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**ECONOMIC COMMISSION FOR EUROPE**

INLAND TRANSPORT COMMITTEE  
(Sixty-seventh session, 15-17 February 2005  
agenda item 10(d))

**TRANSPORT TRENDS AND ECONOMICS <sup>1/</sup>**

**Studies on transport economics and track costs undertaken by other organizations**

**Transmitted by the European Commission (EC)**

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**RESEARCH ON TRANSPORT ECONOMICS**

**Summary details of projects**

**Scenarios, traffic forecasts and analysis of traffic flows including countries neighbouring the European Union**

Description: Following the recent adoption of the Trans-European transport network Guidelines and the new geopolitical situation of the Union after enlargement, identification of major transport axes to better connect the Union and the neighbouring countries and regions has become a timely issue. The purpose of this study is, based on and summarising completed or almost completed studies, to support the Commission in providing a summary analysis of trade and traffic volumes between the European Union and the neighbouring countries and regions with the view of identifying major transport axes and priority projects thereof. The study will look at traffic volumes for a harmonised base year and for the time horizon of 2020. It will also provide an assessment of socio-economic impacts of selected infrastructure scenarios drawing on existing studies.

Final report: autumn 2005

Unit responsible in DG TREN: B2 Trans-European network policy

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<sup>1/</sup> The information in this document is reproduced in the form in which it was received by the secretariat.

## **STATUS REPORT OF THE PAN-EUROPEAN TRANSPORT CORRIDORS AND AREAS**

Description: There are 10 pan-European Transport Corridors and Areas. These Corridors and Areas are managed by a Steering Committee and assisted by a secretariat. Approximately every second year an inventory is requested in order to enable the Commission to monitor progress of these Corridors and Areas. A method needs to be created in order to be able to compare the achievements between Corridors and between Areas, in order to make comparisons on the progress. Information is required per Corridor and Area on how much has been finalised per country and per mode, as well as how much has been invested. Information is also needed on the sources from which the investments have been made (national budgets, loans, EU funds etc.).

Final report: autumn 2005

Unit responsible in DG TREN: B2 Trans-European network policy

### **Implementation report on the TEN-T guidelines**

Description: The study should support the Commission and Member States in the collection and analysis of data related to the implementation of the trans-European transport networks (TEN-T). The study aims at providing with an in-depth knowledge of the technical status and elaborating a sound analysis of the implementation of the TEN-T network. One of the objectives of the study is to support the preparation of the next implementation report, covering years 2002 and 2003, and to facilitate the preparation of future reports. Considering the enlargement, the study aims also at providing a solid 'baseline status' allowing to assess future progress in the implementation of the guidelines in the new Member States.

Final report: autumn 2005

Unit responsible in DG TREN: B2 Trans-European network policy

### **IMPRINT-Europe - Implementing Pricing Reform in Transport – Effective Use of Research on Pricing in Europe**

Description: This thematic network aims at bringing together policy-makers, operators, researchers and other stakeholders in order to promote the implementation of fair and efficient transport prices. It organised six high profile international seminars where the needs of policy-makers and the findings of research were synthesised and debated, focusing on the following themes: (i) setting the stage; (ii) acceptability of pricing reform in transport; (iii) best practice; (iv) constraints and solutions; (v) phasing and packaging; and (vi) acceding countries. The resulting reports summarise the research findings and put forward recommendations on how to implement the required pricing reforms.

Final report: November 2004

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.imprint-eu.org/>

### **REVENUE - Use of revenues from transport pricing**

Description: The aim of the project is to examine options for the use of surplus revenues from the application of marginal cost based pricing in one mode or region for covering deficits arising in other modes or regions. The trade-offs between economic efficiency, public acceptability and equity as well as legal/institutional constraints will be looked at. The expected results are: Solutions to combine pricing of the existing transport system and investments in transport infrastructure (financing). Concrete suggestions of how to finance the fixed cost of a certain transport project in different modes with least distortions and adverse distributional effects, these could include e.g. access charges in the form of two-part tariffs, regional cross-subsidies, inter-modal cross-subsidies, etc.

Final report: early 2006

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.revenue-eu.org>

### **SPECTRUM - Study of Policies regarding Economic instruments Complementing Transport Regulation and the Undertaking of Physical Measures**

Description: The project aims to: (i) Develop a theoretically sound framework for analysing the trade-off between policy objectives and identifying optimal combinations of instruments to achieve them; (ii) Analyse and assess transport packages - providing quantified evidence on the use of alternative instruments in managing urban or inter-urban capacity and the likely practical impacts of different approaches. Evidence on how individual instruments fit in a policy and how their degree of intensity can be defined under various constraints; (iii) Generalise - informing target users of the synthesised evidence and transferability of alternative transport management packages across the broader urban/inter-urban spectrum and their wider social impact; (iv) Provide guidance and recommendations - enabling policy makers to achieve a better balance between different, often conflicting objectives.

Final report: Spring 2005

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.its.leeds.ac.uk/projects/spectrum/index.html>

### **SUMMA – Sustainable mobility, policy measures and assessment**

Description: The project aims at operationalising the concepts of sustainable development and sustainable mobility in the transport sector and to define policy measures to improve its sustainability. The project will do this by defining and determining indicators and threshold values for economic, environmental and social impacts of transport. The project will provide operational working concepts of sustainable mobility that can be used for transport policy and modal policy planning and definition. Indicators and target values for the three elements of sustainability.

Final report: end 2004

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.summa-eu.org>

### **TIPP - Transport Institutions in the Policy Process**

Description: The objective of the project is to develop a framework for the analysis of the decision making processes and the different roles of decision making governing bodies, cities and regions and other relevant organisations have in implementing transport policies and consequently in achieving a well functioning and efficient transport system. The project will provide a better understanding of the implications and constraints of different organisational and regulatory settings and of the subsidiarity principle in reaching the objectives of transport policy.

Final report: Summer 2005

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.strafica.fi/tipp>

### **TRANS-TOOLS - TOOLS for TRansport forecasting ANd Scenario testing**

Description: Transport policy-makers use results of models amongst others to forecast transport and assess outcomes of different policy scenarios. Unfortunately, from a European policy-making perspective, there are a number of problems with current transport models. TRANS-TOOLS will further develop and refined the latest state-of-the-art research in developing and combining pan-European models. The project is a logical extension of previous modelling exercises. It will enable to organise the strategic European tools on a 'Common Modelling Platform' to allow an efficient use of such tools and a smooth integration of these with national dimensions.

Final report: Autumn 2006

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.inro.tno.nl/transtools/index.html>

## **HEATCO – Developing harmonised European Approaches for Transport Costing and Project Assessment**

Description: Based on previous developments, the HEATCO will review and analyse current project assessment practice in the EU25 countries. It will compare existing practice (in assessing the value of time and congestion, accident risk reduction, health impacts and nuisances from pollutant and noise emissions, infrastructure costs) to theoretical and empirical evidence from the literature and propose harmonised guidelines. The project will conduct surveys to address the main gaps in monetary values and transferability/comparability of values between countries. The harmonised guidelines will be applied to 3 TEN transport infrastructure projects, illustrating differences to existing CBA evaluations.

Final report: Summer 2006

Unit responsible in DG TREN: B2 Trans-European network policy

Project web site: [http://www.ier.uni-stuttgart.de/public/en/organisation/dept/proj\\_desc.php?pid=267](http://www.ier.uni-stuttgart.de/public/en/organisation/dept/proj_desc.php?pid=267)

## **TRANSFORUM - Scientific forum on transport forecast validation and policy assessment**

Description: TRANSFORUM will (i) establish a scientific forum of experts; (ii) facilitate the forum in a consensus-based assessment and validation of results both from national and European research projects; (iii) develop recommendations to ensure compatibility and convergence between tools used in transport policy assessment at European and national levels, and identifying best practices; and (iv) disseminate project results and encouraging their uptake.

Final report: Spring 2007

Unit responsible in DG TREN: B1 Sectoral economies

Project web site: <http://www.transforum-eu.net>

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