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**Finlands Lokaltrafikförening**  
**23 september 2011**

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2011-09-23



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**WHITE PAPER 2011**

**Roadmap to a Single European Transport Area**  
Towards a competitive and resource efficient transport system

**Strategic framework document to define future  
European Transport Policy (-2030 -2050)**

published 28 March 2011

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## Old challenges remain but new have come

Increasing competitive pressure in the **global economy**




Increasing oil price and persistent **oil dependency** A deteriorating **climate and local environment**



Growing **congestion** and poorer accessibility. An infrastructure gap in the enlarged EU

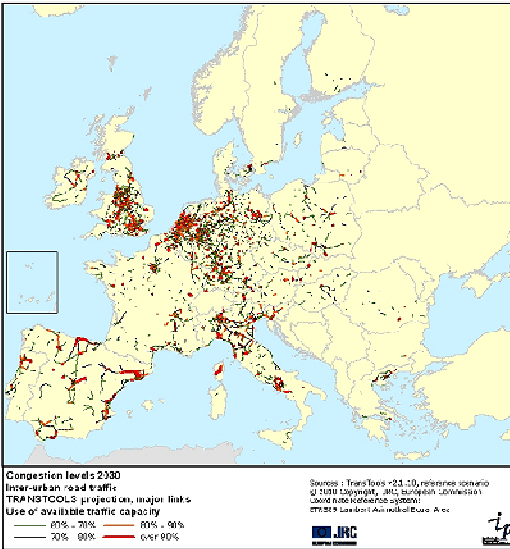


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## Growing congestion and poorer accessibility

Fuel costs and congestion levels are expected to rise significantly by 2030, leading to further divergences in accessibility



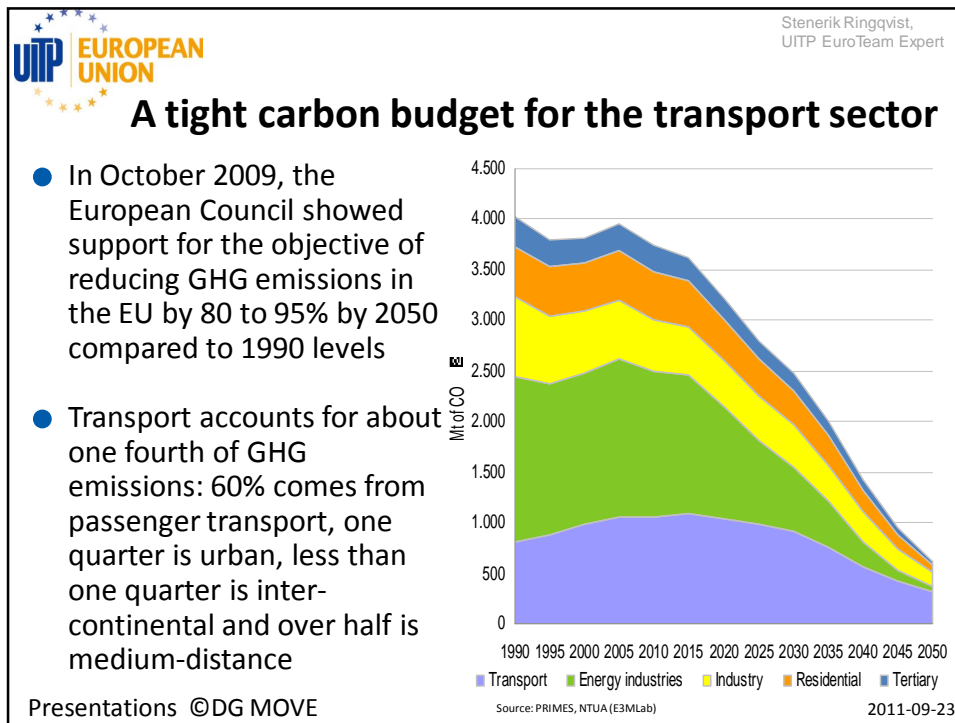
**Congestion levels 2030**  
 Inter-urban road traffic  
 TRANSCOLS projection, major links  
 Use of available traffic capacity


— 0% - 20%    — 20% - 40%    — 40% - 60%  
— 60% - 80%    — 80% - 100%

Source: Euro Area 2011-10 reference scenario of TRANSCOLS and European Commission's Land Use Allocation system  
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JRC  
 Joint Research Centre

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## Meeting the challenge

“ To meet the challenges, transport has to:

- . Use less energy
- . Use cleaner energy
- . Exploit efficiently a multimodal, integrated and ‘intelligent’ network


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## The vision

	Passengers
<b>Long-distance</b> travel and intercontinental freight	<ul style="list-style-type: none"> <li>• Adequate capacity and improved overall travel experience</li> </ul>
<b>Intercity</b> travel and transport	<ul style="list-style-type: none"> <li>• Seamless multimodal travel</li> <li>• Quality service and enforced passengers' rights</li> <li>• Near-zero casualties for road</li> </ul>
<b>Urban</b> transport and commuting	<ul style="list-style-type: none"> <li>• Non-fossil mobility</li> </ul>


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## Goals for competitive and resource efficient transport

### New and sustainable fuels and propulsion systems

- Halve the use of 'conventionally-fuelled' cars in urban transport by 2030;
- phase them out in cities by 2050;
- achieve essentially CO<sub>2</sub>-free city logistics by 2030



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## Goals for competitive and resource efficient transport

### Increasing the efficiency of transport and of infrastructure use with information systems and market-based incentives

- . By 2020, establish the framework for a European multimodal transport information, management and payment system
- . Move towards full application of “user pays” and “polluter pays” principles



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## *White Paper on European Transport Policy*

- **Important goals with relevance for PT:**
  - 60 % reduction of CO<sub>2</sub> emissions from transport by 2050 (level of 1990)
  - Higher share of PT combined with minimum service obligations
  - 50 % of cars in urban areas should run with alternative fuels by 2030, 100 % by 2050
  - Full application of the “user pays” and “polluter pays” principle

How does it influence the public transport sector?

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*White Paper on European Transport Policy*

**Roadmap with 40 initiatives**

Initiatives relevant for urban public transport (1)

- Evaluation of EU approach of working conditions in different transport sectors: e.g. quality of work, training etc.
- Passenger rights: Charter of basic rights for all modes of transport, improvement of accessibility
- Seamless door-to-door mobility: multimodal travel information, multimodal ticketing

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*White Paper on European Transport Policy*

Initiatives relevant for urban public transport (2)

- Transport technology roadmap and implementation strategy
  - E.g. clean vehicles, electrification in urban areas,
  - Procurement of vehicles
  - CO<sub>2</sub> limits for vehicles in all transport modes
- Integrated sustainable mobility plans for larger cities
  - Precondition for EU funding, mandatory obligations ?

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## *White Paper on European Transport Policy*

Initiatives relevant for urban public transport (3)

- Smart pricing and taxation
  - Internalisation of external costs for all transport modes incl. in urban areas
  - Revision of energy taxation (CO<sub>2</sub> based tax)
  - Guidelines for public funding of infrastructure
- Regulation 1370/2007: Member States will issue a progress report to Commission in 2015, COM intends to propose a further initiative on competitive tendering of public service contracts

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# UITP initiatives

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“ Challenges

- . Global warming
- . Secure energy supply

“ Solutions

- . Energy efficiency and low carbon mobility

UITP supports a holistic approach,  
not just e-mobility

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## UITP Conclusions

- PT has been providing CO<sub>2</sub>-efficient mobility for decades
- Low CO<sub>2</sub> mobility needs a holistic “Avoid/Shift/Improve” policy mix
- Modal shift is critical to reaching the 20/20/20 policy targets
- Individual e-mobility creates greener congestion
- Investing in PT brings additional benefits
- PT can and will improve further its CO<sub>2</sub> efficiency

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## How could this be met by the PT sector?

**UITP Position september 2011**

...to achieve the intermediary objective of decreasing GHG emissions by 20% by 2030:

- **Strong modal shift ambitions are needed. Technology alone cannot deliver the required change within the time frame.** This option will also generate a number of additional benefits in terms of employment, reduced congestion, accidents and energy supply.

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## Need to act... Now

### Decarbonising urban public transport

“ **Buses**

- . Still 50-60% PT supply
- . 95% running on fossil energy
- . Electrification efforts and maturity
- . 2nd generation Bio-fuels
- . High acquisition costs; uncertain LCC





***My personal opinion: ...a shift to “fossil free” urban transport must be a priority for the Public transport***

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## Need to act... Now

### Decarbonising urban public transport

“ E-car → Combined mobility fleets

- Taxis and car sharing as ideal captive fleets
- Dedicated access to recharging facilities





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## Need to act... Now

### Decarbonising urban public transport

“ Rail transport

- Nearly 100% electric in urban areas
- 22% decrease specific consumption in last decade
- Further potential




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## Need to act... Now

### Decarbonising urban public transport

- “ Infrastructure and operation issues
  - . Eco-driving : 5-10% emission savings
  - . Traffic management : +5km/h av. speed > - 20% emissions




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### *White Paper on European Transport Policy*

## From “white paper” to EU legislation

- Comments on the white paper by member states 2011
- First discussion in European parliament autumn 2011
- Resolution European parliament February 2012?

.....followed by EU directives and EU legislation . will influence daily work from 2014?

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Prel proposal by EP TRAN (Draft report aug-11) (1)

“ ...by 2015, a proposal on urban mobility in which, whilst respecting the principle of subsidiarity, **support for projects is made conditional upon the submission of urban mobility plans** .....

“ .....proposals should be made by 2013 to develop infrastructure for pedestrians and cyclists in towns, to **double the number of passengers on public transport**, ....and to establish e-tickets for multi-modal travel,

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Prel proposal by EP TRAN (Draft report aug-11) (2)

“ ...**by 2014, a proposal should be submitted to provide for the internalisation of the external costs of all modes of transport**, ....in order to increase investments in mobility, safety and research;

“ .....**basic rules on passenger rights should be laid down in a Charter of Passengers' Rights for all forms of transport**, and therefore expects, by 2013, such a proposal .....

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**Thank you for your attention!**

**Questions?**

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