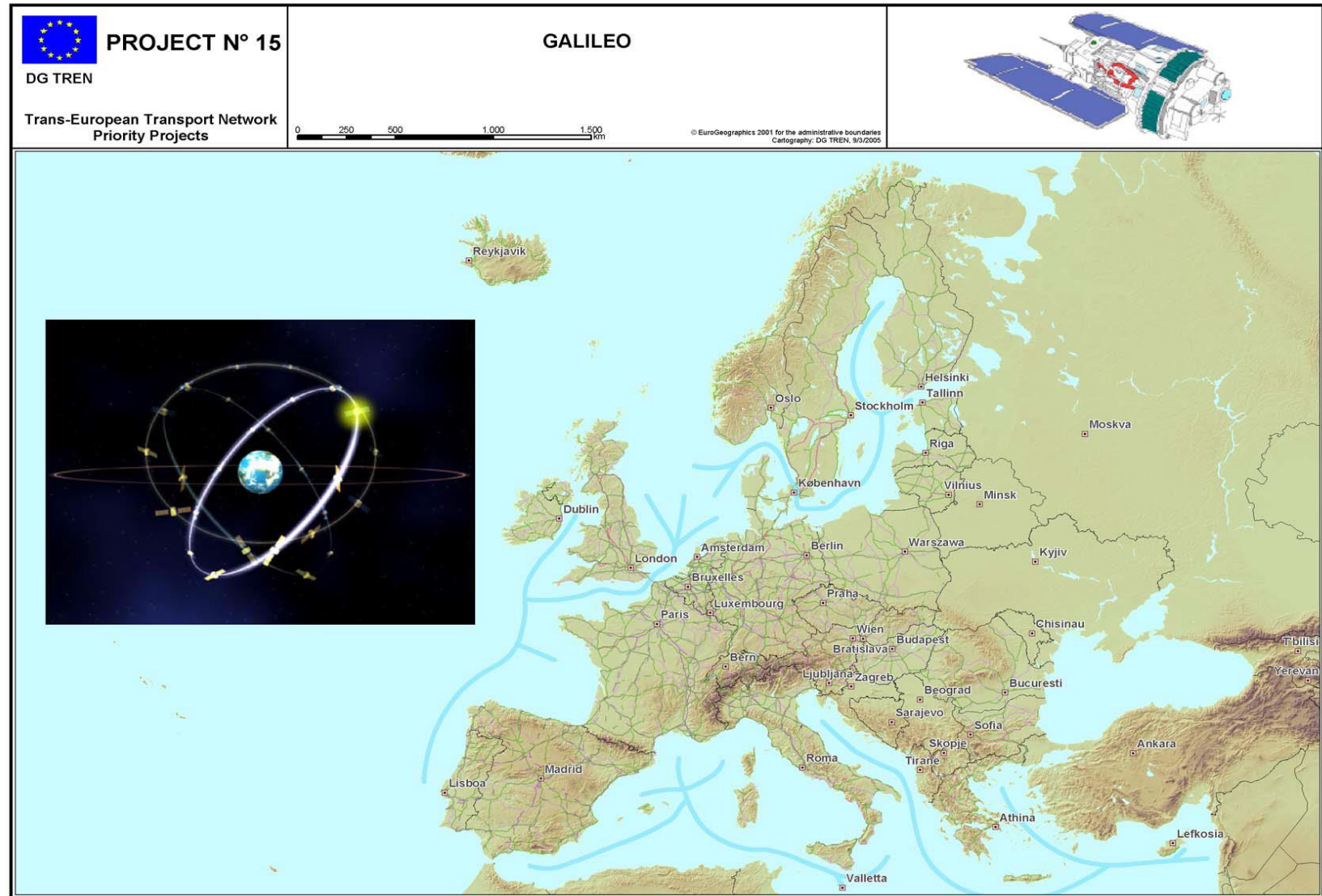
Multimodal transport of goods: e-Freight

·the concepts of 'single window' and 'one-stop administrative shop'

a single transport document in electronic form (electronic waybill)

the appropriate framework for the deployment of tracking and tracing technologies.

·the new Community support programme "Marco Polo"

· a Community framework for the development of the profession of freight integrator and the standardisation of transport units and freight loading techniques.

The challenges of digitalisation in EU Single Transport Area

- focus should be more on legal stability, implementation and enforcement

- Integrated transport management and information systems, facilitating smart mobility services, traffic management

- encouraging innovation e.g. intelligent wagons, intelligent trains (driverless locomotives), and intelligent infrastructure (maintenance monitoring, operations)

- ensure that the digital dialogue is subject to normal competition rules

- technical harmonisation and interoperability between systems

Thank you for your attention!

Comments to
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