



International Transport Forum

INDUSTRY LEADERS BREAKFAST
Perth Convention and Exhibition Centre
16 July 2007

« *Some Major Issues in Transport* »

Jack Short

Secretary General

International Transport Forum

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

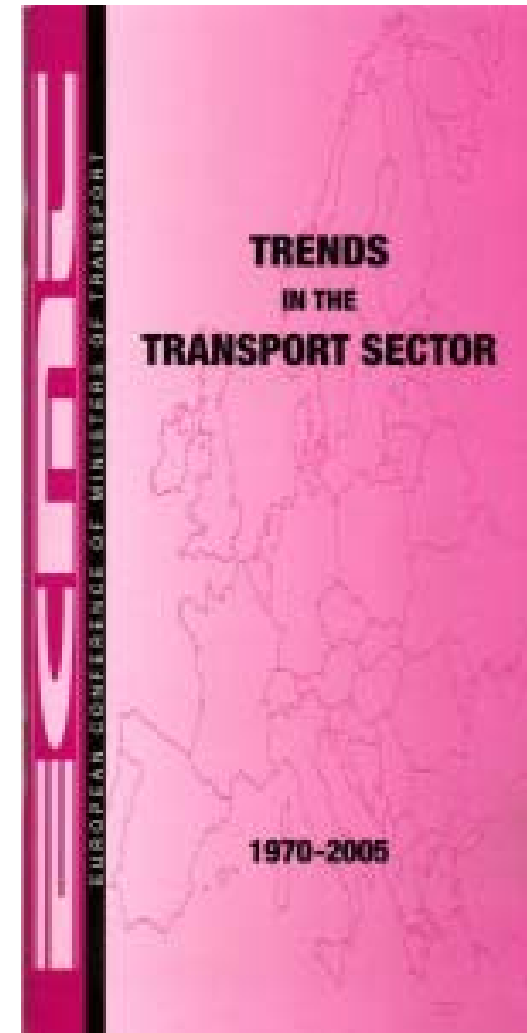
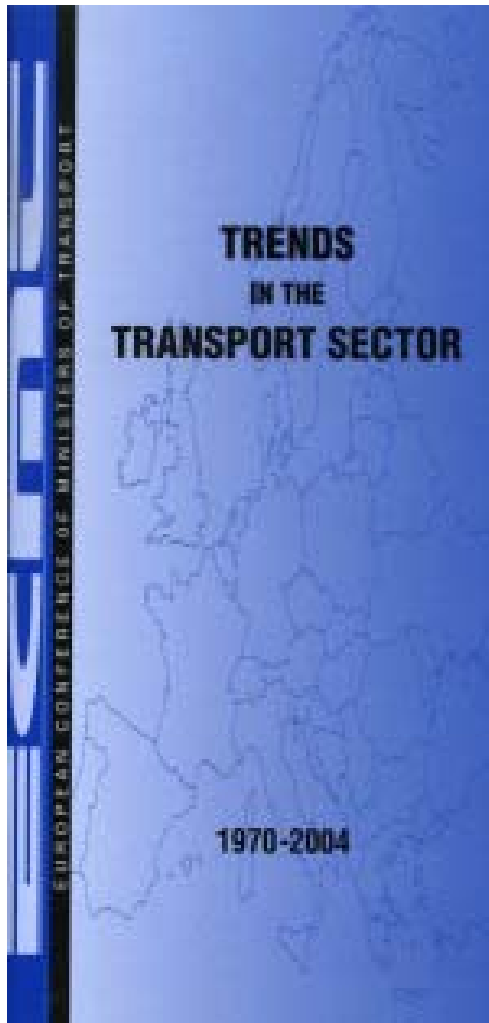


- 2008 – Transport and Energy: the Challenge of Climate Change
- 2009 – Transport and Globalisation

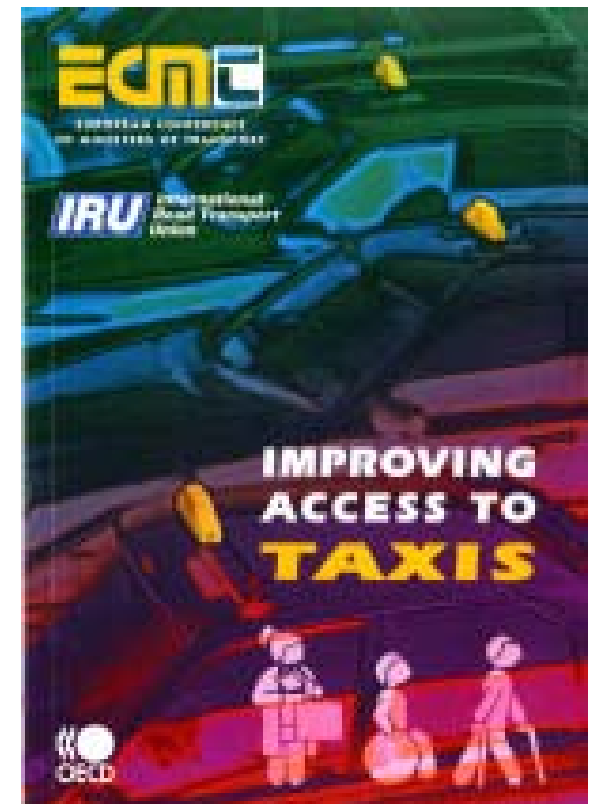
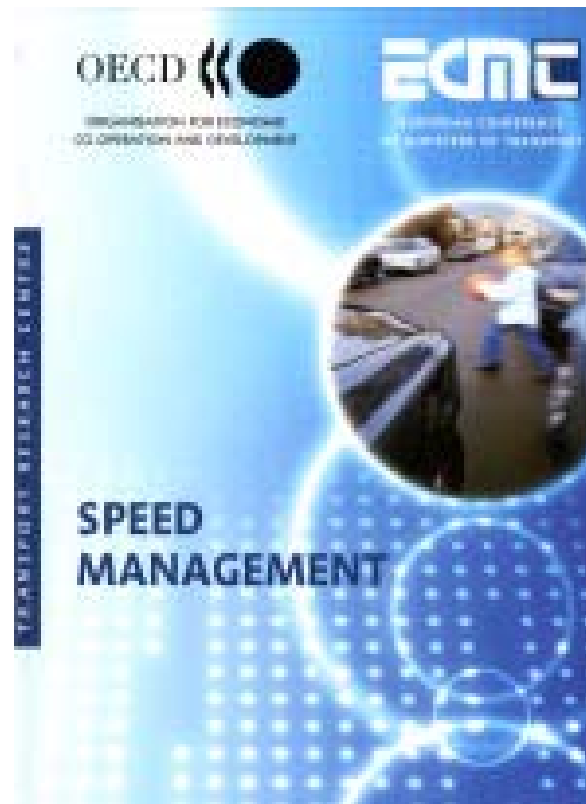
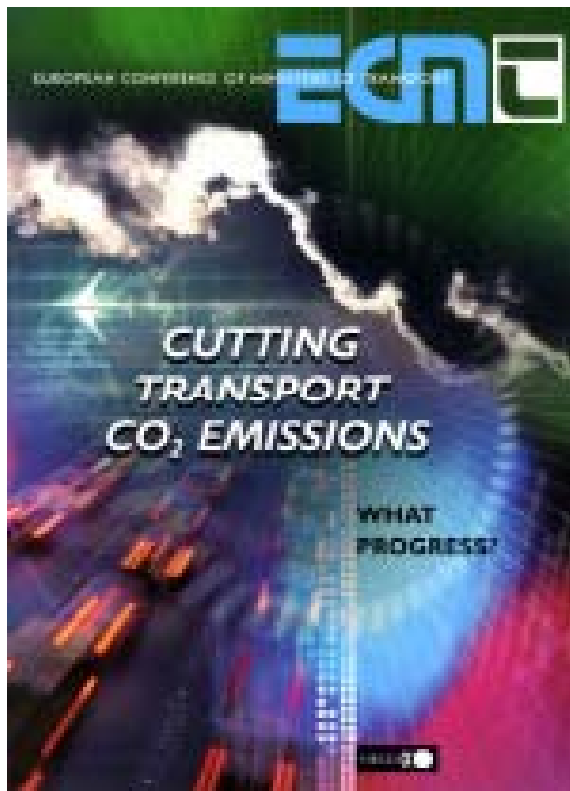
Outputs include:

- Data
- Policy Reports
- Research Reports
- Ministerial Statements / Declarations / Recommendations

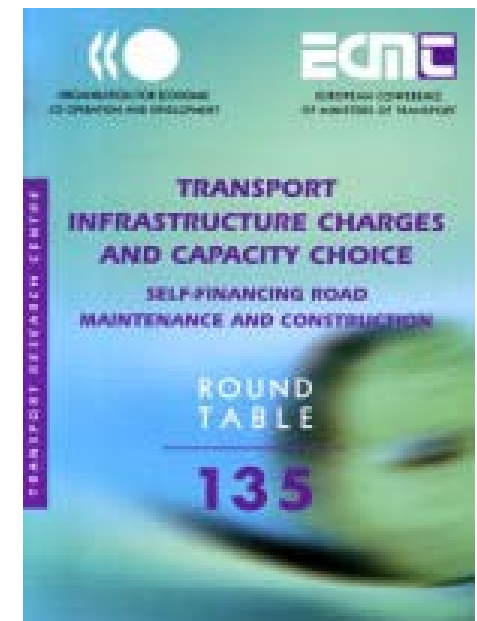
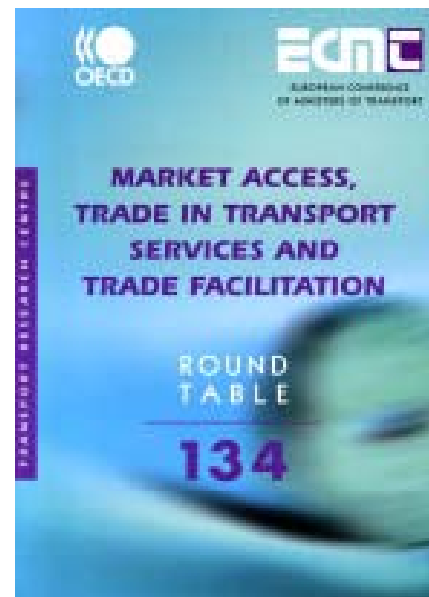
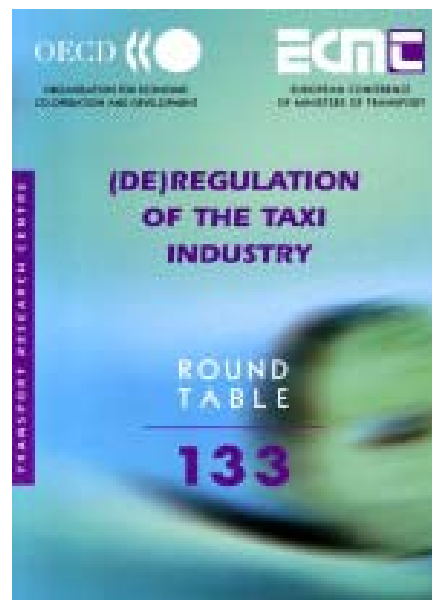
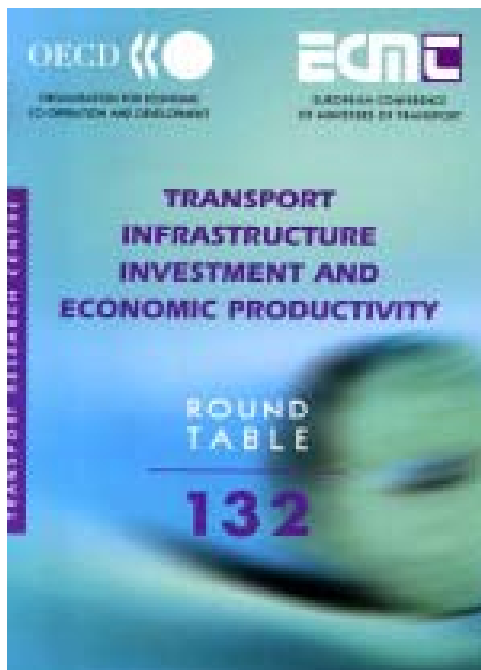
DATA



POLICY REPORTS



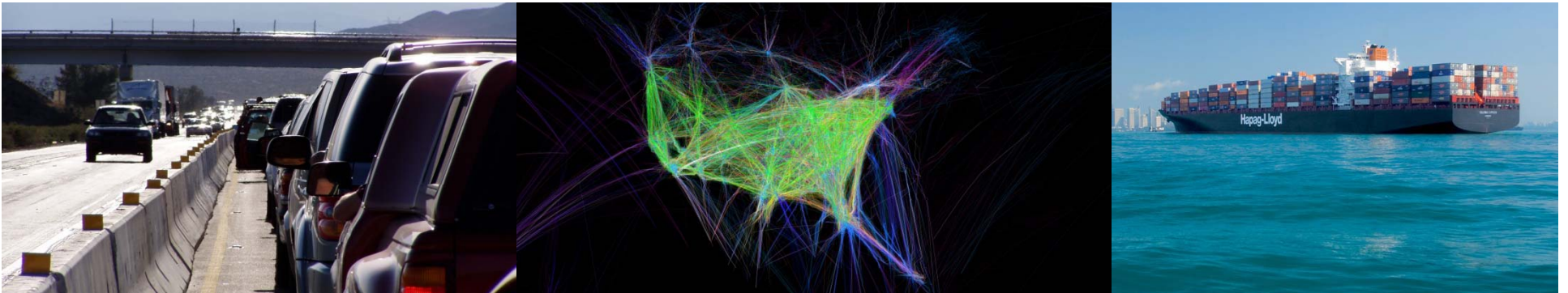
RESEARCH REPORTS



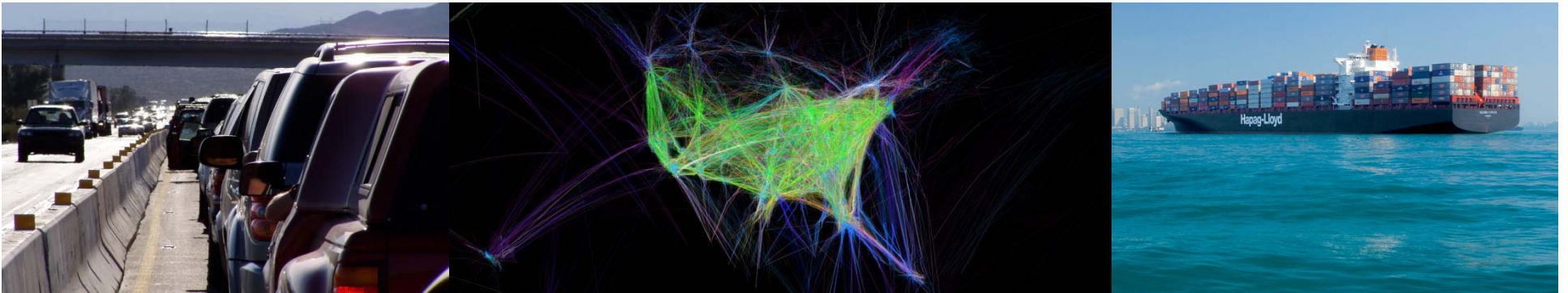
SOME KEY ISSUES IN TRANSPORT

- Congestion
- Global Warming
- Safety

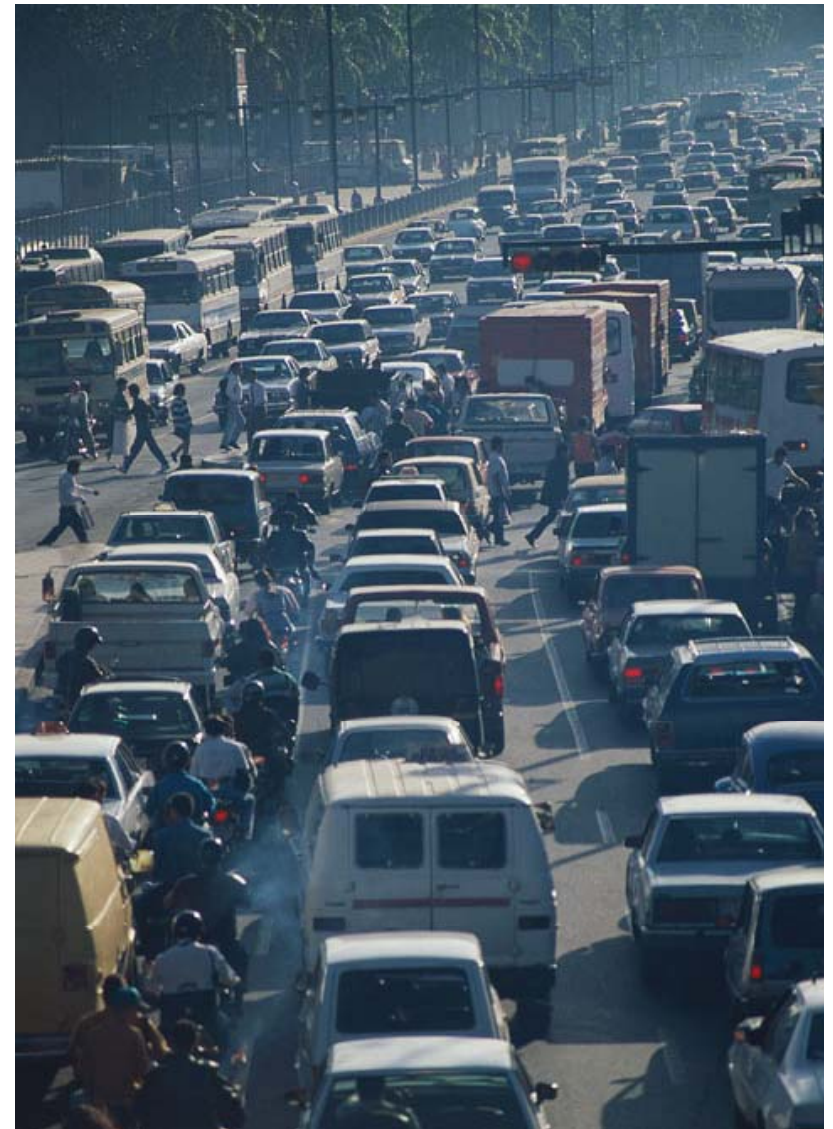
Congestion : A Global Challenge



Congestion : Present Situation



Chronic congestion on roads in cities and trunk roads near conurbations



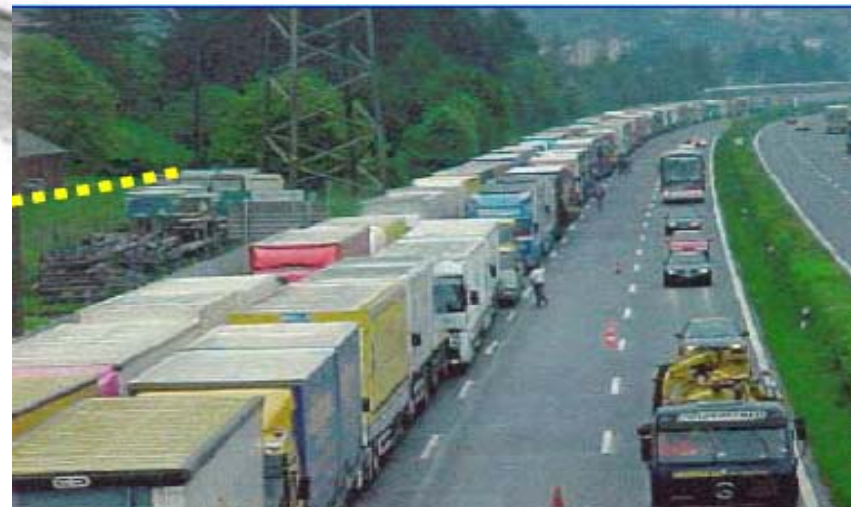


Congestion on roads and
railways serving ports



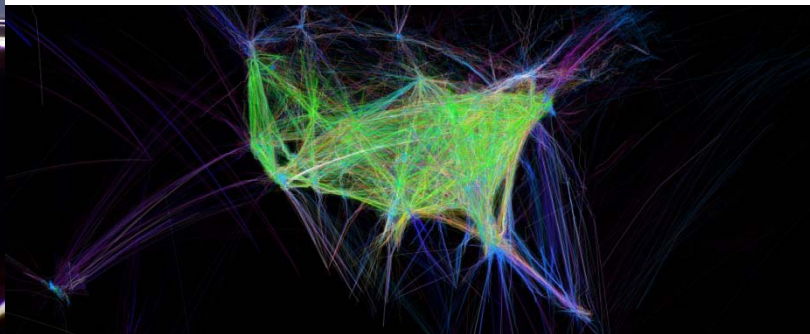


Congestion on Border Crossings



Congestion Costs

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





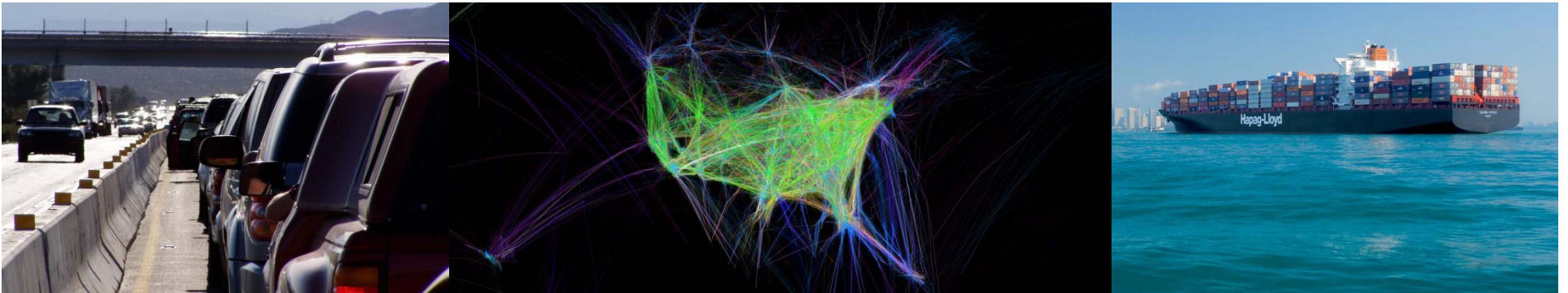
Border Crossing Costs

One extra day in customs

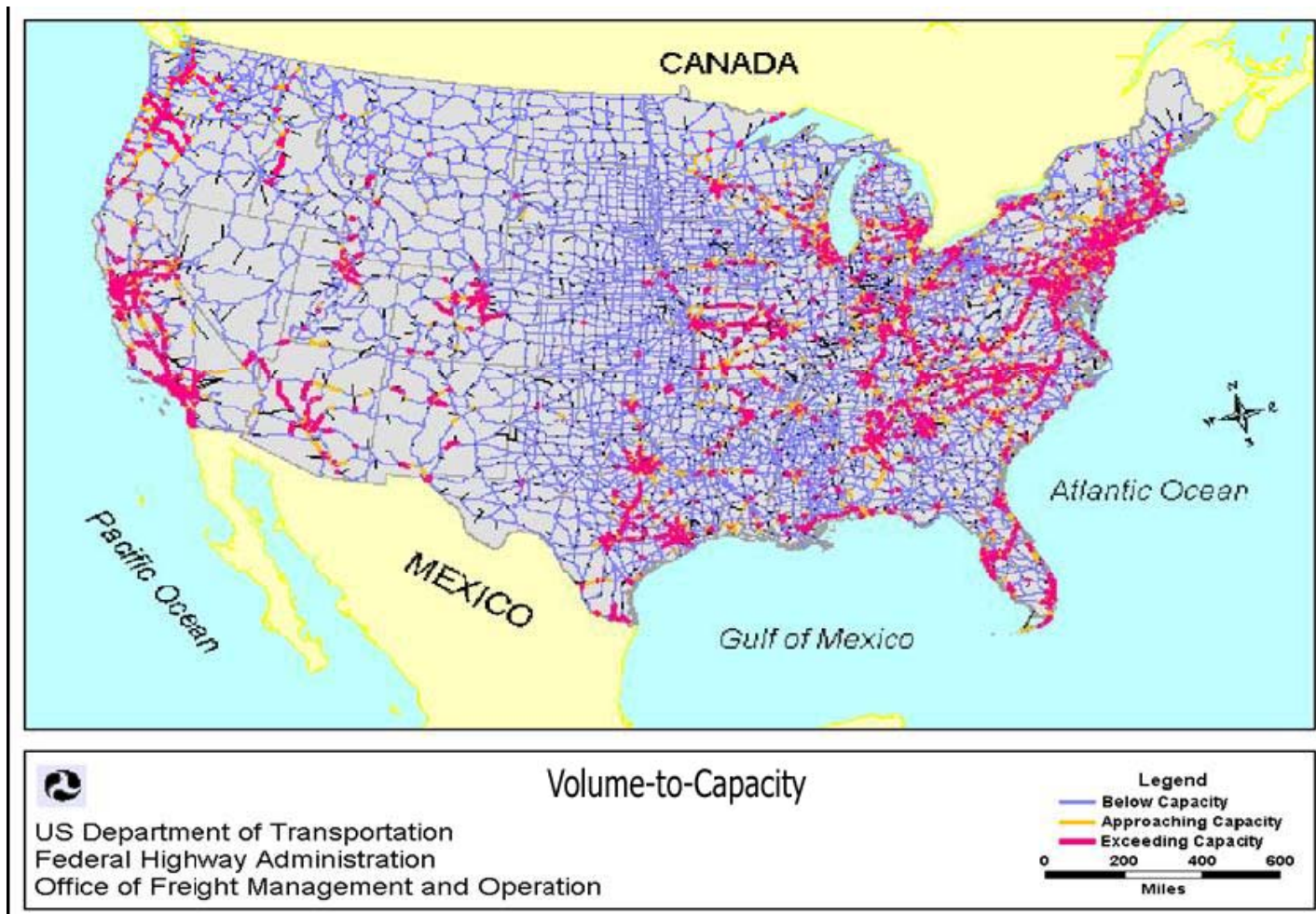
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+ 0.8% Cost increase

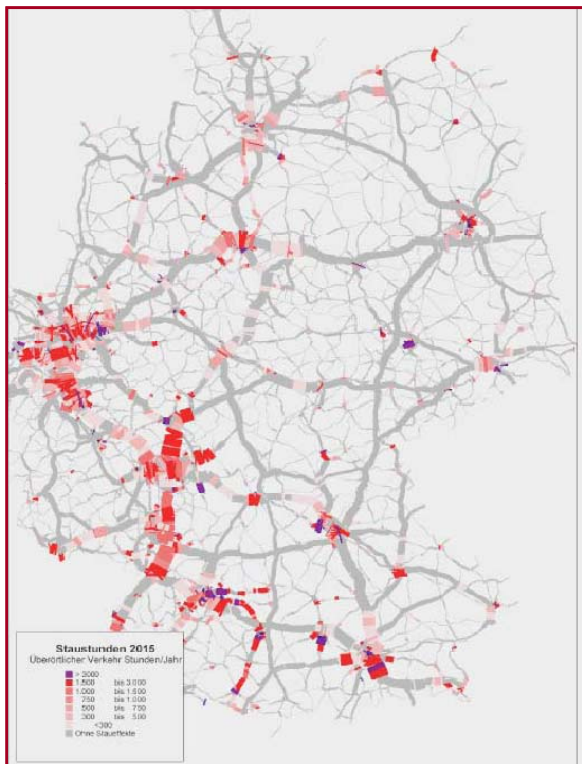
Outlook for Congestion



Road Congestion



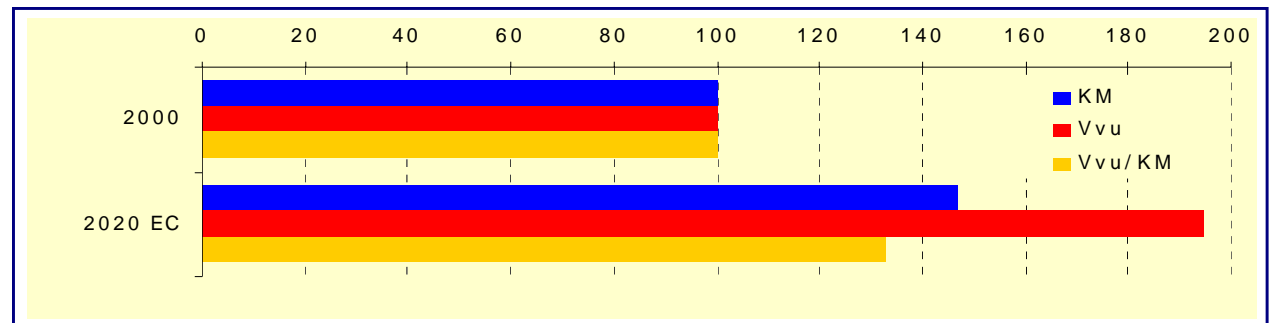
Hours spent in congestion on German roads, 2015 forecast



Hours per road section:

- >3000
- >1500 - 3000
- >1000 - 1500
- > 750 - 1000
- > 500 - 750
- > 300 - 500
- < 300

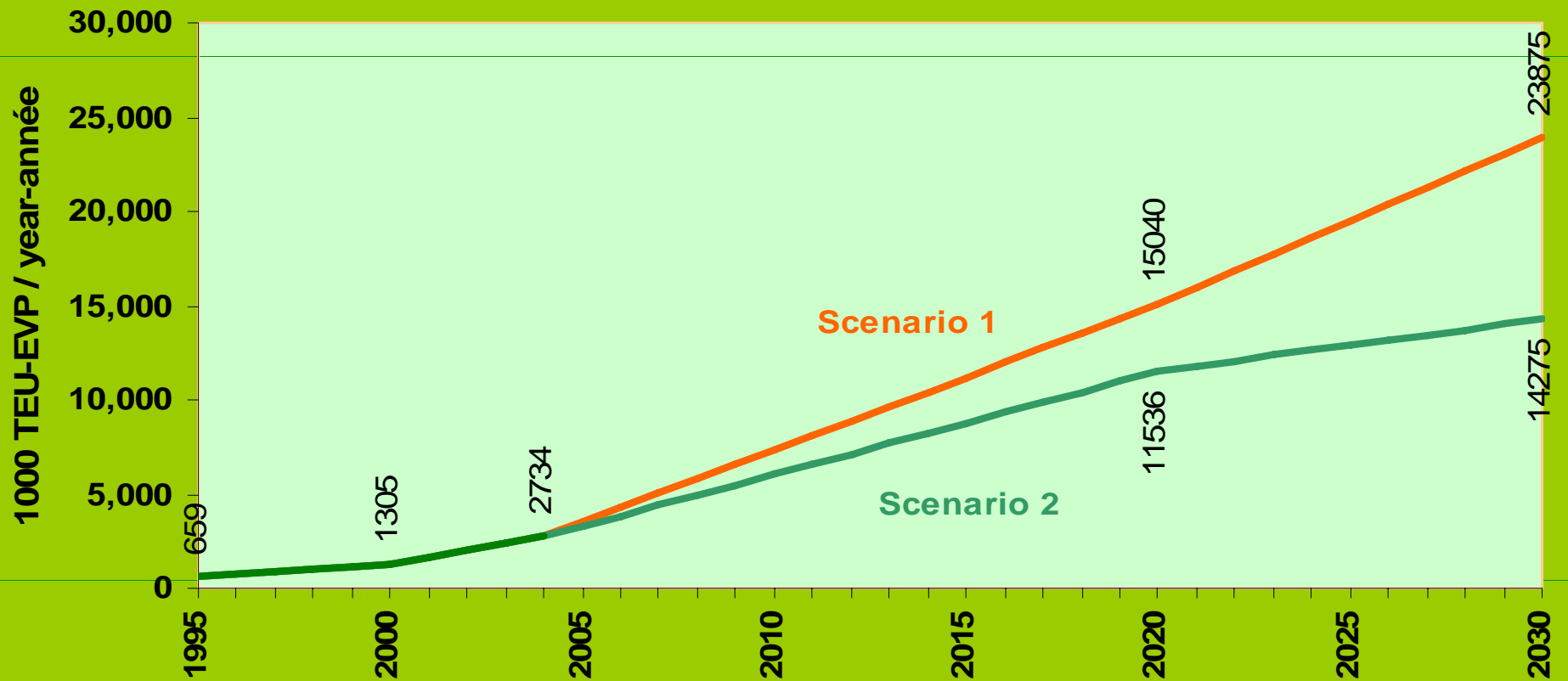
Congestion outlook in the Netherlands



**Congestion increase +30%
by 2020 on Dutch motorways**

Increased congestion of access to sea ports

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

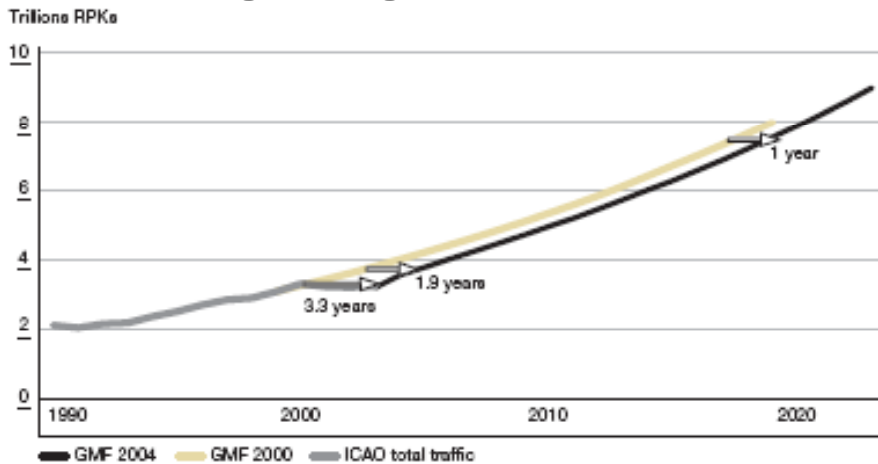


Increased congestion in hub airports

Air Passenger Traffic
expected to double
over the next 20 years

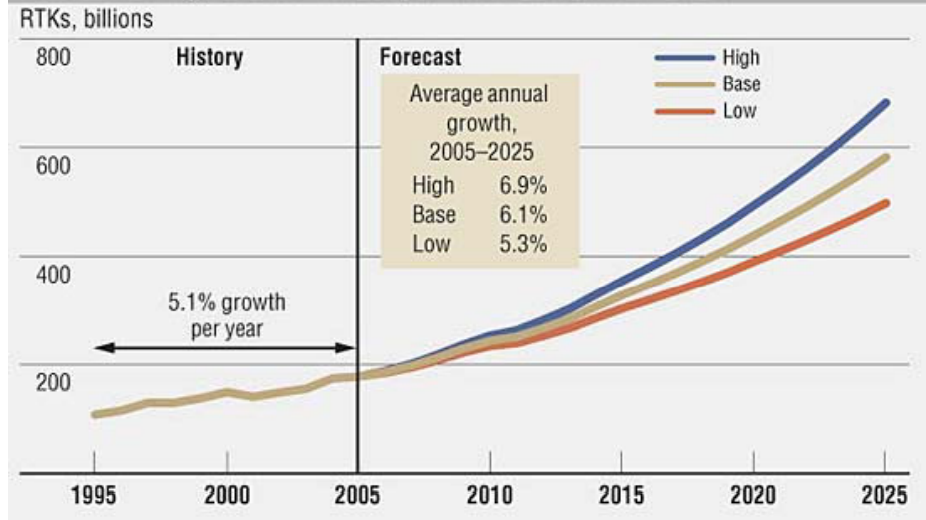
World Air Traffic Outlook

Revenue Earning Passenger Kilometres



Sources: Airbus for passengers, Boeing for freight

World Air Cargo Traffic Will Triple Over the Next 20 Years



Sources: Airbus for passengers, Boeing for freight

Air Freight Traffic
expected to triple
over the next 20 years

CONGESTION

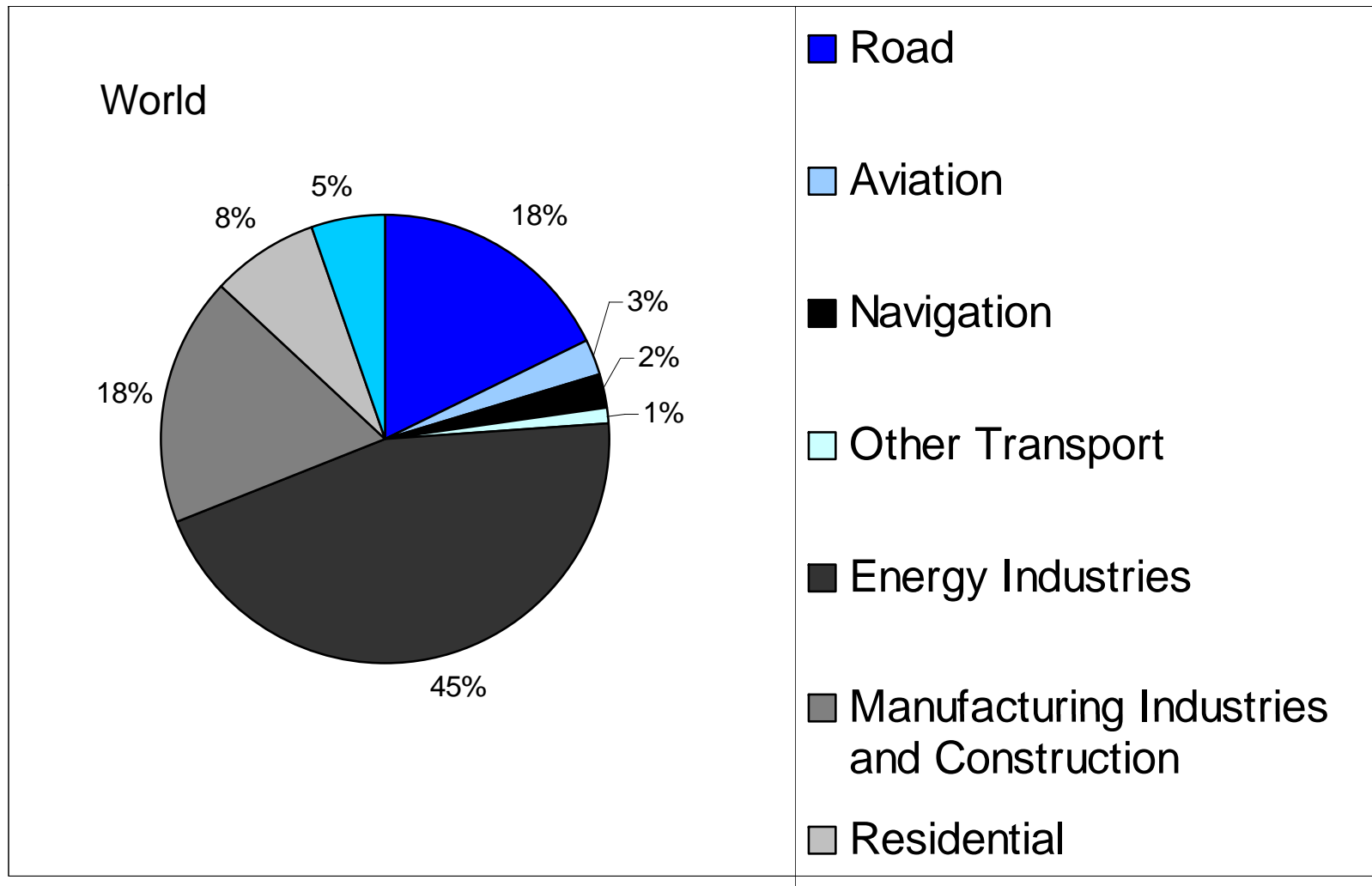
- Widespread and getting worse...
- **Eliminating congestion is not feasible**
- Travel time reliability requires more attention
- Freight should be given more attention
- Packages of measures:
 - Better management of existing capacity
 - Pricing and economic instruments
 - New capacity when needed

Lead should come from Transport Ministers

- *Build political support with elected officials, across government*
- *Make Partnerships with industry*

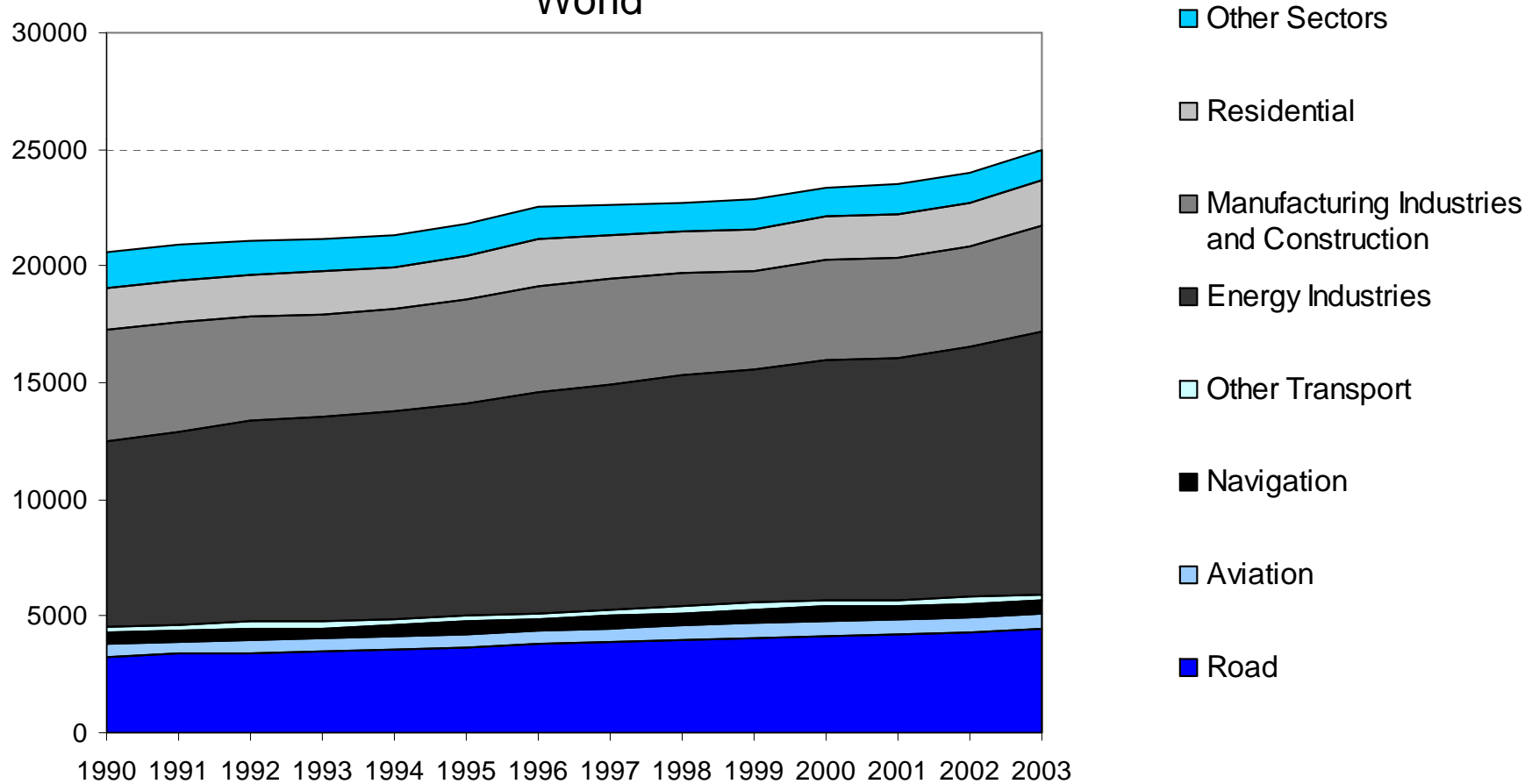
GLOBAL WARMING

Transport's percentage share of CO₂ emissions from fuel combustion

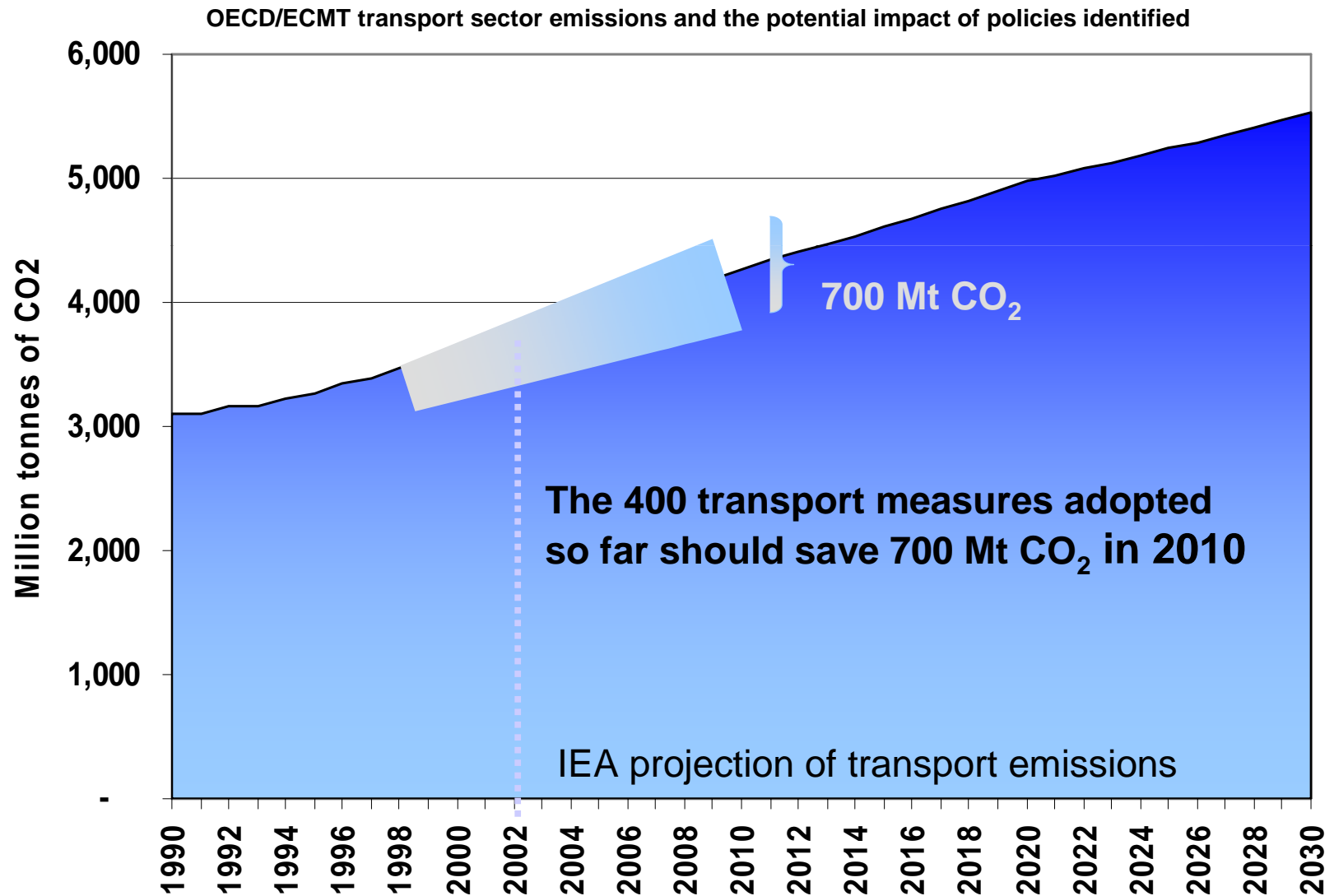


GLOBAL WARMING

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



GLOBAL WARMING



MEASURES

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



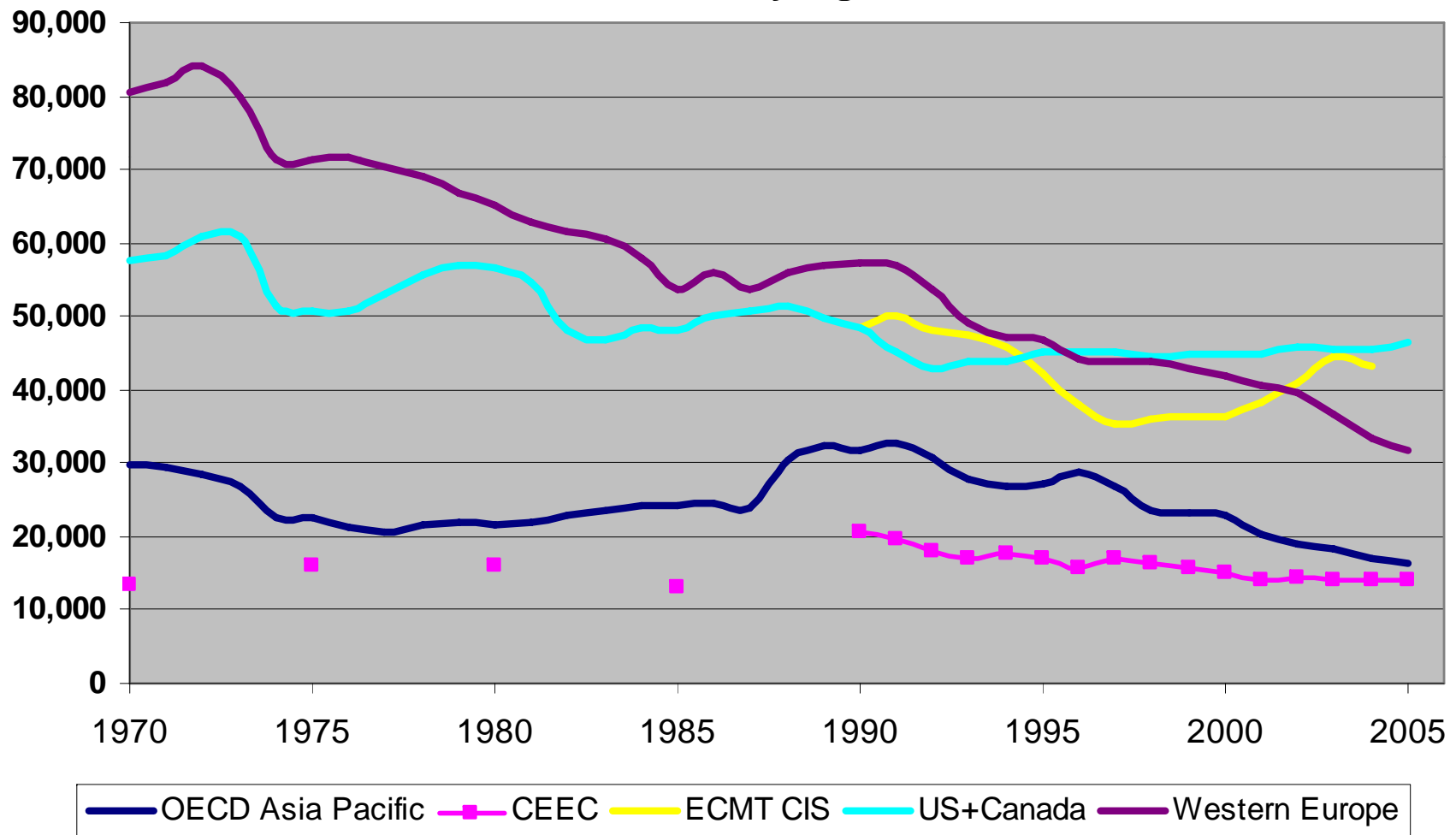
BIOFUELS

- 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

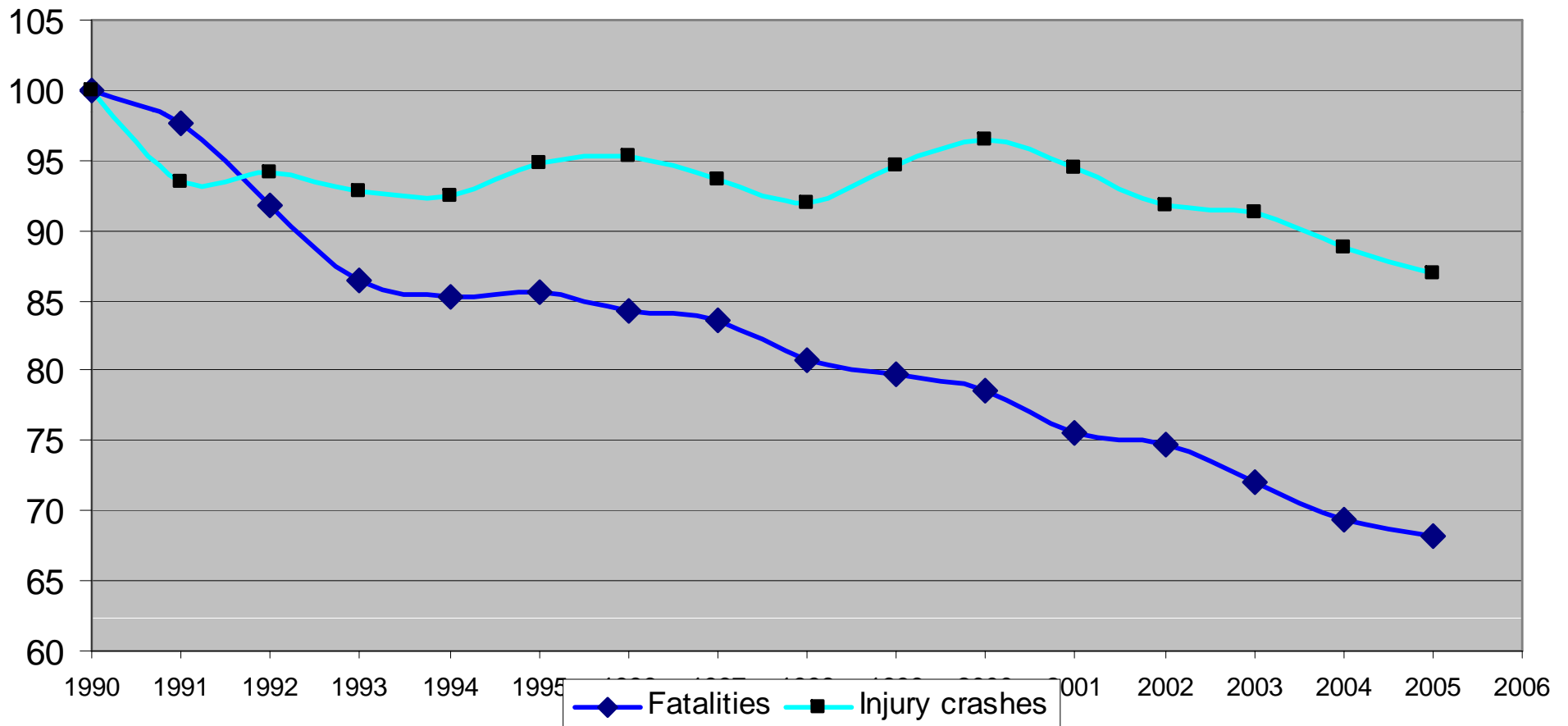
ROAD SAFETY TRENDS

Fatalities by region



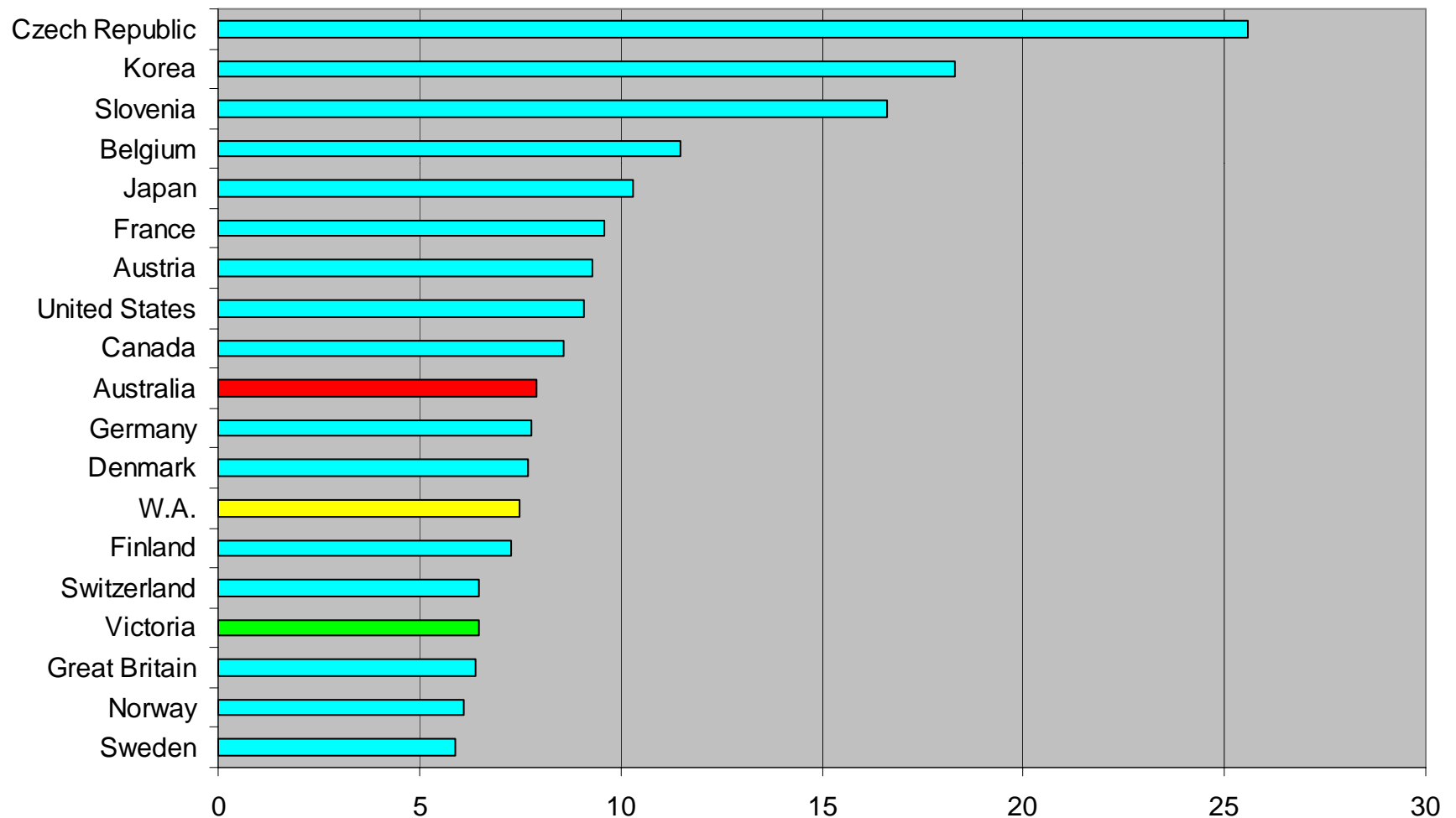
ROAD SAFETY TRENDS

Evolution in the number of fatalities and injury crashes for 32 OECD/ECMT countries



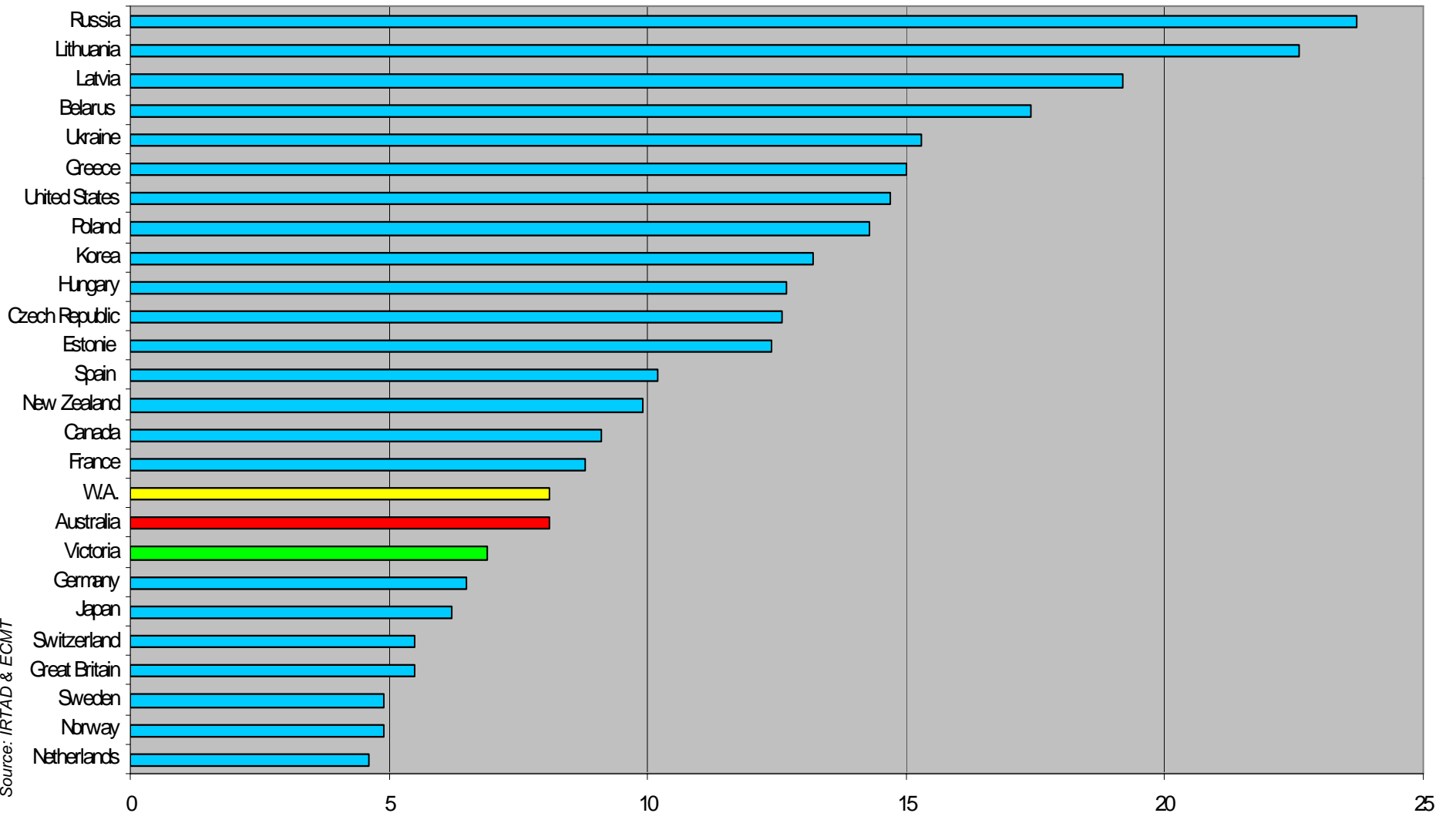
ROAD SAFETY TRENDS

Killed per billion veh-km



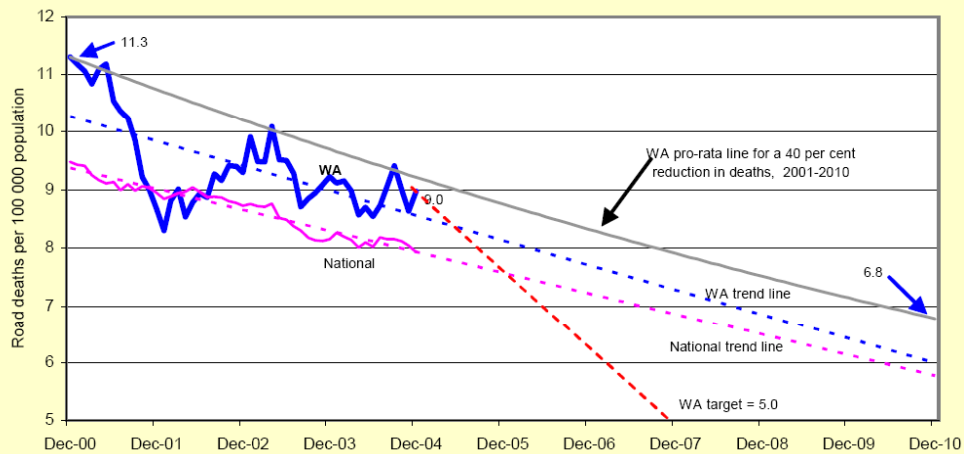


FATALITIES PER 100 000 POPULATION IN 2005



TARGETS

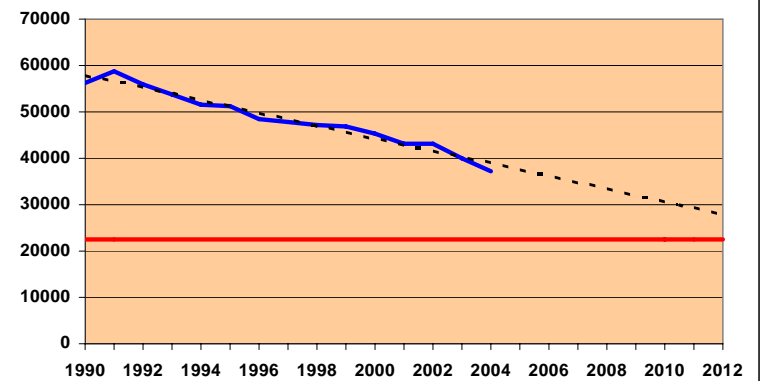
WEST AUSTRALIAN trends in road death rates, on a moving 12-month total, including the line for a 40 per cent pro-rata reduction in deaths and the trend line to date, 2001 to 2010



NOTE: 'Dec' refers to data as at 31 December.

Source: Department of Transport of Western Australia

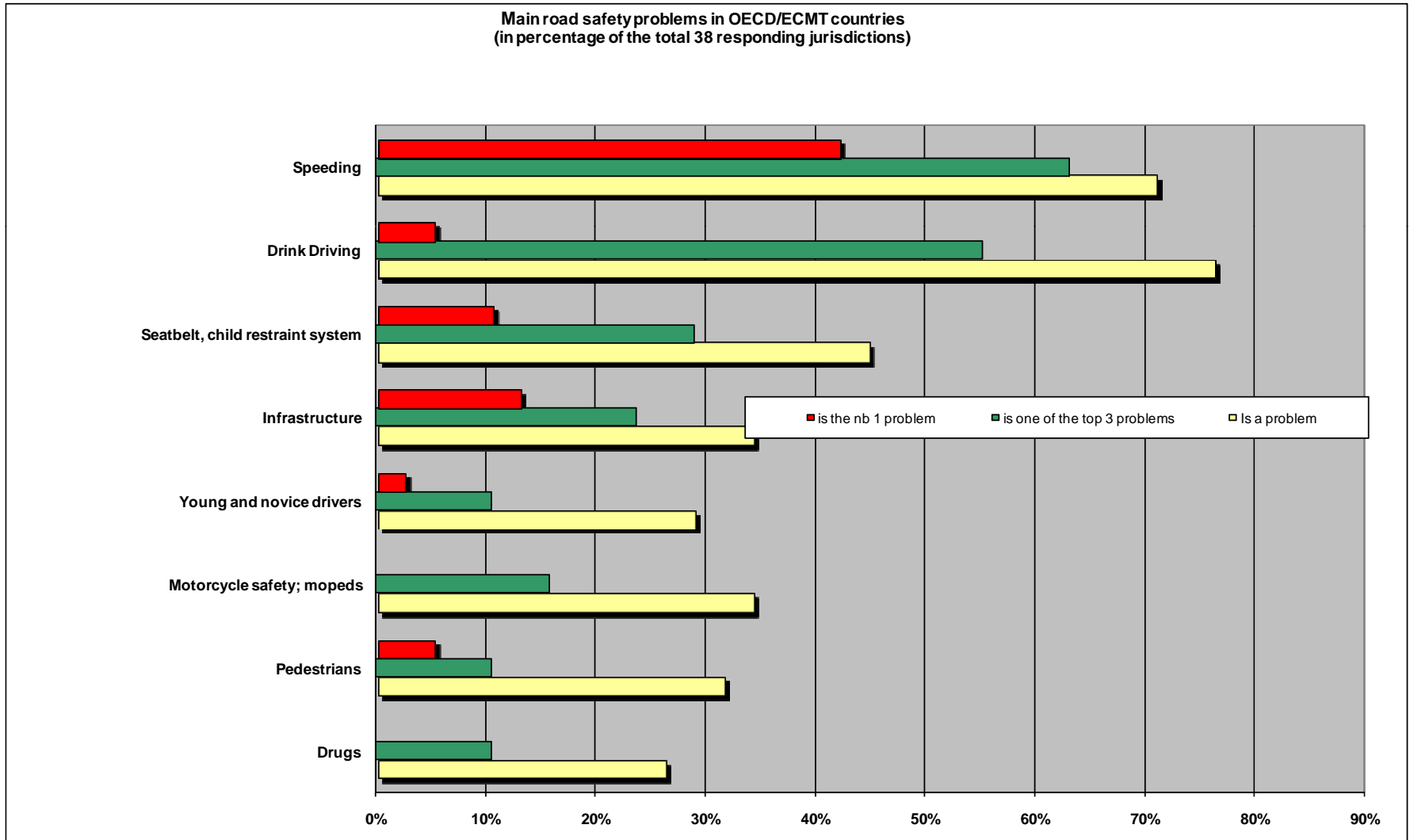
Western European Countries



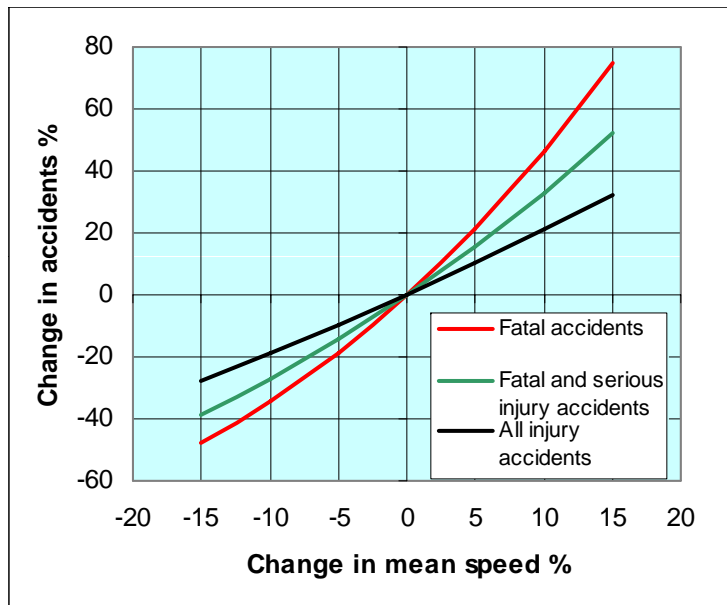
Source: ECMT

— Fatalities — Target - - - Linear (Fatalities)

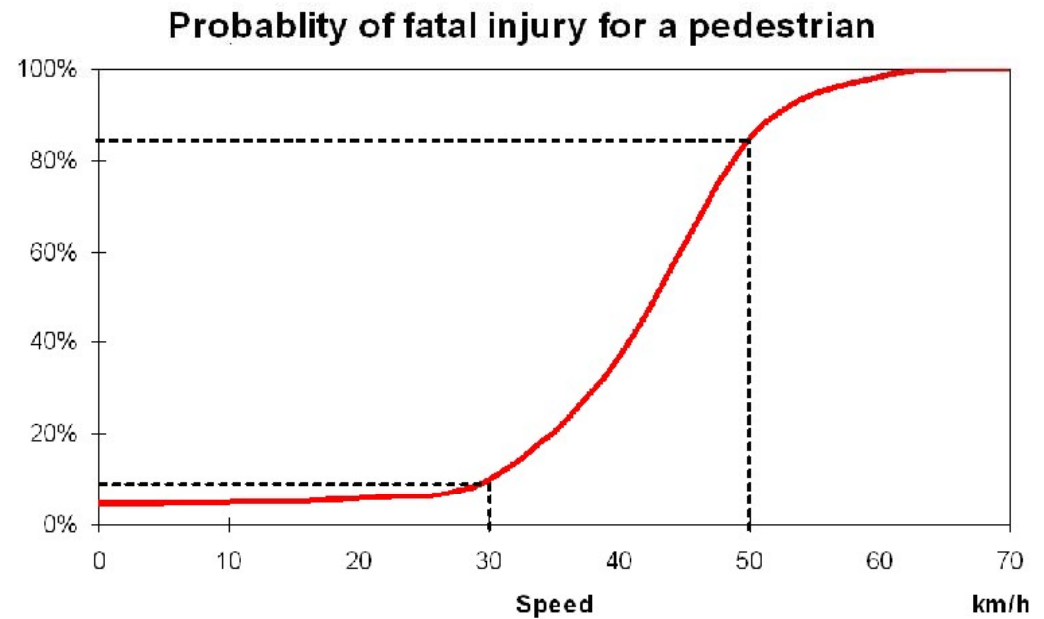
MAIN PROBLEMS



SPEED



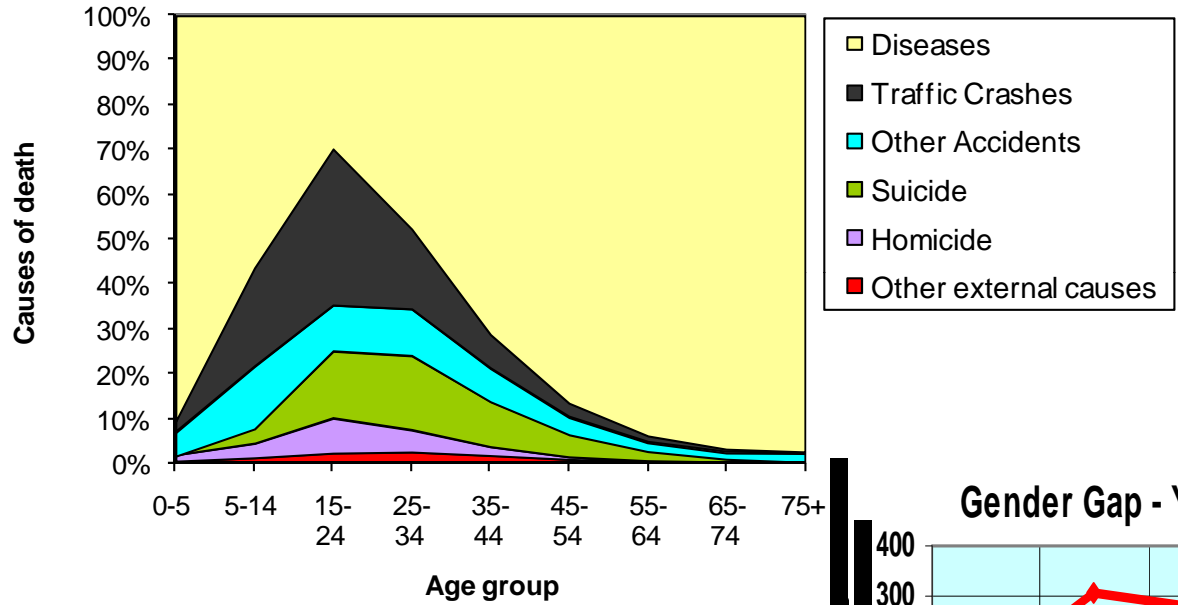
Source: Nilsson



Source: Interdisciplinary Working Group for Accident Mechanics (1986); Walz et al. And Swedish Ministry of Transport (2002)

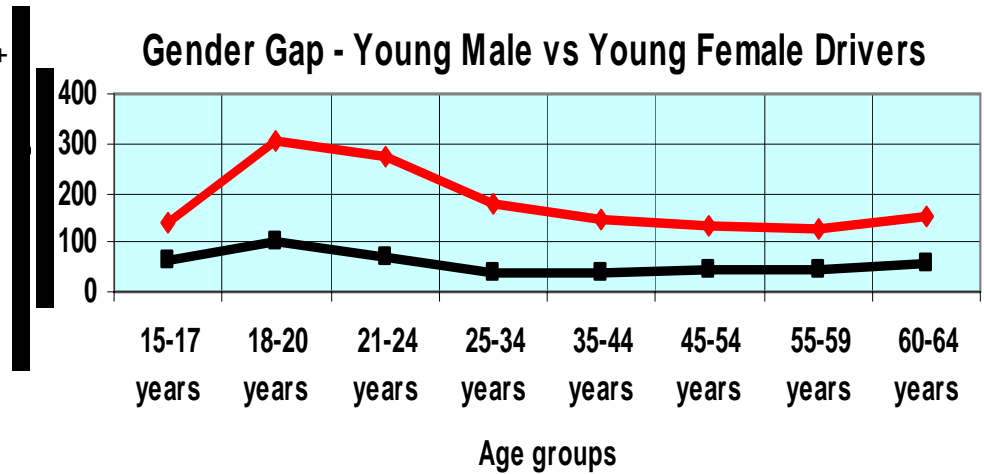


YOUNG DRIVERS

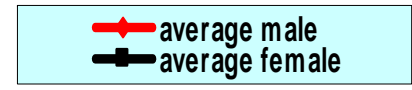


Source: WHO

Gender Gap - Young Male vs Young Female Drivers



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