



## **Future of transport: Conference to discuss scenarios for the next 40 years**

*Brussels, 9-10 March 2009*

### **SUMMARY RECORD**

In 2001 the Commission issued a White Paper setting an agenda for the European Transport Policy up to 2010. This programme was updated in the mid-term review of 2006. Approaching the end of the 10 year period, the Commission decided to launch a debate on the main challenges and opportunities for the transport sector in the long term (20 to 40 years). The aim is to produce a Communication on the Future on Transport – to be adopted by the Commission in June 2009 – preparing the ground for the next White Paper planned for 2010.

Four main exercises contributed to this debate, amongst which the 9-10 March Conference on the Future of Transport, which brought together stakeholders and policy-makers, academics and representatives of Member States, European Institutions and NGOs. They were all invited to contribute their vision of the future of transport and to exchange ideas and discuss possible ways forward and solutions to the future challenges.

The conference was structured along four workshops focussing on urban, freight and passenger transport respectively and a concluding workshop addressing the challenges of sustainable mobility.

#### **1. INTRODUCTORY SESSION**

**Karel Van Miert**, former Commission Vice-President and Transport Commissioner, welcomed the participants and highlighted that the current economic crisis should not prevent all parties and actors involved in the shaping of the EU transport policy from reflecting about the Future of Transport in Europe. Issues such as congestion, infrastructure, intermodality and safety should remain high on the agenda.

**Antonio Tajani**, Vice President of the EU Commission and Commissioner in charge of Transport Policy, thanked his predecessors Mr. Van Miert, Ms. Loyola de Palacio and Mr. Barrot for the work accomplished. The transport system will not just allow citizens to travel across the Union, but it will also shape the EU economy. This is why it is necessary to widen the perspective and focus not just at today's issues, but have a longer vision. Europe is willing to overcome the present crisis and look at solutions for its Transport Policy. The EU transport system is one which guarantees the freedom of European citizens and it is a major component of the single market. Trans-European Networks are

the backbone of Europe's transport system. While the European Commission plays a key role in shaping the Transport Policy, it needs to hear from stakeholders to build the future. Standards must be increased constantly to meet the needs of European citizens, which are the core of our work. We also need to make it easier and more affordable for people to travel. This will have excellent results in terms of economic growth. Transport is also vital for companies, and we should guarantee high standards so that every company is able to transport its products across Europe. An effective transport system requires modern infrastructures, on which we must invest today to increase wealth across Europe. Energy is also an issue. The fluctuation of petrol prices and the negative environmental impact of the use of petrol products are an incentive to look for alternative energy sources and to define a European energy policy to increase freedom, reduce pollution and stick to the 20-20-20 goals. Demographic changes will also be a driver in shaping tomorrow's transport policy. An ageing society will see its GDP decrease. But an ageing society could also imply more migration and potentially more transport between Europe and migrants' origin countries. In this sense, we should not look at TENs as a way to ensure the effectiveness of our own transport system, but also as a tool to link Europe to its neighbours. Technological innovation will be another key driver for the development of transport. All actors should cooperate to build a transport system for the future. Europe has the wisdom, the experience, the cultural and historic background to develop a long-term vision.

**Paolo Costa MEP**, Chairman of the Committee on Transport and Tourism of the European Parliament, highlighted that the current economic crisis could be an opportunity to invest in infrastructures in the framework of the recovery plan. Together with the fluctuation of oil prices, the crisis belongs to the external factors. But plenty of factors are internal to the transport system: the supply side and how it evolves through technology changes and the ability to propose new solutions; the individual choices; and the collective choices, materialising in the European Common Transport Policy. Part of the future of European Transport depends on processes which will make collective preferences emerge. A common framework for the transport policy did not exist until relatively recent times. Reports dating back to the early times of the European Transport Policy describe problems which are still relevant today, such as the need to develop a common vision for transport. Further opening of the markets and connections with EU neighbours are fundamental challenges for the future. Demography has a major influence on shaping the future of Europe. In this and other domains, the EU will have to act where Member States cannot act individually and ensure coordination of transport policy with other policies.

**Pavel Škvára**, Deputy Minister for Transport in the Czech Republic, provided the audience with the views of the current EU Presidency. He underlined the predominant role of Common Transport Policy in ensuring the mobility of goods and people across Europe, highlighting that in recent years the most spectacular rises were recorded in cross-border transport. Mr. Škvára also mentioned the difficulties the transport sector has to face, such as congestion and safety issues. The Czech Presidency welcomes the initiative to look at the future of transport. Intermodality was mentioned as a necessary component of a well-functioning transport system, with each mode being used where it proves to be the most effective. Effectiveness is also to be achieved through the setting up of multimodal logistics centres for the distribution of goods. Interconnecting the EU transport network with the networks of its neighbours is also fundamental. Priority is also to be given to Intelligent Transport Systems and their interconnection across different transport modes. ITS is in fact a priority in the Czech Presidency's agenda, together with the smooth implementation of the Galileo programme. Together with the development of alternative

fuels, further liberalisation of transport should be, in the opinion of the Czech Presidency, a top priority for the Transport Policy in the long term. The transport system of the future will have to be based on three pillars: economic, social and environmental. Safety, reliability, accessibility and effectiveness are also necessary components of the transport system the EU will have to endow itself with.

**Leif Zetterberg**, Secretary of State and Ministry for Communications in Sweden, gave his view on how the challenges in the transport field are looked upon in Sweden, a country that due to its shape and geography very much relies on transport to underpin its economy. Some of the changes we might expect between now and 2050 will be the extrapolation of today's situation; but some others will change the rules of the game completely. How transport will evolve will to a large extent depend on globalisation – whether it will continue and which part of the world will take the lead. The achievement of the EU internal market and the removal of administrative barriers will also be a key driver for the development of transport. We can't ignore climate change, which should be seen as an opportunity for Europe to take the world lead in delivering technological solutions. The public sector will play a fundamental role stimulating the development of clean energies, making the transport systems more effective and attractive to both citizens and companies, and improving public transport. A further priority is the development of east – west transport corridors, focus having been for long time on north – south axis. Accessibility, coherence and connectivity between transport modes are crucial to EU's competitiveness. The Swedish Transport Ministry has established a forum to discuss transport problems with all the relevant stakeholders. Similar initiatives at EU level are welcome; however, results should be delivered in a faster way. Mr. Zetterberg underlined the huge scope for transport efficiency improvement to be delivered through technology and Intelligent Transport Systems as a way to achieve quicker a low emissions transport. A single efficient transport system is needed for Europe.

**Matthias Ruete**, Director General of DG Transport and Energy of the EU Commission, suggested that we are now capable of defining what the components of a European Transport Policy should be. Competitiveness, climate change and the citizens should be the priorities. The reflection launched in the 2006 Mid Term Review of the Transport White Paper tries to look some 20 to 40 years forward. It is actually easier to talk about the Transport Policy in 2050 than in 2020. Mr. Ruete recalled a few recent achievements and on-going initiatives in the framework of the Common Transport Policy. He also referred to the results of the current Future of Transport exercise (see [http://ec.europa.eu/transport/strategies/2009\\_future\\_of\\_transport\\_en.htm](http://ec.europa.eu/transport/strategies/2009_future_of_transport_en.htm)) and indicated the most relevant trends that will impose challenges for transport: climate change, ageing, globalisation, migration and short-term effects of the current economic crisis. He mentioned the difficulty for the urban context of conciliating subsidiarity with the need to also act in a wider context: as an example, local solutions, such as the electric cars envisaged to tackle urban problems, need standardisation. Another difficulty will be to find the resources for transport infrastructure in an ageing society that will impose more expenditure on social care and pensions. Technology will play an important role in meeting the challenges, and this could be a great opportunity for the EU industry to acquire leadership in a growing sector.

**Karl Falkenberg**, Director General of DG Environment of the EU Commission, underlined the need to take into account economy and environment jointly as pillars to achieve sustainable development. Focus in transport should be on the balance between transport and environment, as transport contributes largely to the overall greenhouse gases emissions. Transport is also responsible for noise, land use and the emission of

pollutants. Therefore, from an environmental point of view, the performance of transport should improve. Technology alone is not likely to eliminate the negative consequences of transport on the environment if market signals are wrong. This is the reason why external costs should be internalised and why a multidimensional indicator should be used to monitor wealth, rather than just GDP. The current crisis is also not a reason to stop investments on sustainable patterns for transport. Particular attention should be put on fluidness of transport and on the need to avoid empty runs. From an environmental point of view, a comprehensive look should be taken at all pollutants, not just at CO<sub>2</sub>. While targets are already set for 2020 in terms of a reduction in pollutants, in the horizon 2050 we need to be more ambitious and think in terms of a carbon-free society.

## 2. MAIN FINDINGS OF THE PANELS

### WORKSHOP 1: URBAN TRANSPORT

*Chair: Antonio Preto, Head of Vice-President Tajani's Cabinet*

*Rapporteur: Sylvain Haon, Executive Director POLIS (Network of cities and regions for better transport)*

*Panellists:*

- *Gábor Demszky, Mayor of Budapest and representative of EUROCITIES;*
- *Marco Filippeschi, Mayor of Pisa;*
- *Peter Hendy, Commissioner of Transport for London;*
- *Sophie Boissard, Directrice de la Stratégie ferroviaire et de la Régulation SNCF;*
- *Piero Borghini, SEA (Milan Airports);*
- *Ivan Hodac, Secretary General ACEA;*
- *Léandre Boulez, Import Export Managing Director Auchan Group.*

**Antonio Preto**, Head of Vice-President Tajani's Cabinet, listed a number of key drivers affecting the urban dimension of transport. Ageing and the need to meet the mobility needs of elderly people was mentioned as one of the main challenges ahead. This is especially true in urban context, where the majority of activities and services concentrate. Cities also face the competition between passengers and goods transport for the use of the same infrastructure, and are in most cases the point of origin or departure of transport flows. Road freight transport in cities is less competitive than on long distances. Moreover, it is in urban context that pollution, noise and congestion have the most negative impact, especially on human health. The most difficult changes ahead for transport are in urban areas. Many cities will in all likelihood have to re-think their concept of mobility to meet transport demand. Safer and more intelligent infrastructures for alternative modes might be part of the solution.

**Gábor Demszky**, Mayor of Budapest and representative of EUROCITIES, reported on the mobility policy in Budapest. Urban road pricing should be introduced in Budapest around 2011. Charges should internalise the external costs of transport and give users the possibility to make a choice based on real costs. On the present crisis, Mr. Demszky underlined that it should be rather considered as a potential for further developments in urban transport. He then pointed out that while the Communist period saw the massive

development of rail infrastructure, most of it very well preserved still today – although maintenance requires considerable financial resources – little was invested on urban transport. Commenting on financial issues, Mr. Demszky pointed out that Governments should participate in the financing of urban transport and that the public contribution for urban public transport should be at least 50%. The EU support (notably through the cohesion fund) should be granted also for maintenance of existing infrastructure, not just to further expand it, while subsidiarity should remain a basic principle in the relations between the EU and the Member States. In Mr. Demszky's view, the urban dimension of transport should remain in the hands of the local level of government. But incentives, guidelines and financial support from higher levels are needed, especially by cities in the new Member States.

**Marco Filippeschi**, Mayor of Pisa, described the situation of transport systems within and around Pisa. Its airport is strategically located, with over 2.5 million people living within one hour from the airport. A people mover will soon link the city with the airport, while the possibility to connect the port and the airport via a waterborne link is currently being explored. The city's objectives are to limit noise and pollution and to further improve life standards. Recently, Pisa introduced 3 bus lines running on dedicated bus lanes and saw the traffic on those lines increase by 30% in 4 years. The mobility policy in Pisa aims at discouraging motorists from making use of their cars. Free parking will be provided right outside the city, while measures are in place to encourage the use of bicycles. Next year, a fleet of electric cars should be tested in Pisa. The development of a tram network is being explored, while car access in the inner city is constantly monitored. All together, these measures aim at a sustainable development of mobility. Modern and interconnected infrastructures will also be an effective countermeasure to the current crisis.

**Peter Hendy**, Commissioner of Transport for London, recognised that as the largest city in Europe, London is facing most of the problems already mentioned. Transport for London runs an integrated multimodal transport system in a 7-million inhabitants city. Every week, 27 million journeys are made on all modes in London. Examples of intelligent transport planning are the Docklands, the development of which was favoured by the extension of the Jubilee line and the Docklands Light Railway. But while London recorded a 5% shift from the private car since 2000, this might still not be enough: in terms of population, the size of Amsterdam will be added to today's London by 2025. In Mr Hendy's view, the Commission should encourage the development of guidelines on how to tackle common problems in urban transport. In this sense, the Commission's help to cities to design common road pricing schemes would be welcomed. No discussion on the developments in transport can take place without a link to the climate change issues. Transport for London implements a range of strategies and solutions to tackle climate change (hybrid busses, electric vehicles, encouraging modal shift). Accessibility and integrated ticketing are also crucial for the attractiveness of public transport.

**Sophie Boissard**, Directrice de la Stratégie ferroviaire et de la Régulation SNCF, presented the many sectors in which SNCF is active: regional and suburban trains, long distance trains, high speed trains, but also busses, tramways, car sharing, parking, bicycles and logistics management. It is in particular in short distance trips that SNCF expects the largest increase of collective transport share, one third of this increase being linked to modal shift from cars. Regions have invested a lot in public transport. The supply of transport has improved in urban and semi urban areas and environmental awareness is increasing. Distinctions between different segments are sometimes fading away as people

can now commute on longer distances on high speed trains. Congestion on roads is another driver for an increased demand in collective transport. This trend is predicted to increase. Globally, the demand for collective transport should multiply by a factor of 4 between now and 2030. Transport networks have to reorganise in order to meet this increasing demand. Today, SNCF's performance in terms of punctuality is poorer for reasons which are likely to become structural. In the short run, the response to this increase should be the optimisation of existing infrastructure rather than its expansion. SNCF is also exploring a number of complementary solutions, such as the renewal of rolling stock, a standardisation in platforms height, improving the accessibility of public transport, tackling the last mile paradox. But EU guidance and the dissemination of best practices would be welcome to respond to the increasing demand for mobility.

**Piero Borghini**, SEA (Milan Airports), illustrated the Milan's "ecopass" principle, a charge introduced to limit the use of the most polluting vehicles. While its effects on traffic and on the improvement of air quality in such a vast area are not easy to assess, this measure clearly provides an incentive to renew the vehicles fleet. Describing the airport system in Milan, Mr. Borghini mentioned the lack of convenient links between Malpensa and central Milan. He also described how airports are often perceived as exogenous to the territory where they are located, while in reality airports have very tight links with the respective territories. Airports deliver a lot in terms of employment and economic activity in general, interact very closely with the surrounding territory and should be increasingly conceived as multimodal platforms. Milan airport performs well in this sense, as it produces and sells energy, thereby building a strong link with the territory. Aviation has competitors, notably high speed trains. But forecasts extrapolate that transport demand will increase, so that people not travelling today will do so in the future. Therefore, there is a potential for growth for all modes. What SEA expects the EU to deliver is a strategic plan for the development of airports and measures to start fighting congestion in airports. Forecasts show that in 2020 60 EU airports will suffer from congestion. Initiatives should also be taken to come to a full liberalisation of the world aviation market.

**Ivan Hodac**, Secretary General ACEA, argued that the car industry itself is the world leader in making the automotive transport more sustainable. While an EU policy on sustainable transport is needed, different balances should be taken into account, notably the social, economic and environmental one. On subsidiarity, Mr. Hodac commented that not all actors across Europe share the same views on this issue, as identical solutions might prove not to be equally effective in all EU cities. Mr. Hodac expressed the view that congestion depends on the structure of the city and that penalising traffic should not be an objective as such. An effective measure to tackle congestion would be the synchronisation of traffic lights. Parking space should also be increased as an effective public transport system is not enough if there is not sufficient capacity for parking private cars at terminals. Emissions from transport constantly decreased and will continue to do so, but before electric cars can deliver a zero emissions technology, infrastructure needs to be developed adequately. To achieve the most effective results possible in terms of reduction of the negative impacts of transport, an integrated approach is needed, which should include eco-driving, proper infrastructure, proper behaviour and enforcement of existing rules. However, in Mr. Hodac' opinion, this can hardly be delivered by the European Commission.

**Léandre Boulez**, Import Export Managing Director Auchan Group and representative of EUROCOMMERCE, described a few solutions adopted by the Auchan group to balance supply and demand and ensure that goods meet customers and vice-versa. Time planning

is crucial: deliveries happen at night, avoiding peak times. This, however, has implications in terms of noise. Space planning implies the existence of dedicated areas to organise and improve logistics. As an example, the Principality of Monaco has a dedicated logistic platform right outside the city. Another component of Auchan's strategy is to locate in the proximity of public transport, so that some of the traffic to and from the shopping centres will be through public transport.

## **WORKSHOP 2: PASSENGER TRANSPORT**

*Chair: Karel Van Miert, former Commission Vice-President and Transport Commissioner*

*Rapporteur: Trevor Garrod, Chairman EPF (European Passengers Federation)*

*Panellists:*

- *Jean-Cyril Spinetta, CEO Air France;*
- *Mauro Moretti, CEO Ferrovie dello Stato;*
- *Cyrille du Peloux, CEO Veolia Transport;*
- *David Evans, Managing Director Arriva;*
- *Emanuele Grimaldi, CEO Grimaldi Group;*
- *Wil Botman, Director General FIA.*

**Jean-Cyril Spinetta**, CEO Air France, reported that the last decade has been difficult in the aviation sector, and air companies have been facing negative results and heavy losses in the period 2001 – 2009. With the recession in the international economy, aviation is facing even more serious problems. Rail travel will have a more important role in the future transport system, and for journeys shorter than 4 hours high speed trains may take over the market. But aviation will anyhow play a crucial role in the future transport system, in particular for long distance travel, where aviation often is the only possible transport mode. Consumer preferences indicate that aviation is preferred for travels longer than 4 hours. EU is responsible for the rules of the game. Today, aviation and competing transport modes like high speed rail are not treated equally, because the rail is highly subsidised as compared to aviation. Environmental impacts of aviation must be taken seriously, and therefore AirFrance supports internalisation of external costs, welcomes the implementation of ETS in aviation, and encourages the enforcement of similar systems in other regions, where carbon emissions should also be paid for. Further, carbon emissions should be priced equally across different sectors.

**Mauro Moretti**, CEO Ferrovie dello Stato: Over the last decades, a number of rules and regulations have emerged in the transport sector. It is now time to take stock and reflect on what is still appropriate and what is not. The aim must be the optimal use of existing resources and the identification and exploitation of the natural advantages of each mode of transport. High-speed rail has undeniable advantages on trips up to 3.5 hours - in particular along frequently used transport corridors. There is a need to harmonise the rules across modes and to create a level playing field. For this, the liberalisation of the transport market should be completed across Europe. Situations in which the market has been opened up to competition in one country but not yet in others are not acceptable. Once harmonised, the set of rules should ideally remain stable. Moreover, there is a need to

better integrate individual modes of transport for the provision of door-to-door transport services.

**Cyrille du Peloux**, CEO Veolia Transport, underlined the need to implement a new mobility culture which makes passengers' life easier. Different modes of transport should be integrated overcoming administrative difficulties. Transport suppliers must respond to individual demand, and therefore enforce more flexibility. Likewise, suppliers must accept that environmental constraints will become more and more stringent in the future. The future transport system must combine restrictions on cars with public and individual transport (i.e. car pooling, facilitate cycling, intermodality at local level, intermodality between local and interregional networks and increased use of ITS). The new mobility culture requires clear policies that enforce open markets, but these markets must be regulated and monitored. In order to improve public transport, transport systems must be simpler, with single ticketing and single fares. The railway faces a bright future. High speed trains will play an increasingly important role, and for journeys of 3-4 hours and longer, trains will compete with air transport. Policies should enforce a clear separation between infrastructure operators and companies. Owing to the increased competition between rail and air travel, we expect new alliances between rail operators and aviation companies.

**David Evans**, Managing Director Arriva, mentioned the challenges the transport sector is currently facing: increasing congestion, ageing population, need for more and better infrastructure and need for a sustainable mobility path. Today's economic situation may lead to short-term solutions, and slow down market opening. In order to overcome these challenges, we need an effective future transport policy, including accelerating liberalisation, better utilisation of existing resources and promotion of sustainable mobility. Mr Evans also argued that solutions for mobility have to be adapted to different realities and that a one-size-fits-all approach would not be appropriate.

**Emanuele Grimaldi**, CEO Grimaldi Group, reminded that maritime transport is the most environmentally friendly mode of transport per ton/km transported. The spread between the environmental performance of road freight transport and the maritime sector is widening, with shipping becoming increasingly greener. Emissions from the maritime sector are approximately 1/3 of the emissions from trucks. Still, the maritime sector has ambitious targets, including the enforcement of better safety standards, further reduction of its environmental impact, reinforcement of its competitive position and improvement of conditions for people working on ships. Technology also plays a role, with new ships performing far better than old ones in terms of safety and reduced environmental impact. Fleet renewal is crucial: the Grimaldi Group would support a legislation banning passengers' ships older than 25 years and cargos older than 30 years.

**Will Botman**, Director General FIA, expressed the view that the future transport policy should be based on relevant facts and good analysis. We need meaningful statistics as the analysis must be objective from the starting point and policy must be based on real needs and not ideology. The policies should support the needs of Europe's citizens, and further enhance the benefits of mobility rather than charge the user for its drawbacks. Investing in infrastructure is crucial for safer, cleaner, smarter and affordable mobility. In addition, the policies should be integrated into other policies; it should foster innovation and include tourism as a major trigger for mobility.

### **WORKSHOP 3: FREIGHT TRANSPORT**

*Chair: Robert Coleman, former Director General of DG TREN*

*Rapporteur: Marco Sorgetti, Director General CLECAT (European Association for forwarding, transport, logistic and customs services)*

*Panellists:*

- *Hans-Georg Werner, CEO Business Segment Intermodal, Deutsche Bahn AG;*
- *Alfons Guinier, Secretary General ECSA;*
- *Victor Schoenmakers, Director of the Port of Rotterdam and Chairman ESPO;*
- *Janusz Lacny, CEO JMJ-TRANS and president of IRU;*
- *Ola Johnsson, CEO LKAB;*
- *Karin De Schepper, Secretary General INE;*
- *Charles Graham, CEO Global Aviation DHL Express.*

**Hans-Georg Werner**, CEO Business Segment Intermodal, Deutsche Bahn AG, underlined that while all modes of transport are equally important, the backbone of the transport systems should be rail, to which other modes should be linked. This applies in particular to long distance transport. DB is developing its own pan-European corridor concept, to be further extended to China, bridging two different rail systems. On future scenarios, Mr. Werner predicted that sustainability will become a requirement of customers; that hinterland transport with ports will increase; that because environmental constraints will arise, rail traffic is to increase significantly. He also predicted the development of regular land transport connections between Europe and Asia.

**Alfons Guinier**, Secretary General ECSA, expressed the view that as a global sector, shipping requires a global approach. Action is needed in terms of expanding terminals (problems of congestion), improving hinterland connections and setting international standards. A barrier-free EU maritime space with less administrative burdens is needed to tackle challenges in the maritime sector on a world scale. From an environmental perspective, shipping performs well as compared to other modes of transport.

**Victor Schoenmakers**, Director of the Port of Rotterdam and Chairman ESPO, highlighted the main challenges ahead from the perspective of the Port of Rotterdam. EU policy should first of all take into account the specificities of Europe, its 70000 kms of coastline and 1200 seaports. Sustainability seems to be a major concern, but no actor wants to take the risk to make the first move. Integrating ports into the Trans-European Networks represents a major challenge owing to the need to resolve the conflict of interest between free and fair competition and the coherent development of the port. The way ahead should include going beyond the interest of a single port and developing the concept of networks of ports.

**Janusz Lacny**, CEO JMJ-TRANS and president of IRU, expressed the concern that while public money is being used to rescue banks, road transport is subject to heavy taxation levels. The trend should be reversed as road transport is a major driver for trade and prosperity and vital as production tool. Restrictions and taxes on fuel should also be eliminated as there is no valid alternative to oil in road transport. Road transport itself is often the only option, with 85% of road transport being on distances less than 150 km. Road has made significant improvement in its environmental footprint, in particular if

door-door journeys are considered. The winning policy mix should be that of the "three I's": Innovation, for more effective technical measures to reduce environmental impact; Incentives, for faster introduction of best available technology and practices; Infrastructure, to remove bottlenecks and missing links.

**Ola Johnsson**, CEO LKAB, said that the current trends of globalisation and liberalisation in world trade will continue in the future. Raw materials will represent an important share of trade. The transition to non-fossil fuels will take time. Solutions should aim at better, and not less, transport. In some areas of the world, such as the European northern Countries, there is no viable alternative to shipping. Safety, technology development and a sound development of railroads – the best performing mode in transport of heavy goods – are crucial in the future.

**Karin De Schepper**, Secretary General INE, pointed out that the modal share of inland waterways is high in some areas of Europe. For the future, the "business as usual" scenario is not an option. We will need to tackle major challenges such as the consequences of climate change, globalisation and congestion. Ms. De Schepper insisted on the need to modernise transport infrastructure and upgrade existing networks, a low-cost and win-win policy. A further step is the sharing of procedures, structure, knowledge and information among all concerned actors, even if competitors, in order to drive cost down. Inland Waterways is congestion-free, drives right into the centre of Europe, is low energy intensive, covers large part of most transport intensive EU areas and has a good return on investments.

**Charles Graham**, CEO Global Aviation DHL Express, recognised that while air freight transportation is vital for modern economy, the question is how we can mitigate externalities. The industry is already putting a great effort reducing carbon emissions through new technology and adopting self-imposed carbon emission reduction programmes. But a necessary step is the optimisation of aircraft loads and the improvement of network efficiency. Network integration in particular can happen more easily with less regulation. A strong support was expressed by Mr. Graham for the Single European Sky and for liberalization and fair competition of all transport markets in the world. While protectionism has to be avoided in the long run, contingency measures such as freezing charges are needed in the short run to contrast the crisis.

#### **RAP-UP SESSION - MAIN FINDINGS FROM THE WORKSHOPS**

*In this session, chaired by **Antonio Preto**, Head of Vice-President Tajani's Cabinet, **Sylvain Haon**, Executive Director POLIS (Network of cities and regions for better transport), **Trevor Garrod**, Chairman EPF (European Passengers Federation) and **Marco Sorgetti**, Director General CLECAT (European Association for forwarding, transport, logistic and customs services), rapporteurs in the urban, passengers and freight transport workshop respectively, reported on the main findings in the workshops.*

#### **CONCLUDING SESSION: A FUTURE OF SUSTAINABLE MOBILITY**

*Chair: Karel Van Miert*

Panellists:

- *Prof. Dr. Werner Rothengatter, IWW, Universität Karlsruhe;*
- *Eduardo Chagas, General Secretary ETF;*
- *Jos Dings, Director T&E;*
- *Hermann Meyer CEO ERTICO – ITS Europe;*
- *János Tóth, President of the European Economic and Social Committee (EESC) Section for Transport, Energy, Information Society and Services of General Interest;*
- *Michael Svane, Director Confederation of Danish Industry and representative of BUSINESSEUROPE*

Prof. Dr. **Werner Rothengatter**, IWW, Universität Karlsruhe, stressed that short term objectives set for 2020 will be more difficult to achieve than long term ones. Transport being a derived activity, it is directly affected by the current economic crisis. Indicators show that on average trade grows twice as fast as GDP. Trade is the real determinant of transport demand rather than GDP. Money spent to face the current crisis is primarily dedicated to consolidating the existing structures, whereas in other parts of the world investments are more future-looking. In Prof. Rothengatter's view, behaviour is a more relevant driver of transport than technology developments, which will rather follow demand. Not enough public money will be available in the future to finance the infrastructures. There will be a gradual shift from income taxes to charges for the use of infrastructures and for externalities.

**Eduardo Chagas**, General Secretary ETF, stressed the importance of the social dimension in transport. Not enough attention is paid to the social pillar in the Lisbon strategy. Transport is indispensable for the society and the economy, but it has to be socially sustainable. Competitiveness in the transport sector sometimes happen at the detriment of the social dimension. But in the long term this is likely to lower the attractiveness of the sector to potential employees. Voluntary agreements should rule the sector; but where they fail to do so, the Commission should intervene and enforce better working conditions. Eliminating gender disparities should also be priority.

**Michael Svane**, Director Confederation of Danish Industry and representative of BUSINESSEUROPE, defined mobility as a transportation system that moves people and delivers goods, connects workers with employers, employers with suppliers, and business with their customers. Transport is the core of the internal market. A sustainable transport and mobility is the back-bone of Europe's competitiveness, welfare, employment and prosperity. Transport is demand-driven and policies of the future transport in Europe must be based on this, not aim at avoiding transport. Accommodating transport demand by designing an effective transport system leads to a sustainable transport system with high mobility. But an increased demand for mobility calls for solutions in respect of challenges such as climate change, congestion, health, safety, security, energy and infrastructure financing. These challenges must be addressed in a way that will not restrict the mobility across Europe, but the transport sector must acknowledge its responsibility. An integrated – and not sectoral – approach is necessary as transport modes are complementary to each other.

**Jos Dings**, Director T&E, summarised the changes introduced in the last years in the transport sector by the Common Transport Policy. Some changes can be regarded as

achievements; but some other introduced negative side effects, such as the increase in emissions from transport. Lowering frictions for transport demand is not necessarily an achievement. The EU should be the standard setter in the world in the technology field. ETS might not be the most appropriate instrument to deal with emissions from transport. As to biofuels, there are doubts whether they could be a sustainable alternative to conventional fuels. Electricity might be a solution, provided it comes from green sources.

**Hermann Meyer** CEO ERTICO – ITS Europe, presented the ERTICO concept: a project aiming at contributing to safe, secure, clean, efficient and comfortable mobility of people and goods thanks to ITS; an intelligent mobility with no accidents, no delays, reduced impact on the environment, affordable and seamless services. Intelligent Transport Systems tackle congestion and emissions of pollutants, and improve safety, accessibility and the smart management of infrastructures. The collection of traffic, road and environment data across the entire urban transport network will help travellers choose the best route. Vehicles will communicate and interact directly with local traffic control systems, other roadside infrastructures and with nearby vehicles. Travellers will receive real-time information about traffic conditions and transport service operations and make the best-informed choices. Steps towards a cooperative urban mobility will include disseminating best practice standards, establishing EU-level roadmaps for implementation of in-vehicle and roadside infrastructure for cooperative mobility systems, providing frameworks for technical standards, financial instruments, public-private partnerships and legislation/regulation, support R&D and large scale field testing of new cooperative systems and creating effective EU-level and local partnerships of key stakeholders for deployment of initiatives.

**János Tóth**, President of the European Economic and Social Committee (EESC) Section for Transport, Energy, Information Society and Services of General Interest, proposed a three-step approach which should include infrastructure policy, the adaptation of transport to the challenges represented by environment and the climate change and the improvement of social aspects. The infrastructure policy should be recognised as crucial especially in times when infrastructure funding is decreasing. Investments should not necessarily increase, but be smarter. Trans-European Networks are a part of the answer, but more has to be done. On sustainability, reducing emissions is a top priority and has also potentially beneficially competitive effects. But the market alone won't be able to deliver the desired targets. About the social pillar in transport, citizens need to feel that the transport policy matches their needs. Finally, Mr. Tóth highlighted the importance of the Economic and Social Committee's role in helping the other Institutions define policies supported by the European citizens.

### **3. CONCLUDING REMARKS**

**Karel Van Miert** thanked all participants for the rich debate and formulated some preliminary conclusions. The current economic crisis should not prevent Europe from taking some necessary steps, such as investing on infrastructures and interconnecting them. Transport problems should stay high in the agenda, and the role of the European Union will remain crucial to achieve the single market, a better level playing field, more attention to environment, safety, cooperation between modes and multimodality.