

## Rune Landin

Chairman Transport WG, BusinessEurope

### Details

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

Rune Landin was born in 1945 in Malmö, Sweden. He graduated as an MBA from the University in Lund, Sweden in 1969. Landin participated in the Executive Development Program at INSEAD, Fontainebleau, France in 1976.

With the exemption of two years directly after graduation as civil servant based in Stockholm, Landin has made his carrier within the Volvo Group. Landin retired in spring 2008. He has held a number of positions within Volvo Trucks, Volvo Buses, Volvo Mobility Systems and Volvo Group Headquarters. He has served as bus marketing manager for Europe, director for the strategic development of Volvo Trucks, director for Volvo Group strategy development, vice-president for global industrial establishment of Volvo Buses, vice president for business development of Volvo Mobility Systems. He ended his Volvo carrier within Volvo Group, Public Affairs and Governmental Relations, where he was the Group transport policy spokesman. Mr Landin was seconded by Volvo Group to serve within UNICE (today Business Europe) secretariat.

He had responsibility for UNICE´s sections of transport and technical barriers to trade 1997-1998. Rune Landin is today chairman of BusinessEurope´s transport working group. He is chairman of the Inland Transport Council within European Shippers´ Council and holds the vice chair of the Swedish Shippers´ Council.

### At the Conference

Mr Landin started by saying that he supports more efficient transport and, in principle, supports Internalisation of External Costs as long as the level of charging is not higher than the marginal social costs; that it applies to all modes; that there is no double charging; and that it is part of a financing mechanism for infrastructure and an integral policy aimed at increasing European competitiveness. Unfortunately the present proposal does not cover these.



Transport is essential to our future economic well-being and we need to be careful how the proposal is managed. If the environmental policies in the proposal fail then we will be stuck with another burden on European competitiveness. Mr Landin also suggested that Greening of Transport does not have to be fiscal there could be better emissions standards, better transport efficiency, longer tracks and longer trains, better promotion of technology, driver education and so on. Europe needs a greening system and the internalisation package may be one of those policies but it is not the Panacea, so important changes need to be made to the package.

### *Pre-Conference statement*

BusinessEurope supports more efficient transport and believes that there is a case for charging for the use of infrastructure provided that 1) the level of charging is not higher than the marginal social costs 2) it applies to all transport modes 3) the charging is part of the financing mechanism for infrastructure and of an integral policy aimed at a competitive European economy. Concerns that the Commission needs to address are

- A level playing field for all transport modes is essential when charging for external costs
- It is not always the case that the transport user should bear the burden
- The Commissions methodology should adopt an integrated approach taking into account economic, social and environmental dimensions, with a view to safeguarding the competitiveness of the European economy in line with the objectives of the Lisbon agenda
- The need to take into account existing charges and taxes in all member states, which vary widely across the EU-27, whilst also recognising that transport users do already bear most of the costs linked to transport.
- The internalisation of external costs is not a panacea for the side effects of transport activities. In this context, the Commission should also focus efforts on combining infrastructure charging with other policies

A thorough impact assessment is needed to see the advantages and disadvantages of any internalisation measures on the economy