



## **TRANSPORT FOR A GLOBAL ECONOMY**

*Challenges and Opportunities  
in the Downturn*

### **POLICY PANEL 1**

## ***Transport and the Downturn Social, Environmental and Economic Impacts***

***Thursday 28<sup>th</sup> May 2009, Hall 1 - 11:00 to 13:00***

The global economic crisis has impacted heavily on the transport sector, reducing the flow of passengers and goods across the world, and placing severe constraints on many manufacturers, carriers and facilities. This, in turn, has consequences for the many millions who work in, and depend on the transport sector worldwide. It also raises questions about the ability of governments and companies to focus on environmental objectives.

- Moderator: Melinda Crane, journalist
- Rapporteur: Anthony Venables, Oxford University

#### **Session 1: Economic Aspects**

- Anthony Albanese, Minister for Infrastructure, Transport, Regional Development and Local Government, Australia
- Camiel Eurlings, Minister of Transport, Public Works and Water Management, the Netherlands
- Wolfgang Tiefensee, Federal Minister of Transport, Building and Urban Affairs, Germany
- Rüdiger Grube, CEO, Deutsche Bahn AG
- Joachim Hunold, CEO, Air Berlin
- Candan Karlıtekin, CEO, Turkish Airlines
- Leif Östling, CEO, Scania
- John Rice, Vice Chairman, GE
- Ron Widdows, CEO, Neptune Orient Lines

## Session 2: Social and Environmental Aspects

- Geoff Hoon, Secretary of State for Transport, UK
- Moritz Leuenberger, Federal Councillor, Head of the Federal Department of Transport, Communications and Energy, Switzerland
- Peter Bakker, CEO, TNT
- George Dragnich, Executive Director, International Labour Organisation
- Christian Felber, ATTAC
- Stelios Haji-loannou, President, easyGroup PLC
- Graham Smith, Senior Vice President, Toyota Motor Europe

## *Structure*

### **Organisation:**

This session was organised around the themes described below.

### *Introduction*

- Moderator: Melinda Crane, journalist

### *Session 1: Economic Aspects*

- Is the crisis a wake-up call? Do we need to accept a restructuring of the transport sector, based on a new paradigm of supply-chain structures?
- What is the role for government and what is the role for business in responding to the downturn?
- Are there fundamental structural changes that need to take place in the transport sector, and which should not be prevented by government responses to the crisis?
- Apart from stimulus funding, how can governments support viable businesses that have been temporarily impacted upon by the credit crunch?
- How can governments ensure that stimulus packages stimulate demand in their economies, while also avoiding protectionism?

### **Session 2: Social and Environmental Aspects**

- What is the role for social dialogue in responding to the crisis? Who should be involved? How should this be conducted? Is there an international dimension?
- The shortage of skilled labour in the transport sector that we were seeing before the crisis will not go away. How can businesses continue to invest in improving their human resources during the downturn, to be able to respond when the economy picks up again?
- How can we ensure that stimulus funding be directed toward the most sustainable forms of transport? Is it possible to stimulate demand and reduce emissions at the same time?
- From a social and environmental perspective, does the crisis offer opportunities to consider a more sustainable organisation of the supply chain - for example, one that would place less pressure on urban areas?
- How can we ensure that our responses to the crisis do not further exacerbate income inequality, both nationally and internationally?

### *Wrap up*

- Rapporteur: Anthony Venables, Oxford University