
Transport policies: National and EU policies

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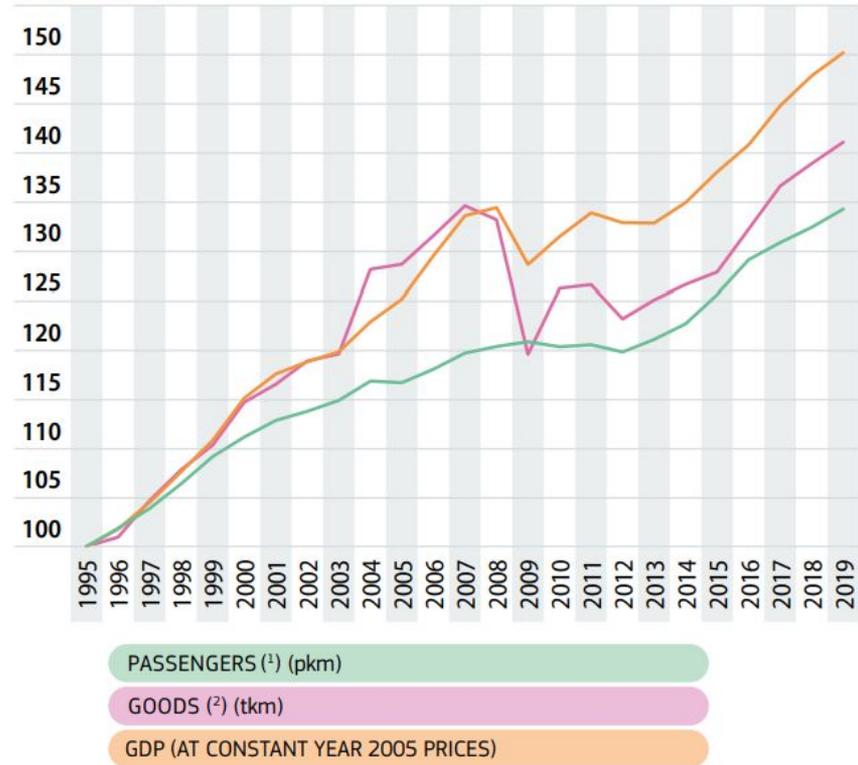
- ❑ **European Transport Policy**
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Transport policies in the EU

PASSENGERS, GOODS, GDP 1995–2019

YEAR 1995 = 100



Source: European Commission, Directorate-General for Mobility and Transport, EU transport in figures – Statistical pocketbook 2021, Publications Office, 2021, <https://data.europa.eu/doi/10.2832/27610>, p. 21.

Objectives of the European Transport Policy

How to ensure efficient, safe and sustainable transportation across member states?

- ❑ Integration
- ❑ Infrastructure Development
- ❑ Modal Shift
- ❑ Safety and Security
- ❑ Harmonization of Rules
- ❑ Innovation and Research
- ❑ International Cooperation
- ❑ Funding and Financing
- ❑ Stakeholder Involvement



Major Challenges of European Transport Policy

- ❑ Sustainability
- ❑ Transport emissions
- ❑ Implementation of European Green Deal
- ❑ Mobility4EU



Austrian Transport Policies

- ❑ Policy instruments are used to overcome problems
- ❑ Transport problems are categorized in national, regional urban ones
- ❑ Environmentally friendly modes of combined transport
- ❑ Austrian Road Safety Program 2011-2020:
 - ❑ As a guideline for the strategic road safety work of the federal government for the safety of all people in road traffic, climate-friendly mobility, awareness raising, legislation,...
 - ❑ It is focused on current priority issues for road safety, has a great flexibility for action
 - ❑ It is followed by the Austrian Road Safety Strategy 2021-2030

Austria's 2030 Mobility Master Plan

- ❑ The goal is to reduce the number of fatalities and of people injured in road traffic accidents by 50 percent.
- ❑ It identifies ways to avoid, shift and improve traffic and transport and significantly increase the share of eco-mobility.
- ❑ EU's climate targets for 2030 provide support for Austria's mobility transition.
- ❑ Achieving a climate-neutral transport sector by 2040 is the project of the century. The vision for 2040 to become climate-neutral outlines our ideal future.

Transport policy of Czech Republic

Legislation

- Sustainable Development Strategy of the Czech Republic (2004)

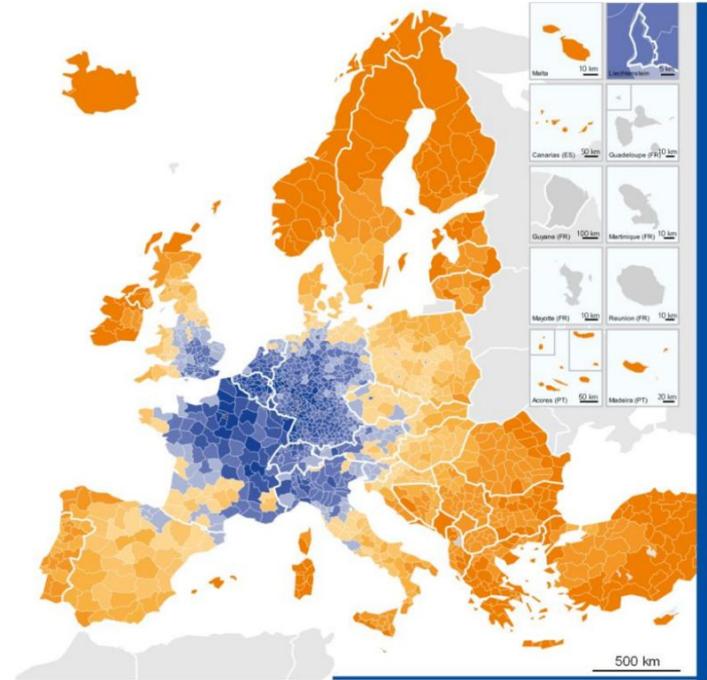
Goals

- Safety and sustainability
- Functioning of the internal market
- Integrated transport
- To provide for the needs of regions

Problems

- Infrastructure differences between regions

Accessibility potential by rail (2030)



ESPON
 © ESPON, 2020
 Regional level: NUTS 3 (2013)
 © UMS RIATE for administrative boundaries
 Co-financed by the European Regional Development Fund

Accessibility potential by rail in 2030 (index)



Source: Spiekermann and Wegener Urban and Regional research (S&W), ACC SCEN, 2017
 Origin of data: S&W Accessibility Model, 2016 RRG GIS Database, 2014
 Accessibility potential by rail describes how easily people in one region could reach other people (business partners, clients, friends, family etc.) who are located in other parts of Europe by rail.
 Accessibility potential is also presented for regions that at the moment don't have railways, but have plans on developing this kind of infrastructure.
 Calculations for the accessibility potential rely on an expected and realistic time table for the development of the TEN-T.

Highest rail accessibility around the main urban centres

<https://www.espon.eu/sites/default/files/attachments/03%20Czech%20Republic%20country%20fiche%202020.pdf>

Main focus of the Czech transport policy

National Action Plan for Clean Mobility (2014)

- deployment of alternative fuels infrastructure
- potential for the Czech automotive industry

Road Traffic Safety Strategy (2021-2030)

- national road safety
- reducing traffic accidents
- improving road infrastructure



Sources

- ❑ European Commission. Directorate-General for Mobility and Transport, EU transport in figures – Statistical pocketbook 2021. Publications Office. 2021. <https://data.europa.eu/doi/10.2832/27610>.
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- ❑ “Sustainable transport”. Federal Ministry Republic of Austria. https://transport.ec.europa.eu/transport-themes/sustainable-transport_en.
- ❑ “Transport Policy of the Czech Republic: period of 2021 - 2027, with an outlook until 2050”. Ministry of Transport of the Czech Republic. https://www.mdcr.cz/getattachment/Dokumenty/Strategie/Dopravni-politika-a-MFDI/Dopravni-politika-CR-pro-obdobi-2014-2020-s-vyhled/Dopravni_Politika_CR_ENG.pdf.aspx.