EU Policy Choices
Short Introduction to the Task Force & Presentation of an Issues Paper

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Strategic importance

Transport is strategic, fundamental to all economic activity

- EU GHG emissions rise quickly: BAU makes it impossible for EU to reach climate change objectives (80-95% GHG reductions for industrialised countries by 2050).
- High potential to develop leading technologies

→ Europe 2020 Strategy & Political Guidelines: focus on transport
Commission: some good progress, but failure to

- shift towards low GHG emissions modes and reversing the decline of rail
- decouple of freight transport growth from economic growth
- ensure full marginal cost pricing including externalities, and
- adequate infrastructure funding and development

Questions

- Must EU take GHG emissions from transport more seriously?
- Sound transport is important but has limitations for the transition to a low-carbon transport system?
- Is EU-level infrastructure inadequate in view of transformation of transport system?
- Is there too much blind faith in technology, avoiding hard questions on how to curb demand?
- Are well-designed technology deployment targets a way to start the transition?
Are we asking the right questions?

Arie Bleijenberg:
Transport demand is driven by speed of the mode
(based on notion of constant travel time)

• Transport demand reduction by cars is theoretical
• Modes that offer high speed “win”
• Aviation growth will assume role of cars
• Limits to public transport and urban planning
  (spatial structure versus spatial behaviour)

Provocative questions
Arie Bleijenberg

• Increasing speed drives growth in mobility/ car use
• Price can reduce growth by several percentage points
• Compact cities can reduce 5-10% (with strong policies)
• After 2030: car use is mature but aviation will take over from cars (zero sum)

• Emissions standards and prices are (smaller) part of solution – technology including ICT is most important → no technology breakthrough but strong policies
Further meetings
(17 March & 17 May 2011)

Incentives to promote low carbon technologies (1)
- Standards, fiscal policies
- National policies
- Infrastructure
- Speakers: OECD, car industry, users (e.g. forwarders, industrial) NGOs, Commission

Further meetings
(17 March & 17 May 2011)

Urbanisation, dense cities, public transport (2)
- Potential from dense cities; can urbanisation reduce emissions?
- Can congestion be avoided?
- Potential of public transport and rail
- Speakers: Academics working on urbanisation and public transport, stakeholders: users, public transport operators, rail, cities etc.
Questions & Discussion