

**First meeting of CEPS Task Force on
EU Transport Policy – Innovation, Integration and 21st Century
Infrastructure**

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

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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

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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?

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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)

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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

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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

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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.

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CEPS
Thinking ahead for Europe

Questions & Discussion

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