INDUSTRY LEADERS BREAKFAST
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« Some Major Issues in Transport »

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www.internationaltransportforum.org
www.cemt.org
INTERNATIONAL TRANSPORT FORUM
Created by Transport Ministers in 2006/2007

• With 51 Countries as founding Members (incl. Australia)
• With a key aim to increase attention given to Transport issues
• To be global in scope and coverage
• To bring together Governments/Industry/Civil Society
• Will hold annual meeting in Leipzig, Germany, on a key strategic theme
• 2008 – Transport and Energy: the Challenge of Climate Change

• 2009 – Transport and Globalisation

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Outputs include:

• Data
• Policy Reports
• Research Reports
• Ministerial Statements / Declarations / Recommendations
DATA
POLICY REPORTS
International Transport Forum

RESEARCH REPORTS

Transport Infrastructure Investment and Economic Productivity
Regulation of the Taxi Industry
Market Access, Trade in Transport Services and Trade Facilitation
Transport Infrastructure Charges and Capacity Choice
Self-Financing Road Maintenance and Construction
SOME KEY ISSUES IN TRANSPORT

- Congestion
- Global Warming
- Safety
Congestion:
A Global Challenge
Congestion: Present Situation
Chronic congestion on roads in cities and trunk roads near conurbations
Congestion on roads and railways serving ports
Congestion in hub airports
Congestion on Border Crossings
Congestion Costs

- USA - 1.6% of GDP, 200 billion Dollars
- EU - 1.1% of GDP, 140 billion Euros
  - 1% of GDP on roads alone
Border Crossing Costs

One extra day in customs

= 

+ 0.8% Cost increase
Outlook for Congestion
Road Congestion

Volume-to-Capacity

Legend
- Below Capacity
- Approaching Capacity
- Exceeding Capacity

US Department of Transportation
Federal Highway Administration
Office of Freight Management and Operation

Miles
Hours spent in congestion on German roads, 2015 forecast

Hours per road section:
- >3000
- >1500 - 3000
- >1000 - 1500
- >750 - 1000
- >500 - 750
- >300 - 500
- < 300

Congestion outlook in the Netherlands

Congestion increase +30% by 2020 on Dutch motorways

Source: IWW.
Increased congestion of access to sea ports

Container Traffic from China to EU15
Trafic de conteneurs de la Chine vers EU15

1000 TEU-EVP / year-année

Scenario 1

Scenario 2


0 5000 10000 15000 20000 25000 30000


2734 659 1305 11536 15040 14275 23875
Increased congestion in hub airports

Air Passenger Traffic expected to double over the next 20 years

World Air Traffic Outlook

Revenue Earning Passenger Kilometres

Air Freight Traffic expected to triple over the next 20 years
CONGESTION

- Widespread and getting worse...
- Eliminating congestion is not feasible
- Travel time reliability requires more attention
- Freight should be given more attention

Packages of measures:
  - Better management of existing capacity
  - Pricing and economic instruments
  - New capacity when needed

Lead should come from Transport Ministers
  - Build political support with elected officials, across government
  - Make Partnerships with industry
Transport's percentage share of CO2 emissions from fuel combustion

- **Road**: 45%
- **Aviation**: 8%
- **Navigation**: 5%
- **Other Transport**: 3%
- **Energy Industries**: 2%
- **Manufacturing Industries and Construction**: 18%
- **Residential**: 18%

Source: ECMT (IEA data)
GLOBAL WARMING

CO2 Emissions trends by sector (millions of tonnes of CO2)

World

Source: ECMT (IEA data)
GLOBAL WARMING

OECD/ECMT transport sector emissions and the potential impact of policies identified

The 400 transport measures adopted so far should save 700 Mt CO₂ in 2010

IEA projection of transport emissions

Source: ECMT & IEA
MEASURES

- Most cost effective are not in the Transport sector
- In Transport, they are in fuel efficiency measures
BIOFUELS

- High degree of uncertainty over the net greenhouse benefits.
- Today, sugar cane ethanol = best
- Second generation of biofuels, better
- Other issues:
  - Land fertility, soil erosion, water pollution, biodiversity
  - Amount of agricultural land
  - Costs

*Much cheaper ways of saving fuel and CO2 emissions are available in the transport sector*
ROAD SAFETY TRENDS

Fatalities by region

Source: IRTAD & ECMT
Evolution in the number of fatalities and injury crashes for 32 OECD/ECMT countries

Source: IRTAD & ECMT
Fatalities per 100,000 population in 2005

Source: IRTAD & ECMT
TARGETS

WEST AUSTRALIAN trends in road death rates, on a moving 12-month total, including the line for a 40 per cent pro-rata reduction in deaths and the trend line to date, 2001 to 2010

Source: Department of Transport of Western Australia

NOTE: ‘Dec’ refers to data as at 31 December.

Source: ECMT
MAIN PROBLEMS

Main road safety problems in OECD/ECMT countries
(in percentage of the total 38 responding jurisdictions)

- Speeding
- Drink Driving
- Seatbelt, child restraint system
- Infrastructure
- Young and novice drivers
- Motorcycle safety; mopeds
- Pedestrians
- Drugs

Source: OECD/ITF
SPEED

Source: Nilsson

Young drivers

90%

100%

Diseases

YOUNG DRIVERS

50%

60%

70%

80%

90%

e

s of death

Traff ic Crashes

Other Accidents

Suicide

Homicide

Other external causes

0%

10%

20%

30%

40%

50%

60%

70%

80%

90%

100%

Causes of death

Age group

0-5 5-14 15-24 25-34 35-44 45-54 55-64 65-74 75+

Gender Gap - Young Male vs Young Female Drivers

Source: WHO

Source: IRTAD
CHANGING THINKING ABOUT ROAD SAFETY

• Political will at national and local levels
• « Champion » for road safety
• Shared responsibilities
• But lead agencies needed
• Spend more on prevention (4 to 1 or more rate of return)
ROAD SAFETY: CONCLUSIONS

• Countries are at different stages in safety performance.
• Traditional safety measures (reduced speeding, seatbelts, eliminate drink driving…) must be continued in all countries.
• Spend more on prevention
• In countries with « relatively » good levels of road safety, progress can still be made.
• New thinking is necessary.
• Vision zero, sustainable safety and the Australian Safe System approach are promising ways forward.
• Technology has great potential; obstacles are political