



**A sustainable future for transport:
Towards an integrated, technology-led and
user-friendly system**

Poitiers, 1st July 2009

**Atlantic Arc Commission
Transport Group -CPMR**



Transport is a complex activity which requires a reflection on future impacts when defining its long-term core policies

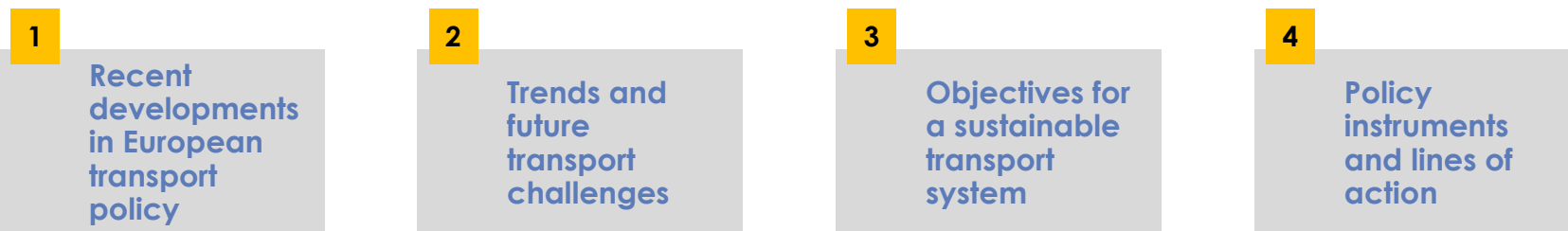
COM (2009) 179/4

Transport is a complex activity which depends on multiple factors. Consequently, any action in the transport sector requires a long-term vision, particularly when concerned with the sustainability of the transport system.

On the other hand, **core transport policy needs a long period of time before it comes into force**, as well as a long period for its planning.

Therefore, and as a follow-up to the White Paper published in 2001, the European Commission has launched an interdisciplinary consultation on transport policy for the next 10 years.

Communication document COM (2009) 179/4 is the synthesis of the reflection made up till now and is divided into four chapters:



1. Recent developments in transport policy in Europe during the first decade of the 21st century

COM (2009) 179/4

The communication presents a report on the transport policy of the EU, highlighting the advances made as well as the aspects that still require substantial improvement:

EVOLVING FAVOURABLY

European transport policy has been instrumental for the development of both the economy and competitiveness:

- TEN-T policy has improved the coordination and the scheduling of infrastructure projects among member states
- European regulations have been established to curb the air pollution generated by transport (e.g. in cities)
- Firm measures have also been enacted to reduce road accidents
- Steps have been taken to improve public safety in transport modes
- Legal rights of passengers have been strengthened in the different modes
- Social legislation on working timetables, training, mutual recognition of qualifications and licenses has also been introduced

NEEDS IMPROVING

However, the results obtained from European transport policy concerning the improvement in system sustainability have been discreet:

- The transport sector still needs to reduce its environmental footprint: reducing its emissions and its impact on the landscape...
- Road safety must continue to be improved to further cut down road deaths
- In particular, freight transport must decouple its growth from that of the GDP
- A greater tonnage must be transferred from road to rail and maritime transport
- The dependence of transport on fossil fuels is still very high (97%)

2. Trends and future transport challenges

COM (2009) 179/4

This section identifies the transport trends and challenges for future transport in Europe with a horizon set at the midpoint of the 21st century:

- **The aging of the population** suggests that there will be an increase in demand for mobility, and will require services which are safer, more reliable, and better adapted for use by people with disabilities
- **Migration** will rejuvenate the population, create ties with neighbouring countries and will generate **internal mobility of workers** as a result of the disappearance of administrative boundaries
- **Environmental challenges:** adaptation to climate change, reduction of air pollution, cut greenhouse gas emissions...
- The **scarcity of fossil fuels** will lead to a reduction of the dependence of transport on this energy source, although, the transition is not expected to be rapid or free from upward fluctuations in the price of energy
- The **growth of urban areas** will persist, generating increased congestion, more emissions and serious difficulties in the construction of new infrastructure or transport modes
- Other general trends:
 - The **process of globalisation**, held back momentarily by the current crisis, will continue and will make an impact on the transport system
 - The **growth of world population** will entail an increased demand for mobility, and as a result, the establishment of a more sustainable transport system will become more complicated and will require more resources

3. Objectives for a sustainable transport system

COM (2009) 179/4

The objective of the European transport policy is to establish a sustainable transport system that responds to society's economic, social and environmental needs, and favours a society open to everyone and an integrated and competitive Europe.

The policy is based upon **seven major operational objectives**:

1. **Quality transport which is accident-free and safe**
2. **Networks that are well maintained, fully integrated and operating as a single network**
3. **An environmentally-sustainable transport system**
4. **Maintain the EU's position as leader in infrastructures, services (passengers), logistics (freight) and transport technologies**
5. **Protect and develop human capital: facilitate training, adaptation, equality, improvement in work conditions**
6. **Intelligent prices to guide users: the prices should allow the user to see which option is best from economic and environmental viewpoints**
7. **Carry out land-use planning taking transport into account: improve accessibility and reduce transport needs (telework, remote care, e-government...)**

4. Policy instruments and action guidelines towards sustainable transport

COM (2009) 179/4

To achieve the objectives mentioned above, and to meet the challenge of a sustainable transport system, the final section of the document identifies the following policy instruments which are available:

- **Infrastructures:** maintenance, development and integration of existing modal networks (rather than building new); making use of new information technologies, creation of exclusive corridors for freight, Short Sea Shipping...
- **Financing:** locate the resources to support a sustainable system: tariffs for infrastructure use, tolls, internalisation of external costs for all modes of transport...
- **Technology:** speed up the transition towards a society with a low carbon footprint and lead innovation at global level
- **Legislation:** continue with the liberalisation of markets and foster competition, facilitate the introduction and interoperability of new technologies, definition of European legislation, promote investment in R&D...
- **Habits:** educate, inform and involve (include procedures for participation in decision-making) to guide user behaviour towards sustainable mobility
- **Governance:** for the transport sector to evolve, effective and coordinated action is required by all the parties involved (planning, financing, regulation). Coordinated action is essential to meet the challenges of urban transport and the interoperability of new equipment and services
- **External projection:** European transport policy must project itself internationally, through the single voice of the EU, as the leader in technology and legislation. This projection must also facilitate the spreading of its sustainable transport system onto neighbouring countries

Public consultation period on the Communication

COM (2009) 179/4

After the publication of the communication, a consultation period has been open until 30th September 2009 in

tren-future-of-transport@ec.europa.es



International Bask Consulting

A D V A N C E D L O G I S T I C S G R O U P
Barcelona · Madrid



IBK - Avenida de la Libertad 1, 1º A · 20004 SAN SEBASTIAN - Tel +34 943 424 098 Fax +34 943 420 238
www.ibkasesores.com mgarayo@ibkasesores.com

Avinguda Comte d'Urgell 240 3º C · 08036 BARCELONA · - Tel. +34 934 304 016 · Fax +34 934 195 524
www.alg-global.com rbosch@alg-global.com