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# **A sustainable future for transport**

## **Need for three big I**



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## Facts

- Transport has become cheaper and faster
- Fuel prices have not changed much in real terms
- Tremendous volume growth
- Modal split shift towards road transport
- Energy efficiency improvement insignificant
- Too many road accidents
- Too much congestion mainly in cities

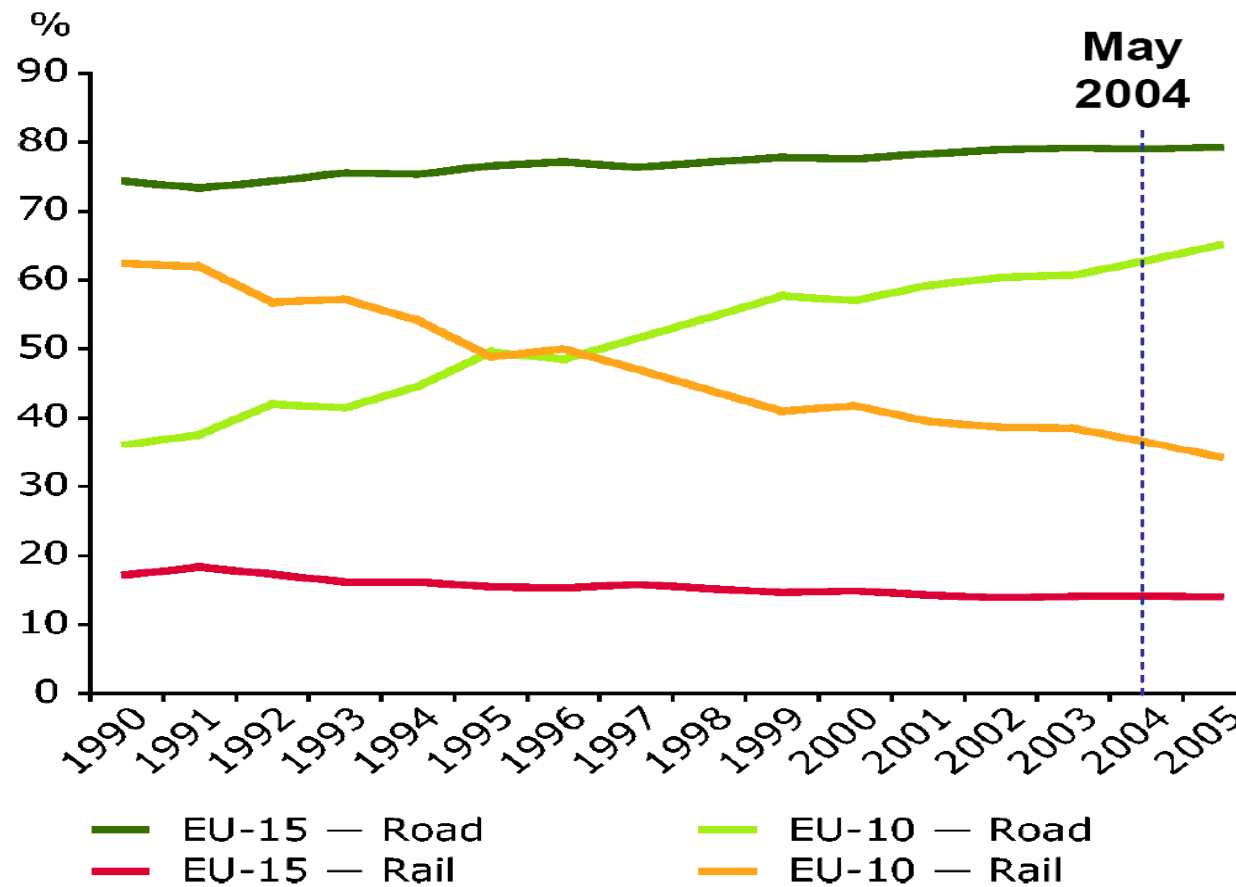


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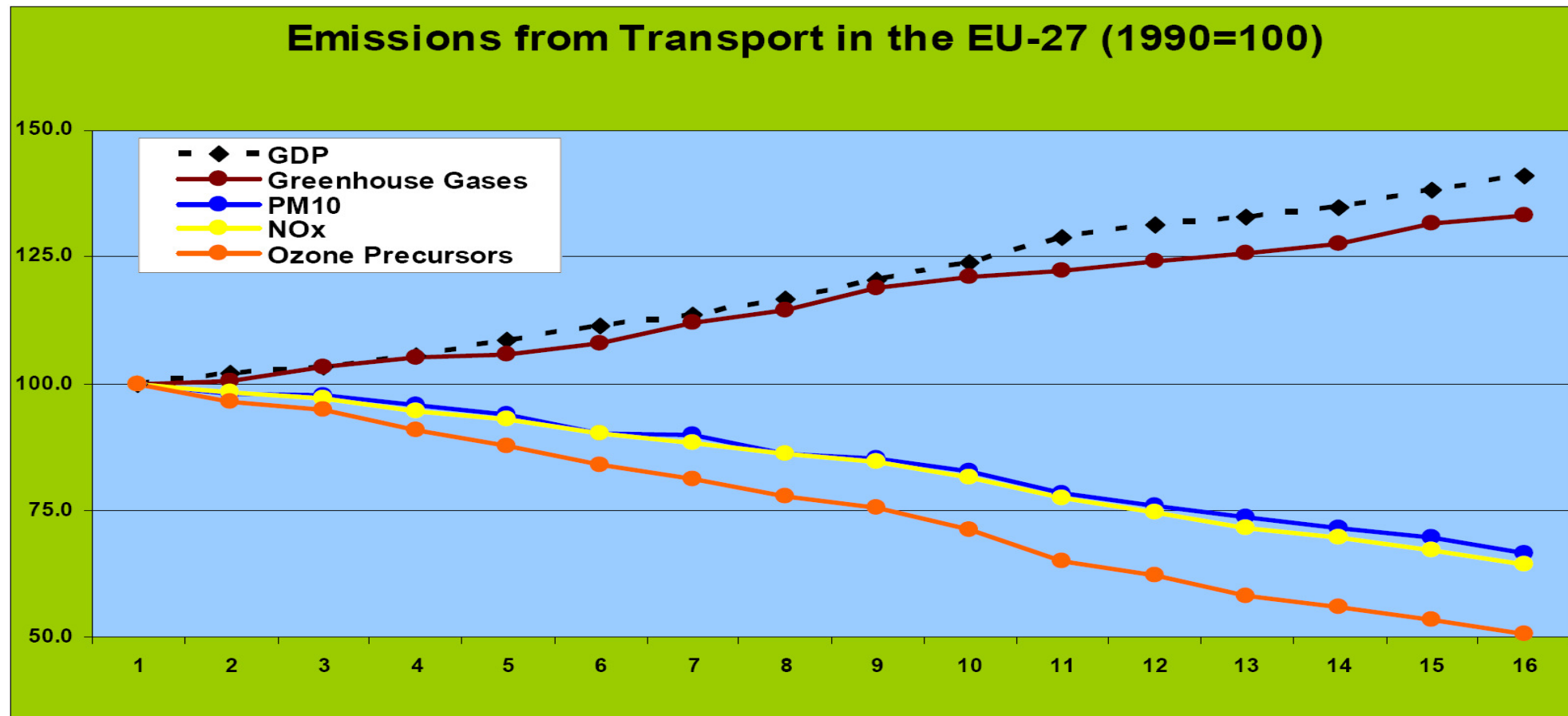
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# Modal shares in new Member States are fast approaching those of the EU-15



# Success and failure

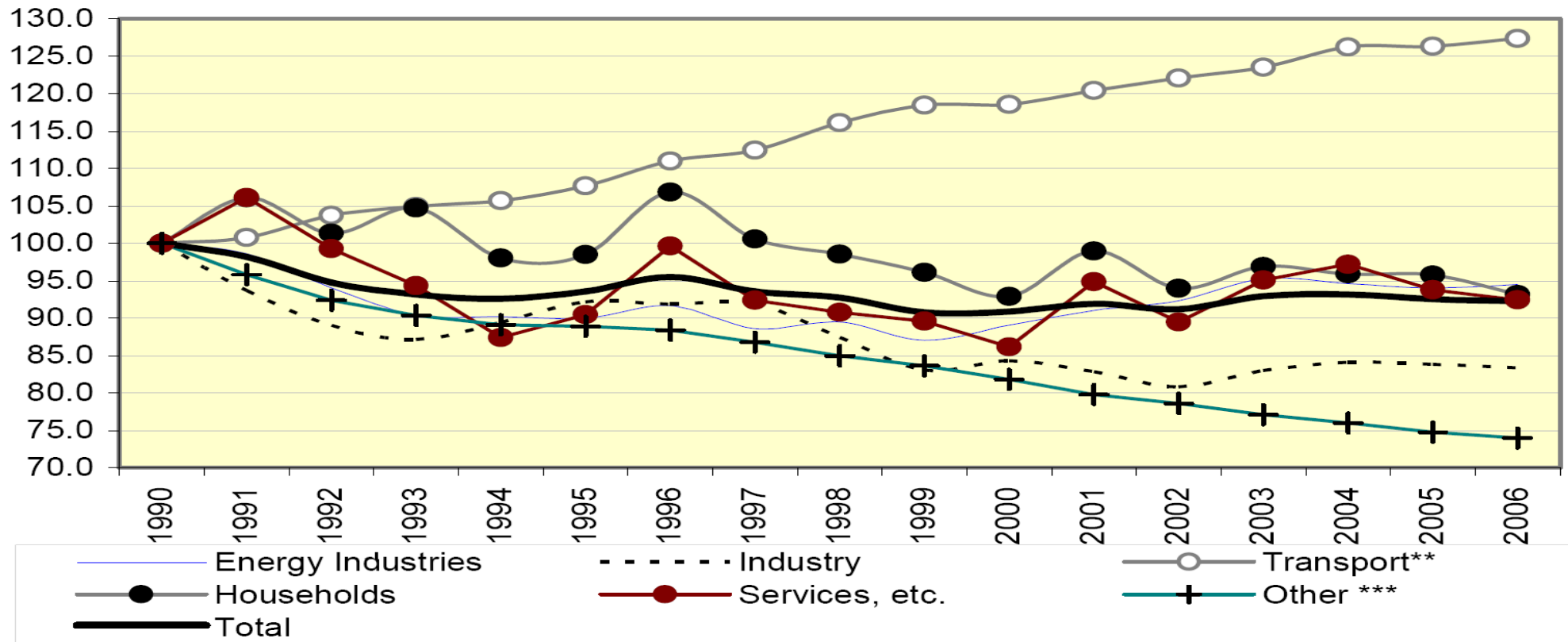


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## Greenhouse Gas Emissions (GHG)\* by Sector, EU-27

1990=100



\* Excluding international bunkers and LULUCF (Land - Use Land - Use Change and Forestry) emissions

\*\* Excluding international bunkers (international traffic departing from the EU)

\*\*\* Agriculture/Forestry/Fisheries, Other (Not elsewhere specified);

Fugitive emissions from fuels, solvent and other product use, agriculture, waste, other



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# Further challenges for transport

**30**

**% of people will be aged 65 or more in the EU by 2060**

**9**

**billion global population by 2050**

**80**

**% reduction in GHG emissions of developed countries by 2050**

**97**

**% dependence of transport on fossil fuels & increasing scarcity**

**84**

**% of Europeans will live in urban areas in 2050**



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# Objectives

- Safe, secure and high quality transport
- More environmentally sustainable transport
- Managing the urban context ('last mile' issue; 40% of CO2 and 70% of other pollutants emitted in cities)
- Ensuring mobility of people in an aging society;
- Well maintained network
- Smart prices
- Sound planning
- Serving global markets
- Leading in transport services and technologies
- Developing more and save jobs in the transportsector

Involve citizens and workers: put their rights and concerns at the centre of policy making



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# Integration

- Goal: A single transport network
  - Better exploitation of the network's capacity and of the specific strengths of each mode of transport
  - Integration of the different modes of transport (Co-modality)
  - Focus on intermodal platforms, nodes and bottlenecks
  - Development of ports and intermodal terminals
- Intelligent Logistics could have improved situation in urban areas
- On the Agenda for 30 years, nothing has happened!



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# Infrastructure

- Building, maintenance and upgrading of infrastructure
- Interconnection between different (modal) networks
- Project: Trans-European Transport Networks (TEN-T), 400 Billion €
- Maximising socio-economic benefits in areas with a high activity of passengers and freight transport (urban areas, intersections of high-volume corridors)
- Availability of multimodal stations where passengers can easily change modes
- Dedicated infrastructures for passengers and freight (e.g. dedicated freight corridors)



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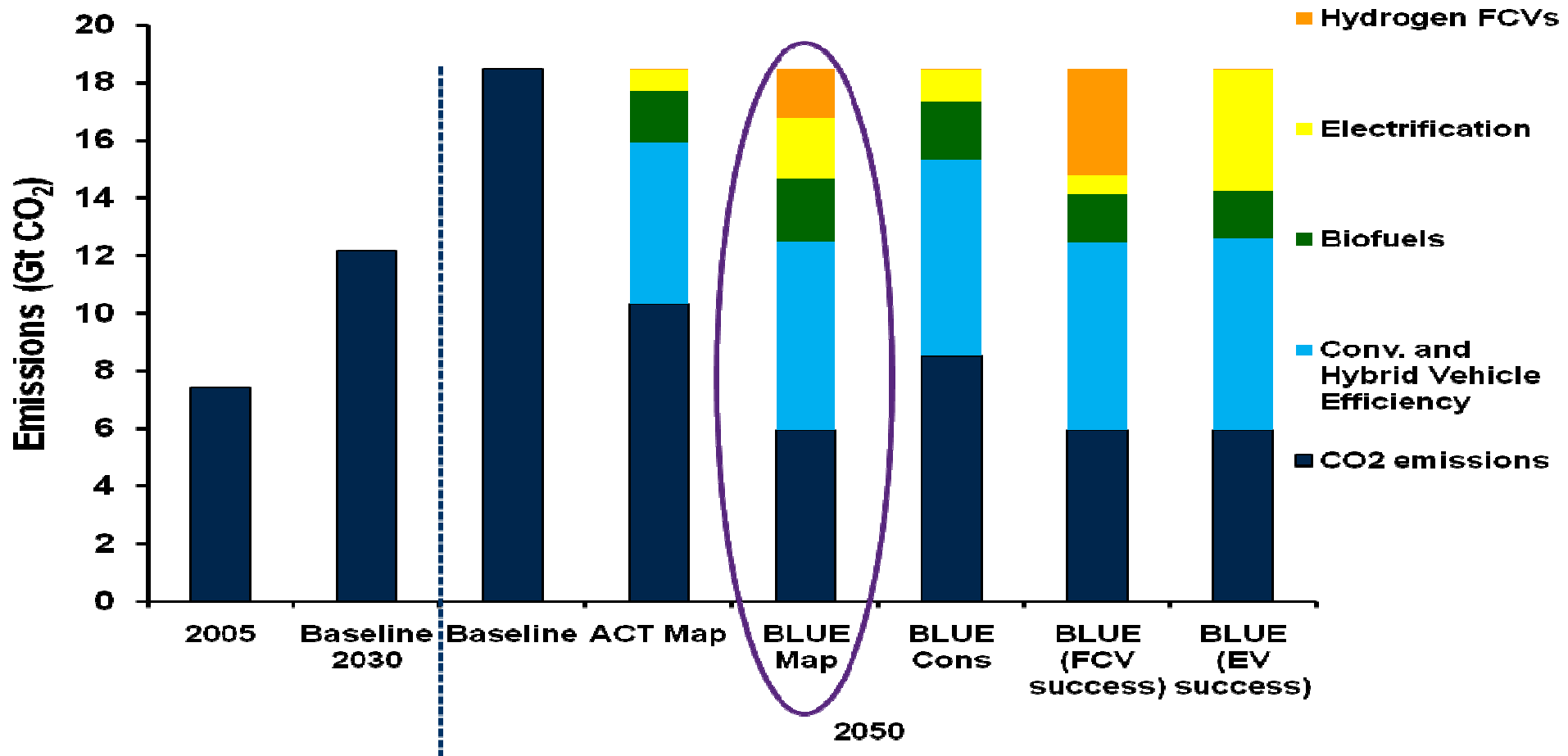
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# Innovation

- ITS applications in road transport (electronic tolling, dynamic traffic management, parking guidance, navigation devices, driver-assistance systems etc.), ERTMS for rail, SESAR for aviation
- ICT applications related to the infrastructure and on-board, network services
- Inclusion of European global navigation satellite systems (Galileo and EGNOS)
- Need for a technological shift towards lower and zero-emission vehicles on a life cycle basis
- Ensuring interoperability of the different parts of the modal network
- R&D expenditures towards sustainable mobility (see European Green Cars Initiative)
- Development of the infrastructure that supports new vehicles (smart grids, electric transport, standardised hydrogen distribution networks etc.)

# Transport GHG Emissions

(well-to-wheels CO<sub>2</sub>-equivalent emissions)



EIA 2009

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Vielen Dank für Ihre Aufmerksamkeit!