



Directorate-General
for Energy
and Transport

● The Future of European Transport Policy

Sustainable transportation policies



EUROPEAN
COMMISSION

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● **2009: not the best of times for the economy...**

- Commission forecasts: GDP -4% in 2009
- IMF and WTO: -10% volume of trade in 2009
- Freight sector: -15% to 25% on average

What impact of the crisis on long-term scenarios?

● The issues

- EU transport is very efficient by world standards, but not yet on a sustainable path:
 - » CO₂ still growing fast
 - » Too many road accidents
 - » Too much congestion, noise and PM₁₀ in cities

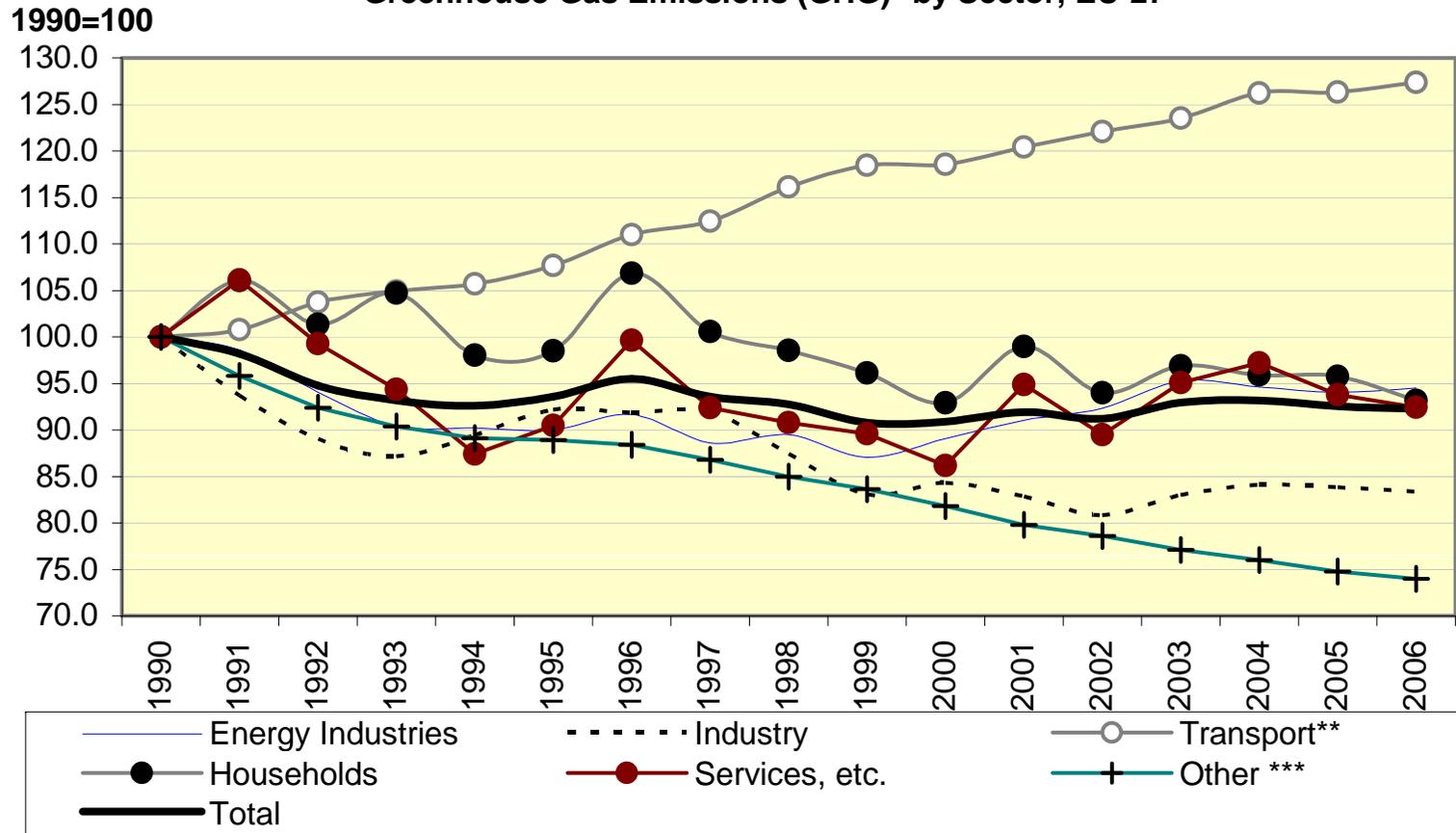
What strategy for the future?





Emissions in different economic sectors

Greenhouse Gas Emissions (GHG)* by Sector, EU-27



* Excluding international bunkers and LULUCF (Land - Use Land - Use Change and Forestry) emissions

** Excluding international bunkers (international traffic departing from the EU)

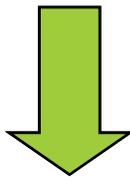
*** Agriculture/Forestry/Fisheries, Other (Not elsewhere specified);

Fugitive emissions from fuels, solvent and other product use, agriculture, waste, other

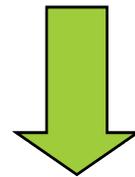
Emissions breakdown

Emissions from transport grow more than in other sectors: what's behind?

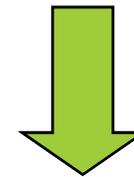
$$\text{Total Emissions} = \text{Output} * \frac{\text{Energy}}{\text{Output}} * \frac{\text{Emissions}}{\text{Energy}}$$



Level of activity



Energy intensity



GHG intensity

Efficiency gains not exploited to reduce energy use

2006

Efficiency gains in other sectors

Sector	GHG intensity	Energy intensity	Output	Total emissions
Power generation	-21.4	-9.5	26.1	-4.8
Manufacturing and construction	-7.3	-35.6	22.1	-20.8
Transport (no bunkers)	-3.7	-6.3	34.2	24.2
Residential	-21.6	-19.1	33.7	-7.1
Services and others	-23.1	-24.8	37.8	-10.0
TOTAL	-12.2	-24.4	33.7	-2.8

Oil dependency

Dematerialisation

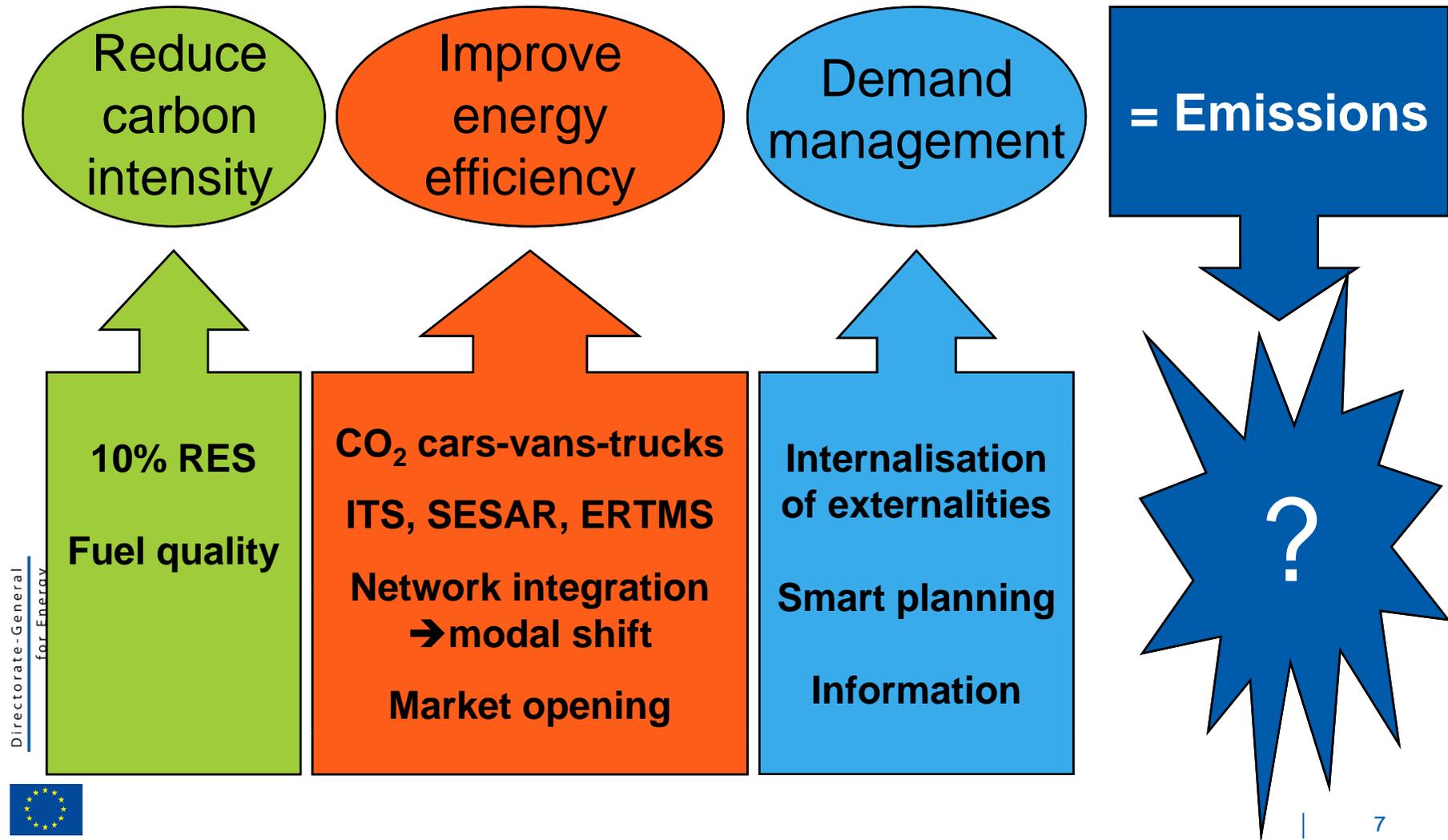
Expressed as log (2006/1990)

Fuel switch

Restructuring in EU 10

Enlargement

● Policies to reduce transport emissions



● Not only CO₂!

Negative externalities of transport:

- Accidents
- Congestion
- Local pollution
- Noise
- ...besides Climate Change

● The Greening of Transport Package

Focuses on internalisation and includes:

- Strategy to Internalise the External Costs of Transport (+ Handbook on estimation of external costs)
- Proposal for a Directive on road tolls for lorries (+ Impact assessment)
- Communication on rail noise



Why internalisation is important?

- Take into account all externalities and provide fairer comparison with other sectors
- Give incentives to 'right' behaviour
- Force other sectors to take transport costs into account
- Sort out complex arbitrages
- Provide signals for investments
- Collect resources for better transport

...and it would have to be done anyway!

(revenues from excise duties will decline with new energy sources)



● The Communication on the Future of Transport

Identifies drivers of transport activity, future challenges and a possible strategy, based on:

- Evaluation of past policies
- Focus Groups
- “TRANSvisions” study on future scenarios
- Stakeholders’ Conference

● Focus Groups – results

Demand for mobility will increase:
Three challenges

Managing the urban context
'last mile' issue; 40% of CO₂ and 70% of other pollutants emitted in cities

Ensuring mobility of people
More comfortable and secure mobility for aging society;
Links with neighbours (migration)

Serving global markets
More pressure at the gates of Europe (ports and airports);
More inter-modal cooperation, growing intra-modal competition (passengers vs freight)

● **TRANSvisions study**

- Long-term exploratory scenarios for 2050: Four paths to low-carbon society

Organisational innovation

(increase accessibility reducing needs for mobility)

Change in behaviour

(learn to combine all modes to improve energy efficiency)

Technological innovation

(ITS to better exploit network - new vehicles to reduce oil dependency)

Command and control

(failure to act → inefficient bans and uncoordinated solutions)

● TRANSvisions study – Insights

- Policy simulation: -10% emission by 2020 more difficult than - 50% by 2050



**Fleet renewal takes time
Main effort is now**

- Development and deployment of new technologies is crucial



Don't let the crisis slow it down

- ...but so is changing behaviour



Involve the citizens



Priorities for future transport policy

1. Infrastructure: achieve a single transport network, focus on intermodal platform and bottlenecks
2. Technology: the cheapest way to sustainability and also good for the economy
3. Internalisation: right signals for users, planners and investors
4. Complete the internal market: brings about efficiency and modal shift!
5. Governance: coordinate the many actors involved, provide tools for local authorities (standardisation, best practices)
6. Involve citizens and workers: put their rights and concerns at the centre of policy making
7. The external dimension: transport is global



● **Thank you for your attention!**



http://ec.europa.eu/transport/strategies/2009_future_of_transport_en.htm