

THE FUTURE OF TRANSPORT BASED ON THE FORTHCOMING WHITE PAPER AND STRATEGIC TRANSPORT TECHNOLOGY PLAN

We have reached the end of the ten-year period covered by the 2001 White Paper and we are now preparing its successor.

The new, upcoming White Paper, that we hope to be able to get adopted by this year-end, will outline the strategy and action plan of a common European policy on transport and mobility for the next decade.

Later on, in early 2011, a Strategic Transport Technology Plan will build on the political priorities defined in the White Paper and set out the main lines for future research and technological development required to achieve the agreed policy objectives.

Future European Transport Policy and related research has to respond to trends in society that are likely to pose serious challenges for the transport system:

- Increasing **scarcity of fossil fuels**, as world exponential demand grows and pressure for extraction is in no match with it, and the need to **increase EU energy security of supply**. The currently large oil dependency of the transport sector is of particular concern.
- **Environmental challenges**: transport is the only sector in which CO₂ emissions keep growing, with road transport being the main contributor;
- **Congestion** due to growing demand for mobility: many crucial infrastructures like motorways, railways, ports and airports are or are getting saturated;

- **Funding of transport**, since we are in an era of budgetary constraints.
- All these challenges are quite severe and call for sound solutions to ensure sustainable functioning of the transport sector for the future.
- Responses to these challenges should follow four main lines:
- **Use less energy**
- **Use cleaner energy**
- **Exploit more efficiently the existing infrastructure**
- **Move towards low-carbon transport**

Low-carbon Transport

If we want to use cleaner energy that also frees transport from its oil dependency, we need new vehicle and fuel technologies presently under deployment and help research in new areas of carbon-free transport modes. For road transports, the development of biofuels, hydrogen fuel cells and electrical engines is fundamental, while in the meantime we progress on other, innovative solutions that may all be needed at some point in time.

Improve the overall system efficiency

We must decisively move towards **an Integrated Transport System in which modes are truly and seamlessly integrated.**

This will increase the energy and economic efficiency of the system, by better exploiting the strength of each mode.

Multimodal transport can save energy and reduce congestion, but we need **to ensure adequate interconnection and interoperability.**

How to reach this is the objective of research, development and demonstration projects. This will require acting in many fields and promoting innovative thinking. It will also require mobilising different instruments to achieve the set goals.

Large-scale demonstration and deployment of **intelligent transport systems**, for all transport modes, are needed to achieve efficiency. In particular I consider it essential to make rapid progress with the integration of intelligent transport services across modes and across national borders – for passenger transport as well as for freight. Actually I strongly encourage industry to develop integrated travel planning and possibly ticketing solutions and we are ready to support this work with the necessary legal, operational and technical framework.

It is essential that the trans-European network be equipped with telemetric infrastructure/systems for data collection and with traffic control and/or information centres in order to guarantee the quality and reliability of information, while ensuring greater safety for user and increased traffic fluidity, also across different modes.

Thus we must promote the development and use of cleaner energy and new technologies

We already push for cleaner energy by promoting new technologies in various ways: by defining standards, by public procurement rules, by setting CO₂ limits for vehicles and through a global target for renewable energy in transport.

We could perhaps accelerate the uptake of new technologies by incentivising their use in commercial fleets and in company cars.

Let's not forget that being successful in the world race for new technologies is vital for our car industry, as setting ambitious standards does not only provide a better environment for European citizens and more environmentally friendly transport;

it also brings European industry to the forefront of alternative technologies for transport.

My aim is to ensure that the new White Paper outlines the policy directions for the next ten years building on a vision for a truly functioning EU Single Transport Market; it will present the concrete proposals whose implementation we consider indispensable today if we are to achieve a truly integrated, efficient and low-carbon transport system at the 2050 horizon.

As previously mentioned, I intend to present a **Strategic Transport Technology Plan in 2011**, based upon the policy needs identified in the upcoming White Paper.

This STTP will define the strategic priorities for research, technological development, demonstration and early take up for the next ten years.

For each strategic priority, an ambitious road map will be prepared. The roadmap will help to ensure that the right instruments and necessary resources will be available at the right phase of the innovation process, including an indication of the resources that will be necessary for deployment.

I trust that the **Strategic Transport Technology Plan** will help industry and public bodies at all levels to focus attention and plan the appropriate resources.

It will also offer opportunities to establish strong relationships with relevant initiatives at national level. I am therefore particularly interested in the further development of the concept of European Innovation Partnerships.

Some final remarks on funding and citizens

In my eyes, **'funding' is a crucial issue**. We need to find a more effective and consistent strategy for funding transport's research and infrastructure projects.

But we must also get used to the idea that, in the future, transport will have to be increasingly self-financed.

We need to find new sources of revenues that, at the same time, give better signals and incentives to users.

The internalisation of externalities and the application of the 'polluter pays principle' should not be seen as an additional burden, but as a way for transport to solve its problems.

Last but not least, we should never lose out of sight the need to coherently **ensure high quality services to transport users**. Ultimately, each transport mode has to do its share to re-think its further development, keeping in mind users' individual needs –which are often inter-modal-, whilst correctly addressing the energy independence and climate change global challenges.

No transformation will ever occur unless users and workers see the benefits of our policy, industry and research efforts.

Indeed, on all these challenges research has a key-role to play: it can support both policy and industry, by providing technological breakthroughs and strategic advice for innovation.

I very much expect that this year's Transport Research Arena will give a valuable contribution to our thinking and help shape the content of the White paper and the Strategic transport technology Plan.

Let me wish you a successful conference!

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