

National Transport Policy Based on Sustainability ; still a long way to go ?

Hans Jeekel



TU / **e**

Technische Universiteit
Eindhoven
University of Technology

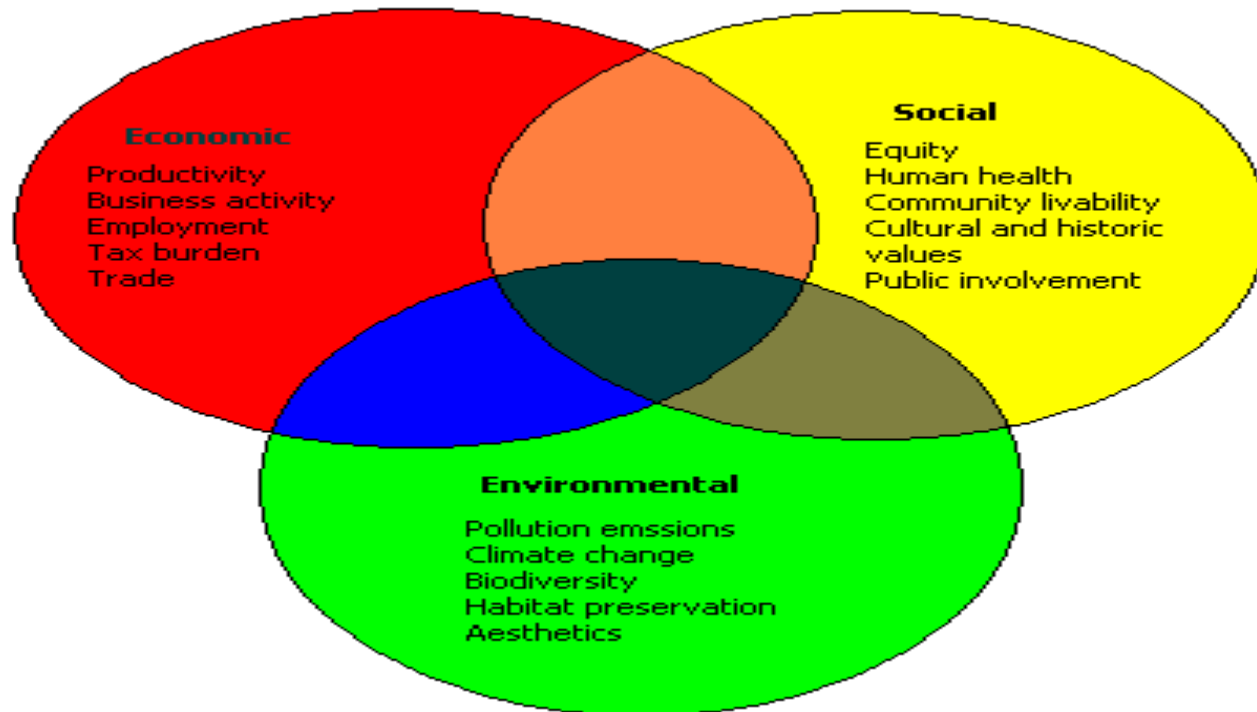
Where innovation starts

Sustainability and policy

- Sustainable development ; Brundtland definition
- Sustainability ; the triangle ; economic, social and environmental aspects
- Policy ; is **not** the same as politics
- Policy ; only in 20 countries in the world a separate body of knowledge !

Sustainability and policy

- Elements to take into account with sustainability



Sustainable transport policy

- A great number of goals to take into account
- *Economical* ;
 - economic productivity, economic development, energy efficiency, good pricing
- *Social*;
 - affordability, equity/fairness, safety, security and health, community development, accessibility
- *Environmental* ;
 - heritage, nature protection, climate stability, noise prevention, air pollution prevention, open space preservation

Central question and approach

- Where do countries with national transport policies stand in including sustainability goals ?
- Approach ; selection of 8 European countries ; Sweden, Denmark, Norway, Germany, England, Netherlands, France, Ireland
- Working with a frame of ten selected topics
- Looking via web information on their transport policies ; seeing whether topics were included

Frame of selected topics

- 1. Added value for economic development
- 2. Transport investments
- 3. Reliability of trips and easy reachable destinations

- 4. Reacher greater traffic safety
- 5. Minimal social exclusion via transport
- 6. Mobility costs of households

- 7. Diminishing CO2 emissions
- 8. Reaching environmental norms and standards
- 9. Diminishing impacts on ecology, nature, landscape

- 10. Reaching seamless multimodal transport

General results

- In most countries national transport policy is build up of four elements ;
- An infrastructure investment plan
- A traffic safety strategy
- A strategy on mobility and the environment (nature, air pollution, noise)
- And some specific policies ; on urban mobility (England), on accessibility (England), on disabled people (France), on spatial planning and mobility (Netherlands), on transport in the Nordic region (Norway)

General results

- Very difficult to really find “state of the art” on national policies (unclear websites, unclear status, language problems).
- Mostly the four elements are not interrelated in a general policy
- Often a rather complex system of national plans in relation to plans from regions and urban areas; you need to know the practical work- out of institutional arrangements in a country to really get a grip !

General results

- Most mobility plans of cities look more integrated and innovative than plans at the national level
- There seems to be networking among “best practice “ cities ; Freiburg, Cambridge, Rennes,
- Strassbourg, Goteborg, to name a few
- As this seems to be missing at the national level ; will the future and innovation of transport policy come from Europe’s urban regions ?

Specific results

- First the *economic aspects* ;
- Added value for economic development is mostly taken into account with a direct link to transport investments. Weak on theory however.
- Reliability and reach-ability ; rather new field. Is included when necessary via anti- congestion policies
- Conclusion ; economic aspects are included

Specific results

- *Environmental aspects*
- Noise, air quality, nature and landscape are taken into account, mostly based on the need to reach goals from European directives
- Diminishing CO₂, reaching climate stability ; here an interesting split can be seen;
- to 2025 – policies formulated mostly related to EU strategy (biofuels etc.),
- longer run – getting 60-80 % less CO₂ ; no policies formulated

Specific results

- *Social aspects*
- Reaching greater traffic safety is a core issue
- Social exclusion via public transport ; the future of non- car owners, accessibility problems ; except for disabled a non- existing issue in most national policies
- Cost of mobility for households; now some 15 % of net household budget, and increasing ; no issue, rather strange in times of crisis

Specific results

- Reaching Seamless multimodal transport ; nice words, no real strategies, certainly not on the financial side – how to formulate policies that car owners are not paying twice ?
- *Overall conclusion;*
- Nearly half of sustainability topics are missing in the national policies !

For the future

- More countries need a transport policy instead of only a list of transport investments and politics
- Investments in national policy plans are needed on ;
- - long term strategy for transport and climate stability
- - social exclusion via transport
- - cost of transport and mobility for households
- - problems and perspectives on seamless multimodal transport

For the future

- We are half- way with introducing sustainability in national transport planning
- But ; I am optimistic ...
- ... possibly we will invest in the lagging aspects, often through innovations in cities.....
- Reactions ; J.F.Jeekel@tue.nl