



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

(COM (2009) 279 (final) of 17 June 2009)

Introduction by the Commissioner for Transport

"The communication looks at this transformation. It is both a strategy document — defining a vision for the future of transport —and a consultation document aiming at collecting views on how to translate this vision into concrete policy actions".

The communication is sadly lacking in presenting a vision. What would better look like?

Antonio Tajani,
Vice-President of the European Commission,
Commissioner for Transport

Response by METREX to "A sustainable future for transport - Towards an integrated, technology-led and user-friendly system"

METREX, the Network of Metropolitan Regions and Areas, is pleased to make the following short response to the section on the Urban Challenge

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The urban challenge

For subsidiarity reasons, the EU role in regulating urban transport is limited.

Yes, but for subsidiarity reasons it is essential that the EU presents an integrated longer-term pan European vision of what a more cohesive Europe (in terms of territorial cohesion, transportation, energy and environment) could look like

On the other hand, most transport starts and ends in cities and interconnection and standardisation issues do not stop at city limits.

Yes, pan European connectivity has a key role to play in a better-balanced and more cohesive Europe. Why not show what this could look like in the longer term? Why use only words to communicate this? Why not also utilize the power of high quality graphics?

Cooperation at EU level can help urban authorities in making their transport systems more sustainable.

Yes, but only if the EU takes a lead and gives a vision of how such cooperation can contribute to an integrated longer-term future

There are a range of activities and fields where the EU can set examples and continue to promote and support demonstration projects and the exchange of best practices, notably through the seventh framework programme and cohesion policy programmes.

The best example would be the creation and presentation of the vision that the Commissioner for Transport refers to but that is sadly lacking in “A sustainable future for transport - Towards an integrated, technology-led and user-friendly system”.

Moreover, the EU can provide a framework in which it will be easier for local authorities to take measures.

Yes, it can but it has not done so in “A sustainable future for transport - Towards an integrated, technology-led and user-friendly system”. It is to be hoped that the primary outcome of the present round of consultation will be “Europe 2030 – An integrated longer term vision for a better balanced and more cohesive Europe (Territorial cohesion, transport, energy and environment)

What comes next

The Commission encourages all interested party to contribute to the consultation exercise launched by the present communication. Views on the future of transport and on possible policy options should be submitted to the mailbox tren-future-of-transport@ec.europa.eu by 30 September 2009.

The results of the abovementioned consultations will be presented at a stakeholder conference in autumn 2009.

METREX will be happy to accept an invitation

On the basis of the feedback received from stakeholders and from the European Parliament and the Council, the Commission will issue in 2010 a White Paper, which will set out the policy measures to be adopted in the next decade 2010–20.

Extract from METREX response to the earlier Green Paper

Consultation on the European Commission Green Paper of February 2009 on the TEN-T Review

The points made above in relation to “A sustainable future for transport - Towards an integrated, technology-led and user-friendly system” were also made in response to the consultation on the Green Paper of February 2009.

The following extracts refer

Subsidiarity

The concept of subsidiarity is the key EU philosophy for relating the different levels of government. It means that each level, European, national, regional and urban, is obliged to address the key issues that can only be dealt with effectively at that level. In this way each provides a reasoned policy context for action at the level below and an input into action at the level above.

The problem at the European level is that the EU is structured in policy silos (of which transportation is one) and that there is no mechanism for the creation of an overall and integrated EU strategic view. For example, it might be expected that territorial cohesion (and spatial planning) would be strongly related to transportation, energy and environmental policy within an overall vision and framework for the future development of the territory of the EU. Such an integrated approach is normal at the city region level.

This remains one of the major shortcomings of “A sustainable future for transport - Towards an integrated, technology-led and user-friendly system”

An integrated spatial vision/framework for Europe

Transportation flows are generated in large part from within and between Europe's major urban areas. The shortcomings of the so called “predict and provide” approach to transportation provision have been well recognised and replaced by a policy led approach which sees connectivity as a means through which to achieve the wider goals of social cohesion and economic competitiveness. Transportation demand can be influenced by wider trans national European and more local regional and urban economic, social and environmental policies.

For example, territorial cohesion, as a concept, assumes a reduction in socio-economic disparities across the EU and connectivity has a major role to play in achieving this. The European spatial observation network (ESPON) has carried out and published research into the strengths and weaknesses of Europe's 100+ recognised major urban areas. Improved European connectivity within and between well established and recognised urban clusters and corridors has a key role to play in the development of a Europe that is better balanced and more cohesive.

This is one of the key policy approaches that should drive “A sustainable future for transport - Towards an integrated, technology-led and user-friendly system”.

It is disappointing that the recent Green Papers on Territorial Cohesion and the TEN-T programme should have been produced so close together in time and yet, apparently, with so little coordination and integration between them. It is also disappointing that neither Green Paper takes the opportunity to present a vision of what better might look like in European territorial terms.

Neither takes the opportunity to use imaginative graphics or modern means of visual communication. Both rely on the written word to describe their planning approaches

To those working at the regional and city region level this is a sadly limited approach. The EU should look to colleagues in countries such as the Netherlands and Germany, which have both produced national Spatial Visions, integrating territorial, transportation and environmental considerations using a much fuller range of visual communication techniques.

One effective graphic is worth a thousand words and also demands the discipline of clarity of thought to be effective

The PolyMETREXplus project, under the Interreg IIIC programme and led by the Generalitat de Catalunya, was an attempt by a 20 European metropolitan areas to scope and illustrate the potential for a European spatial vision and framework as a contribution to the debate on territorial cohesion. The PolyMETREXplus project emphasised the need for North/South, East/West and peripheral connectivity to be improved to counter the current radial emphasis to the London/Paris/Rhine/Ruhr European core area.

This would help to facilitate greater inter action between clusters and corridors of urban areas outside the core and promote the better territorial balance and cohesion being sought by the EU

Energy, transportation and climate change

The EU is currently considering a trans national approach to the integration of the sources of renewable energy within and adjoining its territory. For example, the connection of northerly and easterly wind and coastal wave and tidal resources with southern solar resources by a new high voltage direct current (HVDC) grid network.

The decarbonising of the EU's energy supply in this way needs to be reflected and related to the decarbonising of EU modes of transportation. Investment in renewable energy for transport is as important than investment in transportation infrastructure as such, given the imperatives of climate change. For example, there will be a need for infrastructure to supply the new generation of electric/hybrid cars and goods vehicles and to pilot and promote the use of hydrogen.

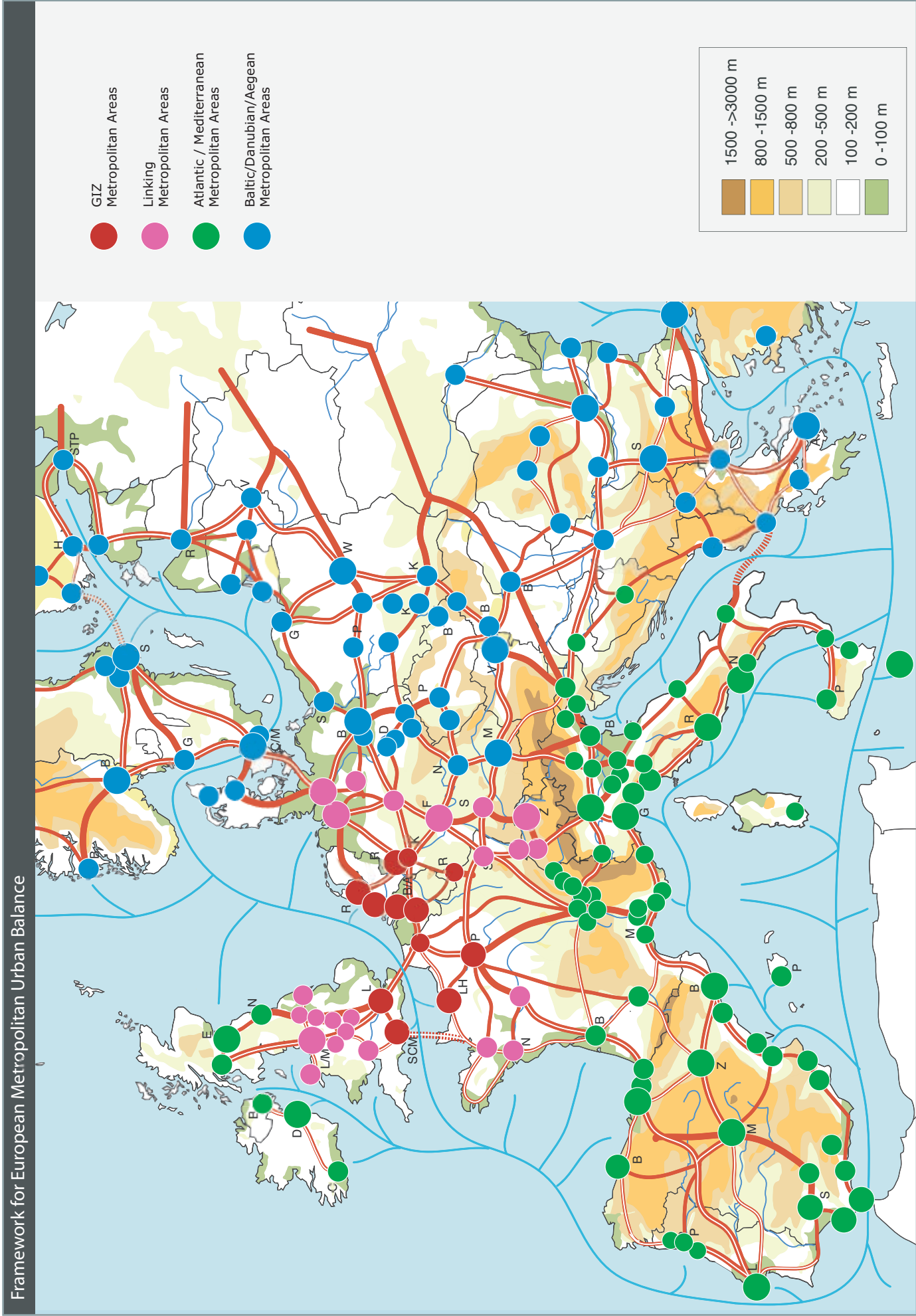
It might be expected that energy, transportation and climate change policy within the EU would be closely integrated in this way

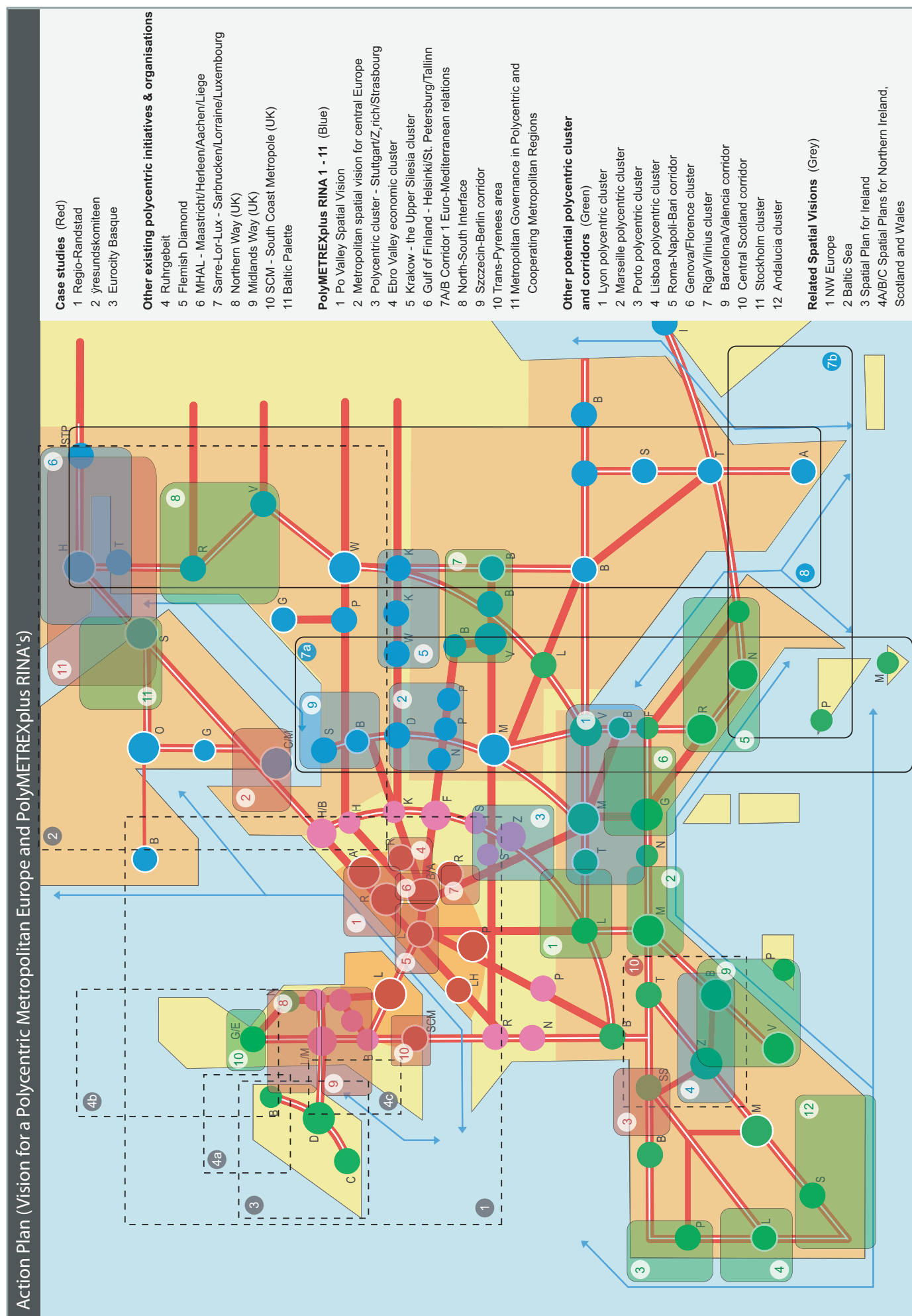
Illustrative extracts from the "Framework – Polycentricity and better European territorial balance", produced through the PolyMETREXplus project (Interreg IIIC), are attached.

- Framework for European Metropolitan Urban Balance
- Action Plan (Vision)
- ESPON MEGA (Metropolitan European Growth Areas) Assessment

The **Framework** can be downloaded from the METREX web site at www.eurometrex.org

PolyMETREXplus (2004-2007) was led by the Generalitat de Catalunya.





APPENDIX 3

ESPON MEGA ASSESSMENT

T1 ESPON MEGA assessment												
MEGA	Categories		Indicators				Average Index	Scores				Total score
	MEGA type	Gateway type	Mass	Competitiveness	Connectivity	Knowledge		Mass	Competitiveness	Connectivity	Knowledge	
1 Paris	Global node	Air	767	197	286	175	207	4	4	4	4	16
2 London	Global node	Air	663	402	636	122	403	4	4	4	3	15
3 München	Euro engine	Air	164	227	158	184	183	4	4	3	4	15
4 Frankfurt am Main	Euro engine	Air	156	142	280	135	181	3	3	4	3	13
5 Madrid	Euro engine	Air	278	98	167	156	179	4	2	4	3	13
6 Bruxelles/Brussel	Euro engine	Air	100	148	186	132	137	2	3	4	3	12
7 Milano	Euro engine	Air	235	125	180	57	152	4	3	4	1	12
8 Roma	Euro engine	Air	211	112	170	86	145	4	2	4	2	12
9 Hamburg	Euro engine	Mainport	181	195	197	125	142	4	3	2	3	12
10 København	Euro engine	Mainport	138	123	139	148	136	3	3	3	3	12
11 Zürich	Euro engine	Air	96	125	166	0	129	2	3	4	3	12
12 Amsterdam	Euro engine	AirPort	96	159	241	120	154	2	3	4	2	11
13 Berlin	Euro engine	Air	223	77	123	144	142	4	1	3	3	11
14 Stockholm	Euro engine	AirPort	132	116	119	169	142	3	2	2	4	11
15 Stuttgart	Euro engine	Air	164	108	101	157	132	4	2	2	3	11
16 Barcelona	Euro engine	AirPort	234	85	136	98	133	4	1	3	2	10
17 Duesseldorf	Euro engine	Air	115	151	147	81	124	2	3	3	2	10
18 Wien	Euro engine	Air	126	85	111	151	121	3	2	2	3	10
19 Köln	Euro engine	Air	122	116	97	125	115	3	2	2	3	10
20 Helsinki	Strong MEGA	AirPort	95	110	79	222	125	2	2	1	4	9
21 Oslo	Strong MEGA	Mainport	80	114	103	202	125	1	2	2	4	9
22 Århus	Strong MEGA	AirPort	172	48	105	87	103	4	1	2	2	9
23 Greater Manchester	Strong MEGA	AirPort	147	71	138	78	108	3	1	3	1	8
24 Dublin	Strong MEGA	Mainport	75	109	103	114	100	1	2	2	2	7
25 Göteborg	Strong MEGA	Port	90	68	61	146	91	2	1	1	3	7
26 Torino	Strong MEGA	Air	126	90	64	60	87	3	2	1	1	7
27 Genève	Strong MEGA	Air	32	87	102	0	74	0	2	2	3	6
28 Lyon	Potential MEGA	Air	102	70	78	110	92	2	1	1	2	6
29 Antwerpen	Potential MEGA	Port	72	84	67	110	85	1	2	1	2	6
30 Lisboa	Potential MEGA	AirPort	128	79	79	54	85	3	1	1	1	6
31 Rotterdam	Potential MEGA	Mainport	75	80	63	114	85	1	2	1	2	6
32 Malmö	Potential MEGA	Port	66	57	62	138	81	1	1	1	3	6
33 Marseille/Aix-en-Provence	Potential MEGA	Mainport	96	59	73	90	80	2	1	1	2	6
34 Lille	Potential MEGA	Air	134	52	55	57	75	3	1	1	1	6
35 Nice	Potential MEGA	Air	94	57	94	90	74	1	1	2	2	6
36 Napoli	Potential MEGA	Mainport	134	40	67	40	71	3	1	1	1	6
37 Bern	Potential MEGA	Air	50	75	50	0	58	1	1	1	3	6
38 Praha	Potential MEGA	Air	55	74	78	117	81	1	1	1	2	5
39 Glasgow	Potential MEGA	Air	98	64	80	78	79	2	1	1	1	5
40 Bremen	Potential MEGA	Mainport	63	75	98	109	79	1	1	1	2	5
41 Toulouse	Potential MEGA	Air	57	64	96	119	77	1	1	1	2	5
42 Warszawa	Potential MEGA	Air	101	51	75	78	76	2	1	1	1	5
43 Budapest	Potential MEGA	Air	72	89	74	56	75	1	1	1	2	5
44 Aarhus	Potential MEGA	Port	72	85	39	148	73	1	1	0	3	5
45 Edinburgh	Potential MEGA	Air	41	98	63	86	72	0	2	1	2	5
46 Bergen	Potential MEGA	Air	25	60	46	147	71	0	1	1	3	5
47 Birmingham	Potential MEGA	Air	59	68	91	66	71	1	1	2	1	5
48 Bilbao	Potential MEGA	Air	62	58	94	118	71	1	1	1	2	5
49 Valencia	Potential MEGA	Mainport	96	50	51	74	68	2	1	1	1	5
50 Luxembourg	Potential MEGA	Air	31	130	69	41	68	0	3	1	1	5
51 Bologna	Potential MEGA	Air	63	80	69	55	67	1	2	1	1	5
52 Palma de Mallorca	Potential MEGA	AirPort	31	80	125	49	66	0	1	3	1	5
53 Bratislava	Weak MEGA	Air	23	57	53	131	66	0	1	1	3	5
54 Turku	Weak MEGA	Port	24	65	33	145	67	0	1	0	3	4
55 Cork	Weak MEGA	Port	26	79	44	114	66	0	1	1	2	4
56 Bordeaux	Weak MEGA	Mainport	65	63	57	75	65	1	1	1	1	4
57 Le Havre	Weak MEGA	Mainport	63	62	40	74	60	1	1	1	1	4
58 Genova	Weak MEGA	Mainport	47	70	94	63	58	1	1	1	1	4
59 Bucuresti	Weak MEGA	Air	63	22	51	89	56	1	0	1	2	4
60 Tallinn	Weak MEGA	Port	18	38	39	132	57	0	0	0	3	3
61 Sofia	Weak MEGA	Air	28	25	45	110	57	0	0	1	2	3
62 Southampton/Eastleigh	Weak MEGA	Mainport	14	74	52	79	55	0	1	1	1	3
63 Sevilla	Weak MEGA	Port	60	29	42	70	53	1	0	1	1	3
64 Porto	Weak MEGA	Port	53	40	50	34	47	1	1	1	0	3
65 Krakow	Weak MEGA	Air	38	41	48	51	44	0	1	1	1	3
66 Vilnius	Weak MEGA	Port	21	30	43	80	44	0	0	1	2	3
67 Ljubljana	Weak MEGA	Air	20	58	47	50	43	0	1	1	1	3
68 Riga	Weak MEGA	Port	41	31	41	54	42	1	0	1	1	3
69 Katowice (Upper Silesia)	Weak MEGA	Port	90	32	36	37	49	2	0	0	0	2
70 Gdansk/Gdynia/Sopot	Weak MEGA	Port	35	38	40	49	40	0	0	1	1	2
71 Poznan	Weak MEGA	Air	30	51	42	35	40	0	1	1	0	2
72 Wrocław	Weak MEGA	Air	27	39	40	49	39	0	0	1	1	2
73 Łódź	Weak MEGA	Air	43	24	30	40	34	1	0	0	1	2
74 Valletta	Weak MEGA	Mainport	15	34	48	0	32	0	0	0	1	2
75 Szczecin	Weak MEGA	AirPort	21	27	32	41	31	0	0	0	1	1
76 Timisoara	Weak MEGA	Air	13	20	39	49	30	0	0	0	1	1
Total												409

Tables 1 and 2 shows that the extent to which European core contains many of the engines of the European economy and, in consequence, the potential that there is for Potential and Weak MEGA and other related metropolitan areas and gateways to form polycentric clusters and corridors for combined competitiveness and cohesion.