

Hungarian contribution to the Commission's Communication on

“A sustainable future for transport: Towards an integrated, technology-led and user-friendly system”

Hungary welcomes the reflection process launched by the European Commission, the public consultation and the Council's upcoming policy debate about the communication on “A sustainable future for transport: Towards an integrated, technology-led and user-friendly system” aiming at identifying transport policy options for the future. We consider that the communication provides a fruitful opportunity for Member States to submit their inputs for the ongoing elaboration of the next European transport policy.

We would like to call attention to some issues, which are important for us.

A) Our general comments related to the Communication and to the challenges

1. The Communication takes into account the results of extensive researches, analyst works and several expert consultations; however the Communication **does not reflect clearly what directions of priorities for transport policy the Commission recommends** and if the interested parties are encouraged to contribute to identifying policy options for the long-term, 20 and 40 year time horizon or for the next ten-year period.

2. Regarding the main political challenges **particular attention should be given to the challenge of economic sustainability of the transport system, as well as objectives and instruments related to this challenge.** We consider that **the effects of financial-economic crises on the transport** should be also taken into account in view of the ongoing elaboration of the next transport policy by the Commission. Furthermore due to the uncertainty of the extent of the recession in time and depth, the deliberation of **setting up an alternative schedule for the possible scenarios of economic recovery or of exit crises strategy for the next transport policy** should also be considered, and much more needs to be done to **more closely follow-up the effects of the economic processes on transport**, even through annual evaluations.

3. We agree that setting of the appropriate direction of the transport policy of the next decade requires discussions on the ideas related to long-term visions of the transport policy. However, we think that, besides the consideration of long-term challenges **a more detailed examination of the results of the current transport policy and a more differentiated evaluation of developments and outstanding issues of it are also indispensable to define the right guidelines for the next transport policy.** We deem that the conclusions drawn exclusively from the long-term tendencies and challenges are not appropriate or sufficient starting points for the elaboration of the new transport policy. Therefore, we are looking forward to the Commission's report on the results of the 2001 White Paper and its mid-term review.

4. The general stocktaking of the developments and the long-term tendencies in the Communication can only satisfy the demand of a long-term vision. **Operative objectives and**

instruments proposed by the Commission **for the next ten-year period** to cope with challenges **do not provide answers to challenges and problems of the Member States' transport modes with different levels of development, with respect to several important issues.**

5. In the context of cooperation with partner policies the Communication envisages a long-term strategy for more environmentally sustainable transport system, however we miss that it does not emphasise that, **in the coming decades transport policy and energy policy will have to cooperate closely**, and that it is necessary to integrate the joint objectives into transport policy in view of mastering the shift towards a low carbon transport system. We also need to designate **which policy areas should be managed as partner-strategies** on the basis of the new challenges and objectives.

6. As far as the challenge of **ageing population** is concerned we have reservation regarding the conclusions drawn by the Commission that the this trend will automatically result in a significant decrease in funding resources available to transport and will be irreversible. We think a careful consideration should be paid to this issue. Therefore we need **further examination of this issue** during the preparation of the next transport policy with the aim to **clarify the impact of this challenge on transport funding based on data and find adequate political measures to meet it.**

7. Concerning **global challenges** we are fully aware of the importance of deepening of tighter economic integration with the neighbouring regions, which usually comprises transport policy co-operations. We generally support this economic and transport integration process, however **regarding policy instruments of external relations we also would like to give particular attentions to the development of East and the North-South connections, the integration of Eastern countries** to the main transport network of the European Union and the development of the related road and rail networks aiming to improve economic connection with Eastern Europe, primarily in the direction of the **Community of Independent States, Turkey and Far East.**

Furthermore due to the ever increasing foreign policy dimension of the transport policy, we need the deliberation of **involving into policy instruments a rule of procedures or code of contacts for negotiations between the European Community and third countries on cooperation agreements**, which would regulate important issues such as decisions on the forms of cooperation always take place with inclusion of the Member States or the Member States always take part in the decision-making process related to transport cooperation through institutional framework of transport policy.

B) Our detailed comments in connection with the Communication

8. Regarding policy objectives we would like to stress an issue of high concern for us. We consider, besides the aim of a better integration between the different modes of transport, **the elimination of gaps and missing links between infrastructure networks with different levels of development should be involved into policy objectives and their developments should be provided with adequate funding measures at Community level.**

We are of the view that **not only the modernisation, but building of transport infrastructure should be a crucial topic for the next ten-year period.** We consider that a lot should have to be done toward achieving the aims set in 2001 White Paper and its revision in 2006 regarding completing of TEN-T, taking into account that the accomplishment of the

development of the planned network has not been finished yet. **Creating a uniform transport system** for the smooth functioning of the internal market **should remain one of the main TEN-T policy objectives and adequate funding measures at Community level should be ensured** in order to accomplish this aim.

Furthermore we consider that **priority should be given** not only to the development of nodes and inter-modal platforms, but to **the development of the missing elements of the network** in favour of the acceleration of network integration among regions with different levels of development.

9. **Regarding the intended revision of the TEN-T policy we do not support such revised modification of it** that, through the introduction of core network concept, **would result in the reduction of networks to be co-financed. We can accept the introduction of core network concept and the concentration of funding if, accepting that in the case of the newly accessed countries further and significant infrastructure developments are necessary, it is ensured that, the new EU Member States are able to utilise the resources from the Community Funds (TEN-T Fund, Cohesion Fund and Structural Funds) also for infrastructure projects that are not part of the core network but of the comprehensive TEN-T network. Investments in these connections are vital importance since they play very important role in connecting various regions.**

10. Regarding funding instruments we emphasize that the introduction of **self-financing should only be implemented gradually and not in the planning of the next budget of the European Union, for the period 2013–2020** (financial perspective). We would like to draw attention that **in the path toward the shaping-up of financing strategy for transport system in the next ten-year transport policy appropriate attention should be paid to economic sustainability and viability of financing.** Taking into account the stepwise strategy for the internalisation of external cost in all transport modes proposed by the Commission and the stepwise introduction of intelligent pricing system in terms of user pay and polluter pay principles, therefore we emphasize that **the funding of improvement, upgrading and development of transport system, including also infrastructure, shall be ensured by using Community funds, such as Structural Funds, Cohesion Fund and TEN-T Fund, and the possible new revenues generated through tolls and charges should be only seen as additional financial resources especially used for maintaining and upgrading of infrastructure.**

11. Regarding technology objective and measures we agree with the redistribution of a certain part of the R&D budgets towards objectives of sustainable mobility and welcome further joint technological initiatives. We would like to underline that the **extent of new R&D should be determined in the framework of a well-defined (objectives, instruments, effects) and wide-based research.** Due to shortcomings and quality differences in the infrastructure networks of the individual regions we need **to ensure the possibility of a gradual introduction with respect to the Intelligent Transport Systems and to provide community supporting instruments for the market introduction aiming at acceleration of the elimination of the differences among the networks.**

12. With respect to renewable sources of energy, **we encourage the examination** of the conditions of the requirements of the bio fuel requirements according to the directive on the utilisation of renewable energies, and on the performance of tasks according to the directive on the quality of fuels. Furthermore, **we recommend** development of the **incentive system for the use of “second-generation” bio fuels.** We emphasise the importance of making decisions related to bio fuels must be accompanied by complex impact assessments, and social and professional dialogues to the merits.

13. As far as the application of environmental joint methodologies is concerned **we do not support the development of the joint methodology** based on the experience gained from the application of the directives on Strategic Environmental Assessment and Environmental Impact Assessment.

14. Regarding the objective of human factor we agree that, due to the changes to be expected in the transport labour market, necessary measures in the social protection systems and state services are needed to help the adaption of transport workers to the changes. As labour market problems will likely be generated by structural changes of the sector, the most effective method of adaption is the establishment of quality labour force in transport. Therefore we suggest for consideration that **the transport training and retraining made necessary by the structural changes should be an emphasised objective of human resource development and should be assigned with Community support instruments.**

In this connection **we also miss** that the communication **does not deal with the impact of the economic-financial crisis on the transport labour market.**

15. We agree with policy objective of land-use planning aiming at decoupling freight transport increase from GDP growth and mitigation of the increase of regional and global emissions caused by transport. In this respect we consider that in addition to political governance and coordinated actions (in the field of promoting of demonstration projects and exchanging best practices) **other instruments are also needed.** We recommend **developing impact assessment studies and establishing policy instruments** such as **giving the projects preference** performing the requirements defined at EU level and ensuring **financial supporting instruments for them.**

16. As far as policy objective of safe, secure and quality transport is concerned we agree that the **road transport safety should remain a high priority** issue in the next transport policy. We are looking forward to the Commission's communication on the new Road transport safety Action Plan for the period 2011–2020.

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In this paper we focus on the most important issues for us. We would like to thank the Commission for this Communication. We are convinced that the discussion on it is especially fruitful initiative for Member States to give their inputs for the ongoing elaboration of the next transport policy.

And we also would like to thank the Presidency for guiding questions which will structure the public policy debate at the Council meeting. We firmly believe that sharing opinions of the Member States will facilitate to find well-balanced responses to common challenges we have to face.