

1 EFGP 3rd Congress, Berlin – Draft Resolution

3 'Sustainable Mobility'

4 Tabled by Ecolo

5 by S. Boucher, Department of Isabelle Durant, Deputy-Prime Minister, Belgian Minister for Mobility and Transport

8 **Considering that:**

- 10 ♦ the essential **economic and social role** of transport is to ensure the safe, efficient and permanent
11 mobility of persons and goods
- 12 ♦ the **external costs** of transport on society, especially in terms of safety (over 42,000 deaths annually on
13 EU roads), health (through air pollution, the lack of physical exercise, etc.), the environment, social
14 implications (e.g. social exclusion, accessibility) and the economy (e.g. congestion costs are expected to
15 reach 1% of GNP in 2010), are constantly rising
- 16 ♦ the demand for **transport is rising significantly**, its growth exceeding by far any progress made to
17 mitigate the costs it generates, in particular in the aviation sector
- 18 ♦ during the course of the last decade **transport growth rates** have exceeded GDP growth rates in the
19 EU, underlining the possibility, from an economic point of view, of a more optimal use of transport
- 20 ♦ direct and indirect **subsidies** for the entire sector have reached unacceptable levels, especially for the
21 road transport of goods and for cars used in towns
- 22 ♦ the forthcoming **enlargement** of the European Union will provide a good opportunity to improve the
23 distribution of modes of transport, but will also stimulate demand for transport
- 24 ♦ the **dependence on petrol** of our economies and the predominant share of transport in this consumption
- 25 ♦ EU member states have committed themselves under the **Kyoto Protocol** to an 8 per cent reduction of
26 green house gases between 1990 and 2010, whereas CO2 emissions are predicted to increase by 40
27 per cent during the same period of time
- 28 ♦ the **sustainable development strategy** agreed by the heads of state and government at the European
29 Council in Gothenburg in June 2001 underlined the need to ensure that GNP growth was no longer
30 linked to an increase in transport
- 31 ♦ the transport **infrastructure** cannot follow the increase in the demand for transport, both from a practical
32 point of view (the road traffic of goods is expected to increase 50% between 1998 and 2010) and from
33 the point of view of balancing the various modes of transport (the trend to favour road networks over
34 other modes must be reversed: between 1990 and 1999, the length of motorway networks in Europe
35 increased by 25%, whilst the length of railways decreased by 4%)
- 36 ♦ the **transfer** of people and goods from the road towards alternative modes needs to be encouraged, but
37 will only serve to lessen the effects of the predicted growth
- 38 ♦ the **environmental performance** of all transport modes is to be improved
- 39 ♦ **technological innovations** must be encouraged when they help improve mobility, whilst bearing in mind
40 that they can only lessen marginally the negative impacts of excessive transport

1 ♦ competition between modes of transport is often achieved at the expense of **working and safety**
2 **standards**: decent conditions for professional road drivers are not always mandatory, and those that are
3 obligatory are not always respected

4 The European green parties meeting in Berlin on 17 - 19 May believe that the **following measures** need to
5 be set up for an integrated common transport policy:

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7 ♦ **A European policy for the management of transport demand**

8 Actions should be taken regarding traffic levels, within a EU framework which will offer national, regional
9 and local actors a common direction aimed at removing **the link** between the growth of the economy and
10 transport. In particular, this implies:

11 - **Increased community competence** in terms of land and transport management; the **Convention**
12 provides an opportunity to develop the tools for a European policy on urban transport and town and
13 country planning, which aims to define common objectives and standards, and encourage the
14 exchange of information between the various national authorities

15 - Greater **integration of environmental and transport policies** through increased institutional
16 cooperation and regular informal meetings of the relevant ministers

17 - More **frequent reviews of the EU's strategy** in relation to transport; the next review must include
18 expanded sections on urban and country planning

19 - Transport **performance objectives** regarding safety, the decoupling of economic and transport
20 growth, and environmental performance, especially in connection with Kyoto

21 - The development of adequate **decision-making tools**: 'Strategic Environmental Assessments'
22 should be used more systematically; environmental transport performance indicators need to be
23 strengthened; indicators to monitor the decoupling of economic / transport growth should be
24 promoted.

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26 ♦ **A fair and efficient common tariff system**

27 Taxation and tariff systems must lean towards a progressive though effective **internalisation of external**
28 **costs** based on a **common tariff methodology**, on a European level, with common systems (such as
29 Germany's electronic system).

30 The international taxation of **aviation fuel** is unavoidable; as a minimum, this should be imposed on a
31 European level for inter-community traffic as soon as possible.

32 The transfer to other modes of transport must be facilitated by a **financial transfer** between the various
33 modes: the creation of a European mobility fund partly supplemented by earmarked revenue obtained
34 from a more equitable tariff system could enable European financial resources to be increased in order
35 to support a transfer from the road to other modes of transport.

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37 ♦ **Sustainable investments**

38 Priority is to be given to **public transport** to improve the frequency, punctuality, speed and quality of the
39 service; this also applies to two-wheeled vehicles and pedestrians,

40 **No new road infrastructures** should be allowed and the finances thus provided should be allocated for
41 alternative modes. Investments should promote **intermodality**.

1 Investments in **infrastructures** likely to generate further traffic flows should be resisted, and all
2 investments should be subject to a systematic analysis of their economic, social and environmental
3 impacts; this is especially applicable to European investment aid for the future Member States of the
4 European Union to support alternative modes of transport other than the road.

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6 ♦ **A coherent European strategy for transport safety**

7 A **European authority for road safety** is to be envisaged, together with the **coordination** of the various
8 agencies responsible for transport safety; increased European powers must allow a European strategy
9 for transport safety for all modes; this should also include a definition of speed limits on certain
10 community roads and common provisions for controls and penalties.

11
12 ♦ **Social dumping as a competitive weapon between the various modes of transport**

13 Social legislation regarding road transport must be drastically strengthened, better **implemented** and
14 **controlled** at the Community level.

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16 ♦ **The environmental performance of all modes should be improved**

17 More ambitious **noise and gas emission standards** should be defined for railways, aviation, road
18 transport and shipping.

19 **Sensitive areas** (as a result of special ecological features, or due to the intensity of the traffic) should be
20 protected according to common EU criteria.

21 **Research & development** (noise emissions, alternative or renewable energy sources, etc.) should be
22 encouraged.

23 The '**noise around airports**' directive should be reviewed to permit a more ambitious community wide
24 ban on planes which create the most noise.