

Excertos de

WHITE PAPER — European transport policy for 2010: time to decide



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average in 1998. In the new context of sustainable development, Community co-financing should be redirected to give priority to rail, sea and inland waterway transport.

The Gothenburg European Council placed shifting the balance between modes of transport at the heart of the sustainable development strategy. This ambitious objective

As stated in the Commission's November 2000 Green Paper on security of supply, in 1998 energy consumption in the transport sector was to blame for 28 % of emissions of CO₂, the leading greenhouse gas. According to the latest estimates, if nothing is done to reverse the traffic growth trend, CO₂ emissions from transport can be expected to increase by around 50 % to reach 1 113 billion tonnes in 2010, compared with the 739 million tonnes recorded in 1990. Once again, road transport is the main culprit since it alone accounts for 84 % of the CO₂ emissions attributable to transport.

However, the lack of measures to revitalise the other modes of transport, especially the low gains in productivity in the rail sector and the insufficiency of infrastructure capacity, would make it impossible for more sustainable modes of transport to take over the baton.

first approach, but road transport would keep the lion's share of the market and continue to concentrate on saturated arteries and certain sensitive areas despite being the most polluting of the modes. It is

succeed in developing a sustainable transport system and tackling the problems of congestion and pollution. As part of negotiations within the

promoting a system of international transport which takes account of the fundamental requirements of sustainable development. A

— the conditions for shifting the balance between modes,

The Gothenburg European Council, too, pointed out that *'a sustainable policy should tackle... the full internalisation of social and environmental costs. Action is needed to bring about a significant decoupling of transport growth and GDP growth, in particular by a shift from road to rail, water and public passenger transport.'* **The thrust of Community action should therefore be gradually to replace existing transport system taxes with more effective instruments for integrating infrastructure costs and external costs.** These instruments are, firstly, charging for infrastructure use, which is a particularly effective means of managing congestion and reducing other environmental impacts, and, secondly, fuel tax, which lends itself well to controlling carbon dioxide emissions. The introduction of these two

The principle of sustainable development also requires transport users to be presented to a greater extent with 'real' prices, i.e. including adverse external effects, particularly the effects of greenhouse gases.

modes. That is why it is fundamentally important that external costs, and in particular environmental costs, be internalised into the infrastructure charges that all users will have to pay;

The measures proposed in the White Paper may be summarised as follows:

- 1. Shifting the balance between modes of transport**