

June 2014

Comments triggered by the “sticker game” and the “budget allocation game” at the International Transport Forum.

Leipzig, May 21-23 2014

Ralf Brand, June 23 2014

1 Urban Mobility

- Roads should be used for moving goods, not people. Because people have legs – parcels don't
- “Phasing out” goal is dealing with individual consumers and therefore very difficult to influence
- City logistics deadline: You can work with companies, who act more rationally => Might be a bit easier
- For the cities of tomorrow we need less cars and more bicycles. Roadpricing is the answer
- Phasing out conventionally fuelled cars: It takes so long to phase out fleets; 2050 might be too soon realistically. Also, many of our old buses just get shipped to the global south!
- You don't solve congestion with electric cars

2 Long-distance Freight

- Infrastructure is key
- More investment has to be made in the rail-sector to make rail more efficient
- You can't make everyone happy ... if you push for rail + waterborne, road business won't be happy. Likewise, waterborne can take away from rail. Need to strike a balance
- Time frame too short. Would need to effectively double freight mode share on rails
- eHighway (<http://tinyurl.com/pfucgez>) is the future. And for eHighways, infrastructure is of course important (Person from Siemens)
- Do we have the right amount of rail time data to really know long haul truck movements?
- Salaries for truck driver (esp. from Eastern Europe) are extremely low => Rail can't be competitive
- No more subsidies in the EU please (Person from Argentina)
- Acceptability of push factor is key

- Crossing borders is difficult. Technical reasons but also social reasons (working conditions) => Huge role for EC
- Measure selection has to be dependent on national context
- The permeability between modes is important
- For waterborne: Reliable predictions of water levels in rivers is crucial. Days but also months in advance. Work on this is being done and should be used more
- Not competition but cooperation between and combination of modes! Let's use the respective strengths of different modes
- Modal choice depends on peak demand (e.g. commuter rush hours) => Night trains!
- Feasibility of achieving the goal is low given the track record of Europe so far. Compare this to the rail-freight share in the US and China.
- Empty return journeys are a big problem => Increase efficiency of the existing infrastructure

3 High-speed Rail

- Skeptical whether high speed rail investment possible to combine with a dense national/local network?
- Don't invest in wheel-based high-speed surface transport. The future is MAGLEV
- Feasibility of achieving the goal depends on pricing compared to low cost flights and cost of car usage
- HSR goal "majority of medium-distance passengers will go by rail ..." will happen inevitably because EU's population will increasingly concentrate along corridors where HSR connectivity is good.

4 ITS

- Payment system: Technology exists. It's just a matter of willingness
- Payment goal very difficult. Just think about different VAT levels across Europe!
- Intermodal information system is very important for customers. Management system just not possible due to different cultures – not necessary any way.
- Harmonisation requires regulation more than funding
- ITS integration on local / regional level is more important than pan-European dimension
- For longer distance trips (which are less frequent) people are already willing to invest a bit more time to plan their trip manually without help from an integrated ITS system. That's OK.