

## ASsessing the Social and economic Impacts of past and future Sustainable Transport policy in Europe

Social and economic impacts of sustainable transport policy,  
1<sup>st</sup> Workshop, Utrecht, 8.2.2012



The link to the New Transport  
White Paper

[www.assist-project.eu](http://www.assist-project.eu)



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# Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system

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- White Paper (COM(2011) 144)
  - Vision of sustainable transport
  - 1+10 targets until 2050
  - 131 measures proposed
  
- White Paper Impact Assessment (SEC(2011) 358/2)
  - Clustering of 7 types of measures for impact assessment
  - Reference scenario and three policy options
  
- White Paper Accompanying Document (SEC(2011) 391)
  - Current trends and future challenges: Growing out of Oil (part I)
  - A vision for 2050: An integrated, sustainable and efficient mobility network (part II)
  - Strategy: Policies to steer change (part III)

# White Paper Targets – 1+10

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- Reducing transport GHG emissions at least by **-60% until 2050** compared with 1990 (incl. aviation and excluding maritime).
- 10 further targets:
  - -50% conventionally fuelled cars in urban areas by 2030, -100% by 2050. CO2 free city logistics by 2030.
  - 40% low carbon fuels in aviation, -40% CO2 from maritime bunkers by 2050.
  - 30% of road freight over 300km shift to rail and waterborne by 2030, 50% by 2050.
  - Triple length of HSR network by 2030, by 2050 majority of medium distance demand by rail.
  - Fully functional TEN-T core network by 2030, high quality and capacity TEN-T by 2050.
  - Connect all core airports and core ports to the rail network by 2050 (HSR, freight).
  - Install effective management systems for all modes (SESAR by 2020, ERTMS, Galileo, etc.).
  - Framework for European multimodal transport information, mgt. and payment system by 2020.
  - Close to zero fatalities in road transport by 2050, halving casualties by 2020.
  - Full application of “user pays” and “polluter pays” principles to eliminate market distortions and ensure transport investments.

# White Paper Impact Assessment

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- Model-based analysis (PRIMES-TREMOVE, TRANSTOOLS, GEM-E3)
- 4 Scenarios: Reference, operation focussed, technology focussed, balanced
- Clustering of 7 categories of transport policy measures:
  - Pricing
  - Taxation
  - Infrastructure
  - Internal market
  - Efficiency standards & flanking measures
  - Transport planning
  - Research and innovation
- Limited assessment of social impacts with TRANSTOOLS and PRIMES-TREMOVE models.  
=> motivation to carry out ASSIST

# White Paper Accompanying Document

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- People are at the centre of EU transport policy. To ensure **high level of service quality and good working conditions**, legal requirements make sure that neither passengers nor workers are unduly affected by increasing competitive pressure in the transport markets. The EU has established a set of passenger rights, first in air transport, later in rail and recently also in waterborne and coach transport (p. 9).
  
- Measures of the White Paper motivated to foster social improvements (excerpt)
  - 1.2. Promoting quality jobs and better working conditions
    - 1.2.1. A social code for mobile road transport workers
    - 1.2.2. A social agenda for waterborne transport
    - 1.2.3. A socially responsible aviation sector
    - 1.2.4. An evaluation of the EU approach to jobs and working conditions across transport modes.

# State of the art of European policy impact assessment

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- Assessment of social and economic impacts required by EU policy
- Strong policy approach of White Paper will induce significant structural changes
  - The more important is analysis of social and economic impacts
- But limitations
  - Often only direct economic impacts assessed, neglecting second round effects
  - Distributional impacts often neglected as well (spatial, sectoral)
  - Social impacts often combined with other impacts and difficult to separate
  - Social impacts of transport policy difficult to measure (only today?)
  - Social impacts of transport policy difficult to model (only today?)



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