

# TRANSPORT

## 25% of world oil traffic passes through the Mediterranean

The Mediterranean has always been an area of trade and high mobility. Over the last 30 years, transport of both goods and passengers has grown considerably in the Mediterranean, the rate of growth far outstripping that of the population and the economy.

- ✓ More than 80% of land travel is by road (88% for people and 82% for goods)
- ✓ In 2025, road traffic is set to show annual growth of 2.7% in the North and 3.4% in the South and East.
- ✓ 32% of the population has to put up with noise levels of 55 decibels
- ✓ Transport is responsible for 70% of nitrogen oxide emissions, which cause ozone peaks
- ✓ 49 000 people are killed on the roads each year
- ✓ International air passenger traffic has surged, growing at the rate of 7.3%/yr from 1984-2000.
- ✓ Although the Mediterranean constitutes 0.7% of sea surface area, it accounts for 30% of global shipping and between 20% and 25% of oil traffic. It is one of the world's leading transit areas. Transit accounts for 40% of Mediterranean traffic.
- ✓ The number of people exposed to noise rose by 1.8%/yr over the 1970-2000 period, with a marked increase in the Southern and Eastern countries (3.5%), more moderate to the North (0.7%).

The progressive liberalisation of trade between the various countries around the Mediterranean should lead to a substantial increase in regional but also intra-national traffic. If this trend persists, growth in traffic will continue to outstrip growth of the population and the economy, and the least satisfactory modes from the point of view of the environment and security will be used to meet the demand for mobility and goods transport. There is already a considerable environmental, territorial and social impact, which will but growth. Nowadays, almost 32% of the population lives with noise levels in excess of 55 decibels because of road traffic, 9% because of rail and 3% because of air traffic.

Moreover, CO<sub>2</sub> emissions are likely to continue to rise (1.9%/yr) due to the growing use of private cars. Whilst some progress has been recorded on the motorisation front, this has been offset by heavier, more powerful and more comfortable vehicles coming onto the market. The systematic use of the car over short distances also means that consumption cannot be brought down.

**The scenario put forward by the Blue Plan** proposes decoupling economic growth and motorised mobility. This implies the adoption of tax measures to increase the cost of road transport, tax deductions for those who maximise types of transport such as car pooling, goods grouping, traffic management... and the promotion of « non motorised » forms. This scenario also proposes a fresh distribution, weighted more towards rail and sea than towards air and road, and which would result

in a drop which, although only relative in traffic terms, would be marked in terms of its environmental effect.

The expected gains from this scenario are as follows:

- ✓ 15 000 less deaths each year
- ✓ 191 000 less tonnes of CO<sub>2</sub>
- ✓ 9 million people spared noise pollution
- ✓ 41 billion dollars saved on the cost of urban congestion.