



# A SUSTAINABLE FUTURE FOR TRANSPORT

November 20, 2009 • Brussels

## **SUMMARY REPORT OF THE CONTRIBUTIONS RECEIVED TO THE CONSULTATION LAUNCHED BY THE COMMUNICATION “A SUSTAINABLE FUTURE FOR TRANSPORT: TOWARDS AN INTEGRATED, TECHNOLOGY-LED AND USER FRIENDLY SYSTEM”**

### **1. INTRODUCTION**

The European Commission is preparing a new Transport White Paper covering the period 2010 – 2020. To this end the Commission launched a debate in 2008 on the main challenges and opportunities for the transport sector in the long term. The first ‘milestone’ in this exercise is the Communication: “A sustainable future for transport: Towards an integrated, technology-led and user friendly system” (COM(2009)279/4), adopted by the Commission on 17 June 2009.

The vision and ideas put forward in the Communication were meant to stimulate further debate aimed at identifying possible policy options to meet the identified challenges of the future in order to achieve the goals of the Common Transport Policy. Interested parties were invited to provide their views on the future of transport and on policy options by 30 September 2009.

The Commission has until now received around 270 contributions amounting to around 2000 pages in response to the public consultation. This report is intended to assist interested stakeholders to obtain an overview and to be a reflection of what has been received in the form of responses presenting some of the main positions within each of the different policy fields. The report does not attempt to summarise all of the comments made by respondents. However, all comments were considered, whether or not they appear in the report. Details can be found by reference to various contributions published on the website at the page:

[http://ec.europa.eu/transport/strategies/consultations/2009\\_09\\_30\\_future\\_of\\_transport\\_en.htm](http://ec.europa.eu/transport/strategies/consultations/2009_09_30_future_of_transport_en.htm)

### **2. RESPONDENTS:**

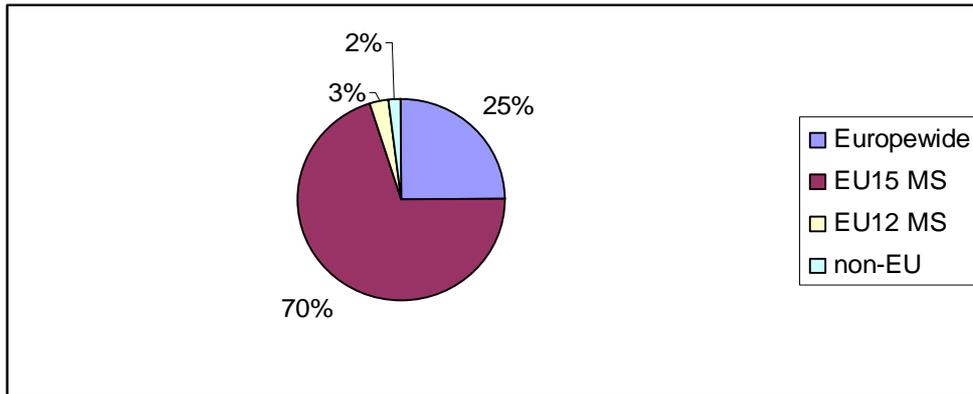
The public consultation elicited much interest from a broad range of organisations, public authorities and citizens from EU Member States and outside the EU. Altogether, the European Commission received around 270 contributions. The Commission is very grateful for such active participation, which testifies to the great importance of further developing the Community’s transport policy for Member States, transport users, workers, NGOs and so on.



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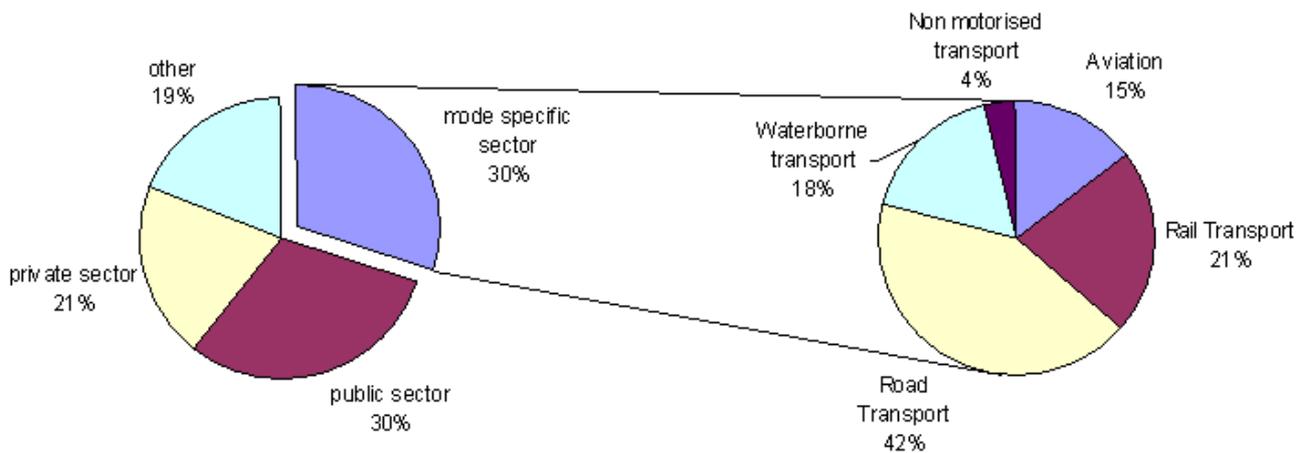
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## By country



Most contributions are sent from a EU15 Member State (70%). About 1/4<sup>th</sup> of the contributions do not originate from a specific Member State, but from Europe-wide organisations.

## By sector:



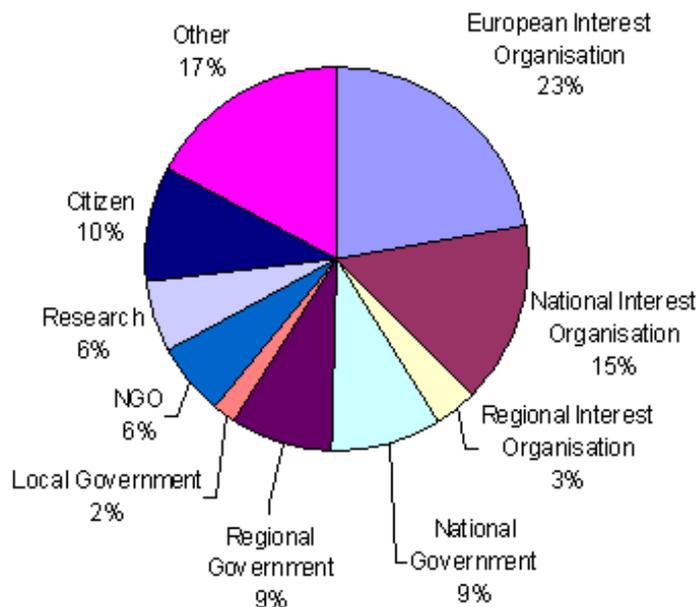
30% of the contributions are related to a specific transport mode among which road is the most represented. Apart from mode specific contributions, some 30% of all contributions originate from the public sector (e.g. public administration), some 21% come from private sector businesses other than transport operators (e.g. industry) and the remaining 19% is non-business.



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*By type of organisation:*



Category	Replies	description
<b>European Interest Organisation</b>	59	interest groups at EU-level & including some worldwide groups
<b>National Interest Organisation</b>	41	interest groups at national level
<b>Regional Interest Organisation</b>	9	interest groups at regional level
<b>National Government</b>	25	Member State ministries, agencies and administrations
<b>Regional Government</b>	23	Regional ministries, agencies and administrations
<b>Local Government</b>	5	Municipalities, agglomerations
<b>NGO</b>	16	Non-governemental organisations
<b>Research and consultancy</b>	16	University's, research institutes, consultancy
<b>Citizen</b>	26	private person
<b>Other</b>	46	Chambers of commerce, trade unions, industry, service providers

42% percent of the contributions originate from interest groups, with various geographical scopes. 19% of the contributions originate from governments, from members states to municipalities. Other contributions come from NGO's (6%), (private and public) research institutes (6%) and various other (companies, chamber of commerce, trade union, etc.) 26 European private citizens contributed to the stakeholder consultation, representing about 10% of all contributions.



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## 3. CONSULTATION

The future of transport is an immense policy field in all its different aspects and complexities. In order to streamline contributions the consultation document called for concrete policy proposals and ideas on how to structure future policy interventions within seven transport policy fields:

- (1) Infrastructure
- (2) Funding and Pricing
- (3) Technology
- (4) Legislative framework
- (5) Behaviour
- (6) Coordinated action
- (7) The external dimension

As guidance to the consultation, each policy field was provided with a list of indicative, but in no way exhaustive list of questions.

The received contributions do only to a minor extent relate directly to the indicative list of questions within the seven policy fields. Most of the contributions are embedded in more general policy considerations giving the background for the more specific positions within the suggested 7 policy fields.

Some of the contributions give detailed comments to different paragraphs in the Communication. The comments of this kind are registered, but not summarised in this context where the focus are on forward looking policy proposals.

The ideas and points of view put forward in the various contributions on how to shape future transport policy have been summarised and structured around revealed or perceived problems and options in the different policy fields. Opinions outlined in the present report do not represent the view of the Commission.

## 4. PRESENTATION OF RESPONSES

### 4.1. Introduction

The point of departure in the Communication is an evaluation of the European Transport Policy and the trends in transport drivers and the challenges this could pose to society.



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There is a general agreement in the contributions received that ageing, migration, environmental challenges, scarcity of fossil fuels, urbanisation and global trends most likely will be some of the most important challenges which will shape transport policy in the coming decade.

Some contributions add to this list the effect of the present economic crisis. A prolonged crisis with slow economic growth can make it harder to fund the necessary adjustments to the transport policy.

As for the identified objectives there is a general agreement in the received contribution that decarbonising of transport should be at the centre of transport policy in the coming decades. The contributions have different ideas on how to achieve this goal and other objectives, which instruments should be used and how the priorities of transport policy should be. This is the subject of the following sections.

## **4.2. Policy field: Infrastructure**

Development of infrastructure – what, where and when to build and how to finance the construction – has traditionally been at the heart of transport policy. Diverging views has been the norm, and diverging views can be found in the received contributions; but the received contributions also converge on several important points.

There is a general recognition that efficient exploitation of the capacity across modes will improve mobility, reduce environmental strains and strengthen the economic development. Consequently there is an agreement that investment in infrastructure should partly be designed to support co-modality.

There is a general agreement in the majority of contributions relating to this question, that in the short run it is necessary to focus on congestion problems and actual and potential bottlenecks before addressing the expansion of capacity.

The role of the European Union in the field of investment is seen primarily through the TEN-T context. There is a general consensus that the TEN-T policy should be an integral part of the coming White Paper and that funds for TEN-T should be increased. Many contributions refer to their reaction to the consultation on the Green Paper on the Future TEN-T networks. More detailed views on the development on the TEN-T policy are not included in this resume, but can be found in: “TEN-T Policy Review – Report on the public consultation contributions”<sup>1</sup>

<sup>1</sup>

[http://ec.europa.eu/transport/infrastructure/consultations/doc/2009-07-31\\_summary\\_report\\_green\\_paper\\_on\\_future\\_ten-t\\_networks.pdf](http://ec.europa.eu/transport/infrastructure/consultations/doc/2009-07-31_summary_report_green_paper_on_future_ten-t_networks.pdf)



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*What should be the priorities for investment?*

Transport operators within each mode have responded in a quite detailed way on the principles which should guide future transport investments.

The rail industry argues that investment should support co-modality and especially the decarbonisation objective. As rail, inland waterways and Short Sea Shipping have a lower level of emission than road both on the freight and on the passenger side a substantial part of future investment should be directed towards developing these systems. Investments in road should be focussed on feeding the more sustainable modes.

Stakeholders from the IWW support this line of argument and emphasize that the IWW have spare capacity.

An additional argument for investing in rail put forward in several contributions is that rail is already electrified to a large extent, which entails that the system has a potential low oil dependency and to the extent that electricity can be produced from renewable sources rail transport could be close to CO<sub>2</sub> neutral.

In its contribution the UK government advances the opinion that a global policy revolution is taking place. High speed rail lines are emerging in many European countries as the next generation backbone infrastructure. The UK believes that the successful transition to a low carbon economy requires investment in the necessary rail network capacity to support transport modal shift objectives.

Other contributions emphasize the need to secure sufficient multimodal hinterland connections to the major ports. Moreover, it is seen as especially important in a sustainability perspective to secure sufficient rail, sea and inland waterway connections enabling major freight flows to cross the European Union as eco-efficiently as possible.

From the electricity industry and other stakeholders it is noted that there probably will be a step-change in the provision of infrastructure to supply and operate electric vehicles. From this point of view electric vehicles offer the greatest potential in making the transport sector sustainable. Fiscal policies and support should be put in place to speed up the development of electric vehicle technology and production. This needs to be developed in partnership with establishing intelligent electric grids and electric vehicle charging points.

Stakeholders agree that European governments need to address the issue of airport capacity. One point of view stresses that this infrastructure should be built where there is a real demand for transportation and be self financed by airports. Other points to the fact there is a significant unused capacity at secondary and regional airports around Europe which, with upgrading of surface access links, could ease the claimed airport capacity crunch at relatively low cost.



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The stakeholders agree there are untapped possibilities for increasing user satisfaction by better integration with rail, but also with public transport within cities, namely underground, bus, tram and taxi. The integration has both a physical and a more virtual side (integrated ticketing, information system etc.).

The principle of equal treatment and equal status of modes of transport and the importance of increasing the efficiency and reduce the carbon footprint of all modes are at the centre of other contributions especially from industry and stakeholders from road transport. Investment in infrastructure should maintain and upgrade the existing system and put in place missing links and create good access for peripheral regions. The EU network should focus on modal connectivity and be linked with those of the neighbouring countries. Decisions on how to use the available funds should be based on robust and transparent economic evaluation methods. International road hauliers recommend that combined transport should be promoted for capacity reasons through rail liberalisation, interoperability of technical systems, improving transshipment technologies and capacity at terminals. Road hauliers and trade unions alike would like to see investments in safe truck stops and parking areas. These stops play an important role in the compliance with the regulations on working time in the road haulage industry.

The Swedish government and a car manufacturer stress the potential effect of the efficient cross border green corridors approach and recommend that there should be legislative action to promote this concept in the future. Applying the principle and concepts in the green corridor approach *mutatis mutandis* on urban transport could create a public transport system for both people and goods. The development of ITS systems will be a key element in this green corridor initiative.

## *Better exploitation and integration of networks*

In the received contributions there are different ideas on how to optimise use of the existing capacity in the system. The ideas are mainly concentrated on different “rules” for using and managing the infrastructure, ITS and vehicle technology.

The logistic industry supports the concept of freight corridors and draws attention to other less capital intensive methods to reduce the conflicts between passenger usage and freight transport. This could for example include priority freight lanes and restrictions on private car usage during peak periods of freight activity.

As far as road transport goes road haulier organisations, the logistic industry and some governments suggest introducing the European Modular System. EMS is a concept of allowing combinations of existing loading units (modules) into longer (25.25 m) and sometimes heavier vehicle combinations to be used on some parts of the road network. An EMS lorry has a greater loading capacity and is deemed to benefit both the environment and safety besides being economically more efficient.



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On the other hand especially environmental organisations and railways strongly oppose such a development with reference to the potential damaging effects on rail freight business and the potential net negative effect on the environment.

Environmental organisations agree that changing dimensions of road trucks could be an issue, not to increase loading capacity, but to improve aerodynamics and decrease weight and thus enhance their environmental performance.

The idea of transnational infrastructure managers as a way to streamline and integrate land based infrastructure management put forward in the Communication was met with some reservation. The general reaction was that enhanced coordination between the Member States would do the job. But one contribution mentions that Member States should be encouraged “to release their traditionally strongly guarded hold on national infrastructure which is part of the strategic international network”. In air transport the industry suggests bigger integration of ATM systems leading to a few harmonised ATC centres.

In urban transport several contributions underline that the best way to reach integration of transport modes is setting up integrated transport authorities bringing together different levels of authority.

From public transport authorities and rail industry the possibility is mentioned of large scale introduction of integrated ticketing to promote integration between modes of transport.

The SESAR system and the ERTMS system will significantly increase the safety and capacity of the air transport and railway systems. The French government suggests that a similar concept should be developed for road transport especially in the corridors and in areas experiencing congestion and capacity problems. The Galileo and EGNOS projects are important in this respect.

In this connection other stakeholders point out that the present digital tacograph should be developed to connect into the ITS infrastructure of the future and to other needs such as fleet and time management as well as requirements related to special transports such as live animals.

The Galileo and EGNOS projects also play an important role in the dematerialisation of transport documents based on global rules, and information systems overseeing transport chains between different modes and/or operators. This aspect is mentioned in several contributions as an important requisite on the information side for co-modality in freight transport. One organisation mentions that there will be limits to this as long as the world outside EU uses other standards.

Low cost air carriers point to the fact that airport charges are based on passenger numbers, which does not create incentives for more efficient use of airport infrastructure.



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There is also unused capacity on secondary airports. With the upgrading of surface links this capacity could be activated at a relatively modest cost.

### **4.3. Policy field: Funding and pricing**

The transport sector has traditionally been a significant post in the public budgets. There is a general agreement that the development and necessary transition of the transport system towards a low carbon future will require considerable funding. The question of funding in its different aspects has therefore been touched upon in almost every contribution.

#### *Public funds*

As a necessary correlate to the general recommendations on the strengthening of the TEN-T network there is a general agreement that additional funds from the Community budget should be allocated to the TEN-T programme. In general it was expected that funding of transport infrastructure via the public purse would still play a major role in the future.

Business and industry organisations are worried about the lack of public commitment at both EU and national level to financing transport network and recommend that investment in infrastructure should be increased. There should be a stronger role for PPP in the financing of infrastructure. Better quality and better integration – reduces congestion and negative environmental effects and makes transport safer and more efficient.

Other contributions are not so sure about the availability of public funds, mentioning especially the effects of the economic crisis on the public sector deficit. A pessimistic version of this point of view is phrased as “transport policy has to be reinvented in order to decarbonise the sector without public money”.

#### *Internalisation of external costs*

Central in most of the received contributions on this subject is the question: if and how to price transport for its external costs and how to use the potential funds collected through internalisation of external costs.

The general principle of internalising the external costs as a way to reduce the environmental impact of transport has a widespread, but not unanimous support among the received contributions.

Many business and industry organisations are against the principle because they fear that it will have no effect on the environment and only add to costs reducing competitiveness of the European industry. The reasoning behind this position is that there is no alternative to road transport because rail capacity is fully utilised or absent. If internalisation should be levied it should only be on private cars. These are the units creating congestion and alternatives are more prevalent or relatively cheap to create.



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Another argument against internalisation builds on methodological and practical problems in implementing the principle. Quite a few pricing systems are already in place in different countries having beneficial effects on emissions and noise. Additional instruments on top of already existing systems should be justified by their added value in respect of efficiency and in advancing new technologies and increasing the competitiveness of Europe. According to this point of view there is a considerable risk that there will be different approaches and methodologies leading to distortions of competition between the different transport modes.

Other contributions point to the complications in applying the principle due to the fact that externalities to a large extent differ according to population density on a local and regional level (noise and local air pollution). If external costs are to be internalised it is necessary that the costs are priced realistically and the costs are attributed using universal principles to each polluter. Models need to be developed to make this possible. In addition there are problems with internalising CO<sub>2</sub> from maritime and air transport due to their global character. A solution to this problem should be developed at an international level.

Road haulier organisations are likewise sceptical as far as the environmental effects are concerned. They support the principle under the strict condition that the principle is applied simultaneously and with no discrimination to all modes and that the funds collected from each mode are ploughed back to develop this mode.

Environmental NGO's support the polluter pays principle, but would also like to put a limit on the CO<sub>2</sub> emissions from the transport sector. In order to implement this there is a suggestion on an ETS system for surface-based transport.

Most of the Member States who have contributed to the consultation support the principle of internalisation. Care should be taken at the manner in which it is proposed to cover external costs for any mode. The use of the revenue should be left to the Member States. This does not preclude earmarking, but this question should not be regulated at EU level.

Organisations connected to railways likewise support the internalisation principle and suggest that the funds not only from railways but also from road and from ETS on air and maritime transport could be used to develop the less polluting modes. The railway organisations support hypothecation of the funds and that there should be a possibility for cross subsidisation.

Another idea on how to use the revenue from the internalisation is to create an Investment Fund which could be used to finance investments, research and development in the transport sector in general. These National Infrastructure Funds could be made open to contributions from the Commission.



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Another line of thought on the use of the revenue builds on the principle that the priorities of public spending should be detached from decisions on how to finance public budgets. Public spending should not be spent on predefined purposes, but on the basis of best value for society.

Finally there is the observation that efficient pricing can have some undesirable effects on equity. Countries with scattered populations and long distances to relevant markets in Europe could be disadvantaged. So a European pricing policy has to include some reflection on how competitiveness and employment can be maintained in peripheral areas and regions. Another argument in this line argues that private cars or at least private cars of wage earners should be exempted due to the social effects of pricing.

## *Toll systems and toll rings*

Several contributions mention the advantages and potentialities of toll systems as a way to finance and develop especially road infrastructure. Toll roads based on concessions alleviate as a general rule public finance and give a predictable source of funding. One contribution emphasizes the potential of an increased usage of tolling and PPP on a European scale. According to this contribution this requires a certainty of rules guiding PPP across Europe.

Contributions from major cities underline the potential of urban road pricing systems in funding and in regulating traffic and promoting modal shift. Transport for London stresses that the success of the London congestion charge depends on a package of measures, which, amongst other things should provide alternatives to car use. From local and regional authorities it is stressed that local conditions should be taken into account when designing an urban road pricing systems. EU could play a role to promote best practice in such schemes.

## **4.4. Policy Field: Technology**

The major part of the ideas and the proposed instruments in the contributions on how EU could support development on new transport technology are on how to diminish the carbon and environmental footprint of the transport sector. And several contributions underline that it is important that the climate change challenges are not only met by regulatory constraints, but that the challenges are turned into possibilities for growth and technological innovation. It is also a common view that there will be no silver bullet solution to the existing problems but that a broad spectrum of ideas has to be pursued.

The ideas on how to promote new technology are directed at different steps in the innovation chain. Every new invention moves through a set of distinct stages. Between the research and commercialization stages lies development and demonstration – the pre-commercialization points at which technologies move from the laboratory and are proved in full-scale, real-world test situations.



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The contributions on how to promote technology development are to a certain extent mode specific and consequently presented according to mode.

## *Aviation*

From the industry, EU support to continued research and tests into sustainable biofuels is seen as essential prerequisite to decarbonise transport. In its contribution Airbus mentions that the comparatively limited number of fuelling stations at airports and vehicles (approx 20.000 aircraft) makes aviation a manageable market as well as an infrastructure in which to implement and demonstrate the sustainability of alternative fuels.

Other contributions could come from aerodynamic improvement, new materials and propulsion amongst others. The industry calls on the Commission to continue its support in these areas.

From cities it was mentioned that the development and use of quieter aircrafts should be supported by EU funds and that the expected growth in air traffic makes it important to support the development of technological solutions on aviation's noise and other environmental problems.

## *Road*

As far as road transport goes several contributions, especially from the electricity industry, point to obstacles which should be removed in order to clear the way for electric vehicles and the contribution it potentially could offer in decarbonising road transport and reduce the sector's oil dependency.

The industry recommends that the EU should help in the standardisation of charging infrastructure for electric vehicles and become actively involved in establishing a global standard. The introduction of electric vehicles should according to this view be supported through a vehicle tax system based on CO<sub>2</sub> emissions and/or through subsidies and the emission norm system should be continued. Research into batteries and vehicle-to-grid technology should be accelerated to keep Europe's competitive position within the area.

Other contributions stress that electric vehicles will continue to be powered by coal and nuclear power in the short and medium term, and will be "elsewhere emission vehicles" rather than zero emission vehicles. So the EU should continue to give support to the development of other low carbon technologies and to the improvement of transition technologies as for example plug in hybrid vehicles.

Road transport organisations suggest that EU funds, in addition to the electrification track, should be allocated to an extensive research into cleaner and more fuel efficient vehicles. Trucks can use biofuel easily.



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Some contributions suggest that the EU should support the development of production and refinement of renewable fuels such as DME and liquid bio-methane and support the harmonization of global fuels standards for renewable fuels. This is seen as the only way to substantially decarbonise trucking fuel.

Road safety is another issue where several contributions mention the potential of new technology. As a part of a comprehensive road safety strategy EU should support research and large scale demonstration activities and stimulate the market introduction of new technologies.

## *Rail*

The industry mentions in one of the contributions that rail transport as such provides an answer to the need for improving the environmental performance of transport. But in spite of this there are new technologies and innovations which could cut costs and reduce rail's environmental effects. The contributions mention reduced weight of rolling stock and more intensive use of telematic applications optimising speed and capacity.

## *Maritime*

Several contributions refer to the Commissions Maritime Strategy<sup>2</sup>, where one of the priorities is to ensure steady progress to reduce greenhouse gas emissions from international shipping. In that regard it is stressed that the EU should actively work in the IMO to pursue the limitation of greenhouse gases from ships.

## *Cross cutting issues*

The rail industry and other stakeholders underline in their contributions that life cycle analysis should be applied for evaluating the environmental effects of new technology.

Several contributions mention the need to develop hubs and transfer terminals especially in freight transport. Further development of the transfer points will be essential for developing the multimodal transport system. EU should support this by promoting research and demonstration projects exploring new concepts for co-modal hubs which could significantly lower transshipment costs. This effort on developing the 'hardware' of transshipment should be supported by developing the corresponding ICT solutions.

Many of the received contributions support the idea that the penetration into the market of promising already existing technological solutions, especially more energy efficient ones, should be supported by incentives and standards which encourage the take-up of existing energy-efficient technologies.

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<sup>2</sup> [http://ec.europa.eu/transport/strategies/2018\\_maritime\\_transport\\_strategy\\_en.htm](http://ec.europa.eu/transport/strategies/2018_maritime_transport_strategy_en.htm)



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Some contributions underline that these instruments and especially financial incentives should be used in a way not to distort technical development. Other contributions mention that the public sector and the EU could be used both as a lever and as an example.

## **4.5. Policy field: Legislative framework**

### *Passenger rights*

Local and regional authorities mention that passenger rights in local public transport should not be regulated at EU level. The operating circumstances in each area are singular. Instead local and regional authorities should be encouraged to develop comprehensive passenger charters adjusted to the local circumstances.

The airline industry suggests that no new regulation is needed on passenger rights in air transport – the present regulation is sufficient, additional rights would overburden the companies which already have sufficient incentives. From low cost operators it is recommended that compensation to air passengers should be related to the fare paid.

An opinion from the railways side holds that there is too much overly prescriptive legislation in this area in the rail sector. According to this view, there is a need for a consistent and less prescriptive legislative framework across all modes, ideally contained in a single legal instrument. This will make it easier for consumers to understand their rights.

### *Market opening*

The core element of the EU transport policy is to ensure fair and equal conditions of competition between the operators from different EU member states on the basis of harmonised conditions within the EU.

The majority of contributions are in favour of continuing the opening of the transport markets, even though caveats are issued. Trade unions are of the opinion that the social effects to large extent have been negative. Better and more uniform enforcement of existing legislation should be a quid pro quo for further market opening.

For road transport there is widespread support in the contributions to fully liberalise cabotage operations. However, some of the contributions stress that the achievements in opening up the road haulage market need to be monitored closely in order not to develop into 27 national markets with differences in the implementation of legislation, differences in monitoring and control and differences in how infringements are punished. There are suggestions for a single enforcement model and aligned penalties for infringements.

Concerning railways, there is widespread support for removing barriers through the recast of the 1<sup>st</sup> railway package and as in the road sector it is important to secure proper compliance with existing legislation.



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More diverse views exist on the opening of the national passenger markets, for which several respondents suggest caution and careful consideration to the social effects.

## *Environmental impact*

The great majority of contributions recommend that EU should continue its very successful regulation of emission standards. In this area as in other potential areas of technology development the way the regulation has been made confers a high degree of predictability, which is important when discussing investments.

An aircraft manufacturing company (Boeing) suggests EU should develop standards for CO<sub>2</sub> emissions from new aircrafts as a means to push technology and create predictability.

Several stakeholders suggest to put a cap on the transport sector in Europe and even to distribute this cap between the different modes. According to this view this would achieve the target of reducing the environmental impact of transport and there would be clear targets.

It is suggested that ETS should be extended to all sectors of transport.

Some local transport authorities mention that the directive on operative restrictions on airports should be revised. There is an increase in the number of people exposed to airport noise.

The electricity industry mentions that the current plethora of taxation policies does not give car manufacturers and industry clear signals in which way to develop the EU market.

Several stakeholders suggest that an EU legal framework should be created which provides guidelines for the introduction and harmonisation of rules for environmental zones in urban areas.

Environmental organisations recommend that in order to monitor the development of the decarbonisation of transport, interim targets should be set for use of energy and energy carbon intensity in transport for 2015, 2020, 2030, 2040 and 2050. This would also create the necessary basis for corrective actions.

## **4.6. Policy field: Behaviour**

Transport is driven by human decisions. Cars, vehicles, trucks and aircrafts do not move, do not use energy and do not pollute unless someone decides to use them for transport. Several contributions underline the importance on more complete information at the point of sale on energy efficiency and other environmental characteristics and the lifetime cost of a vehicle. A harmonised EU-wide labelling is mentioned as a possible instrument.



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Public transport operators and some railways suggest that development of integrated ticketing and information system could contribute to modal shift and an increased occupancy rate.

One of the more innovative ideas received comes from an express courier operator (Deutsche Post DHL). This company has set a concrete carbon efficiency goal to achieve a 30% improvement in its CO<sub>2</sub> efficiency by the year 2020. This means implementing measures in each and every division such as fleet optimization for both aircraft and ground vehicles. A self ignited or otherwise induced “race for improvements” in CO<sub>2</sub> efficiency among transport companies could significantly contribute to reduce the carbon footprint of the transport sector and maintain or even improve the service quality.

#### **4.7. Policy field: Coordinated action**

In contributions from local and regional authorities it is mentioned that many of the challenges facing European Transport Policy cannot be addressed without action by city and regional authorities. New approaches and new solutions which are flexible enough to cope with the great diversity of European cities should be developed.

More specific it is mentioned in different contributions that policies need to focus on better urban design to cut the need for motorised travel. Land use planning and transport strategies should be complementary. In this respect it is suggested that EU promotes the idea of urban mobility plans. The European Commission should encourage their adoption and highlight best practices. A similar recommendation on urban road pricing can be found in several contributions. The European Commission should help organise the exchange of information and promote best practice in the design of urban road pricing systems.

It is also mentioned in some contributions in relation to electric vehicles that the EU should play a role in securing a better coordination between Member States so as to avoid fragmentation and inconsistent approaches.

Some contributions also mention the need for better coordination between different DGs within the Commission. One of the recommendations are that e-custom should be integrated into the e-freight project.

Contributions from road hauliers and the logistic industry suggest that the EU should establish a body responsible for analysis and research in the transport sector. This body would especially look into subjects in relation to increasing the efficiency and how to create multimodal integrated transport systems for the future and improve and extend the statistics base for transport in the EU.

#### **4.8. Policy Field: The external dimension**

A relatively modest share of the received contributions has reflections on how the EU should contribute to sustainable global governance in addition to what is already the case.



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There is a general recommendation that the European institutions should focus on global solutions whenever deemed possible and relevant.

In relation to the IMO and ICAO contributions from Member States recommend continuing the present model for EU action; but it should be considered case by case in a pragmatic way how the presence of the EU could be strengthened. European coordination in these areas should at the same time be increased.

ETS for aviation, ERTMS and emissions norms for vehicles are examples of the influence that Europe has on the development of the transport sector. From environmental organisations it is mentioned that Europe should impose its presence by bold actions in other areas as for example noise from aircrafts.