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## **Comments by the TransportGroup regarding the Consultation of the European Commission on the future “EU 2020” strategy**

*The TransportGroup (TransportGruppen) is an organisation for co-operation of industry and employer’s associations in the transport sector, including the vehicle and petroleum industry. Our eight member associations draw adherence from all transport modes, covering both passenger transport and movement of freight. The TransportGroup represents 13 400 member and have around 170 000 employees, and is therefore the main focal point for transport business in Sweden.*

The Transport Group has commented on the Commission’s communication 19 June 2009 “A sustainable future for transport: Towards an integrated technology-led and user-friendly system” and provided input during the consultation process preceding the Green Paper on a review of TEN-T policy.

We refer to the views put forward in these two contexts and in particular highlight the following, making reference also to the Presidency conclusions on a sustainable future for transport, drawn at the Transport Council of Ministers 17 – 18 December 2009.

- The TransportGroup agrees that education, research, innovation and creativity are key conditions for future innovation and technical development.
- Flexicurity, skills development and improved matching of supply and demand on the labour market are important factors for future competitiveness to keep abreast of changing requirements of the labour market and to reduce negative effects of demography. We agree that it is important to make better use of immigrant labour, but in addition, using, adapting and developing already existing competence is of



equally great importance.

- We support the Commission's approach in the consultation paper as regards making transport policy part of the overarching aim of creating a competitive, connected and greener economy. Nevertheless, we think that it should have been made clearer that transport policy is in fact a fundamental and inalienable element of industrial policy. An optimised transport system, including infrastructure, ITS support systems and constant development to improve energy efficiency and sustainability is essential to sustainable and competitive industry and service sectors.
- Regarding the specific objectives for a future transport policy outlined in the consultation, we in particular approve the focus on improved productivity through technical development, improved infrastructure, including interfaces between modes, and support systems.
- We have taken note of the aim of developing alternatives to road transport which is an aim that the TransportGroup can fully support. We do this, however, provided that it means abandoning the previous aim of imposing a modal shift by financial or other incentives, other than those relating to the optimal efficiency of the entire transport chain and irrespective of for instance the configuration of infrastructure, such as the density of the rail network. In certain parts of Sweden the latter could make a significant modal shift away from road impossible. In other parts of Europe with a denser rail network and higher degrees of congestion on roads, one simple and fairly cheap way of developing alternatives to road transport would be to foster a more flexible and market oriented attitude on the part of rail operators. The TransportGroup reiterates its view that programmes such as Motorways of the Sea and Marco Polo should be adjusted to make the selection criteria more flexible in that they focus on the achievement of a positive sustainability effect, irrespective of the solutions employed, where modal shift may be one, but not the only way to reach the objectives sought.
- The TransportGroup agrees with the assessment that a fully functioning internal market is necessary to reach the aims of growth, sustainability, competitiveness and employment set out in the consultation paper. One example where currently the internal market does not work adequately is road cabotage, which is currently subject to a number of different national interpretative norms with respect to the Cabotage Regulation currently in force. This situation will become even more complex when the recently adopted rules on market access in road transport of goods come into force. We would like to see a system where general rules on the freedom to provide services apply also in this context.
- The TransportGroup appreciates the aim of simplified and clearer regulation and a policy making process involving all levels of Government and stakeholders.



We look forward to the Commission proposal to be tabled early 2010 with a view to set the EU 2020 strategy on its course for the next five years. We hope that the open and market driven approach to transport policy that prevails in the consultation paper will prevail also in the coming White Paper on EU transport policy for the period up to 2020.

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The TransportGroup

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