

Dr. Johannes Ludewig

Executive Director, CER (*Community of European Railway and Infrastructure Companies*)

Details



Panellist on *“Internalisation of external costs”: Is the EU approach right, at this point in time?”*

1975–1983 Federal German Ministry of Economics: Energy, Business Cycle, Economic Policy

1983–1994 Federal German Chancellery, as from 1991 Director-General for Economic and Financial Policy, Coordination for the New Federal States

1995–1997 Federal German Ministry of Economics, State Secretary and Representative Agent of the Federal German Government for the New Federal States

1997–1999 Deutsche Bahn AG, CEO and Chairman of the Board of Management

2000–2002 Ludewig Consulting, Management Consultant

2002- Executive Director, Community of European Railway and Infrastructure Companies (CER)

2006- Chairman of the German National Regulatory Control Council (honorary post)

2007- Member of the High-Level Group of Independent Stakeholders on Administrative Burdens at the EC

At the Conference

Mr Ludewig said that he agreed with the comments from Mr Landin and that it is to be remembered that this is not a road versus rail issue because it has to be remembered that many of the rail companies are also forwarding companies.

Coming back to the internalisation issue Mr Ludewig said that at present road transport enjoys a privileged position. European law states that the internalisation for external costs, as a policy option, exists for all transport except for trucks, and it is right that the Commission get all modes on a level footing. There is a need for road and rail to work together but this means that the playing field must be levelled and this is what the Eurovignette will do.

Economic growth is too transport intensive, it cannot carry on, and 1% economic growth/1% transport growth will not work. Mr Ludewig said that we are underestimating the environmental figures, these trends are incompatible with transport and environment, but that the Commission has unfortunately given fixed objectives without providing the steps to get there.

Pre-Conference statement

“The Railway community welcomes the Eurovignette Directive Revision as it removes the legal restriction contained in the current Directive which prevents Member States from charging heavy goods vehicles for their external costs. This restriction does not apply to private vehicles or other modes of transport. It therefore places heavy goods vehicles in a privileged position vis a vis other modes of freight transport such as rail.

Although the revision does not provide for internalisation of all external costs, it introduces the principle of charging for external costs of heavy goods vehicles – this can be built on over time. Rather than seek the perfect Directive now, the key is to reach an agreement before end of legislative period.”