

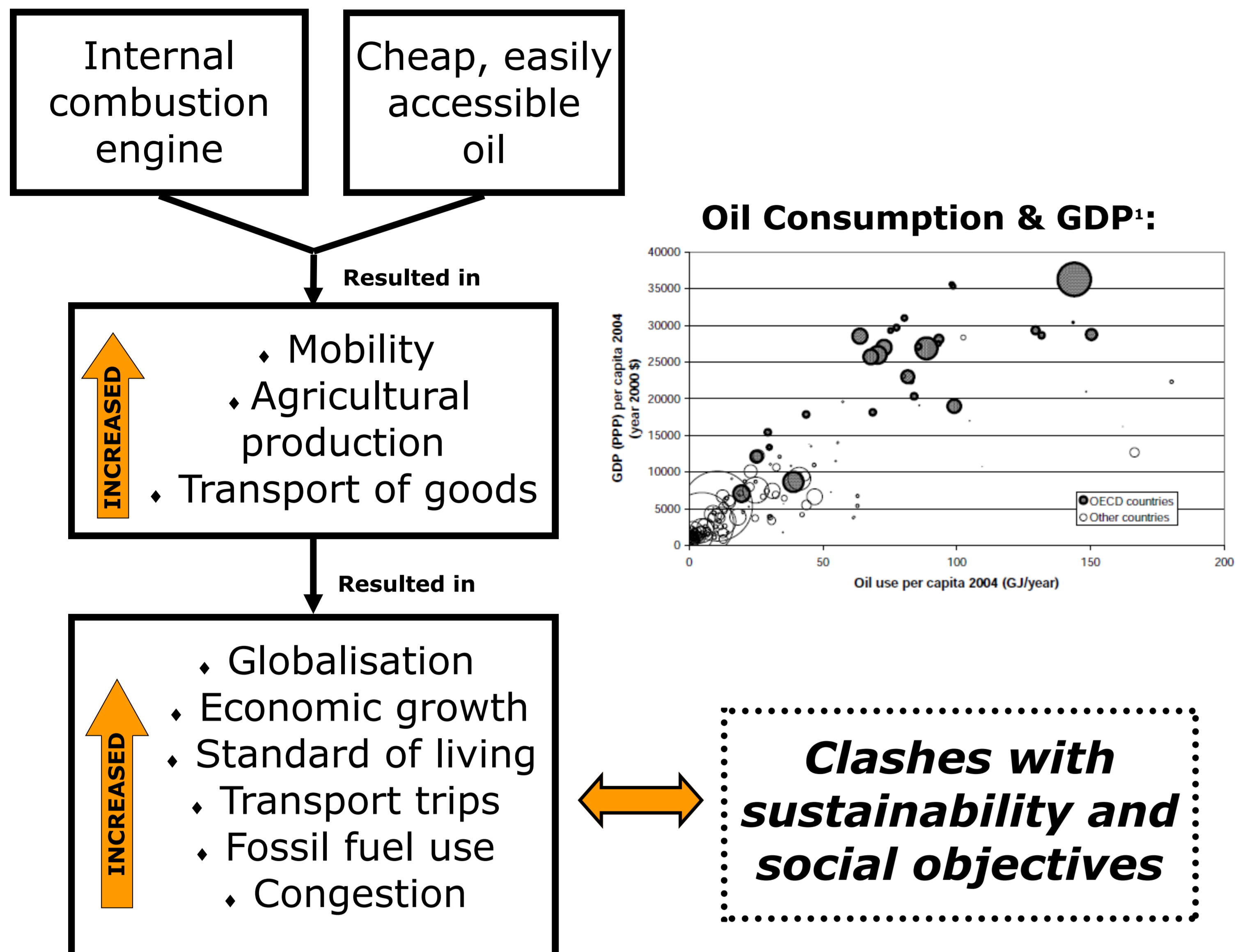
# Influences on Road Transport Policy Decisions and Peak Oil

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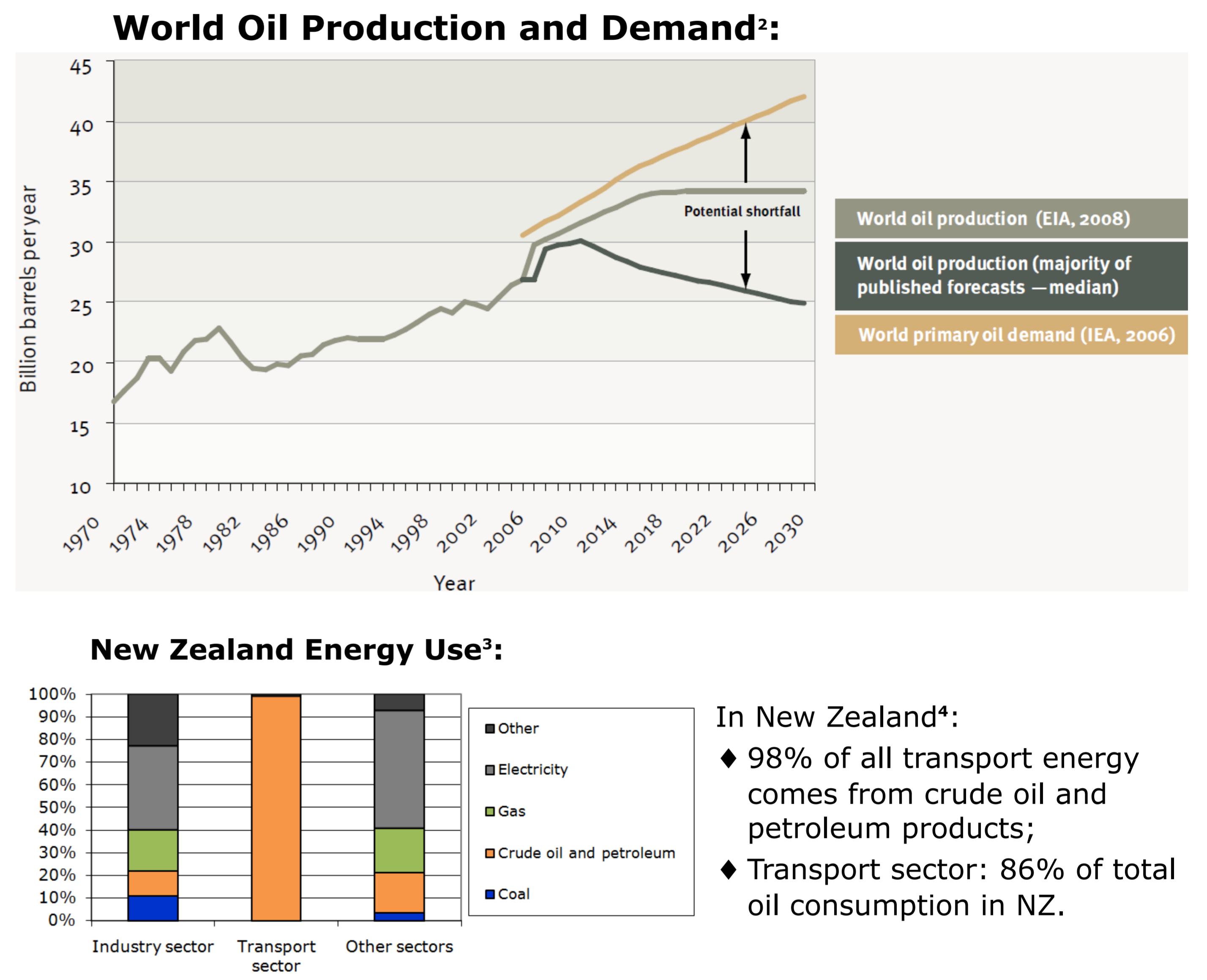
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## Transport, Oil and Economic Growth

### Situation

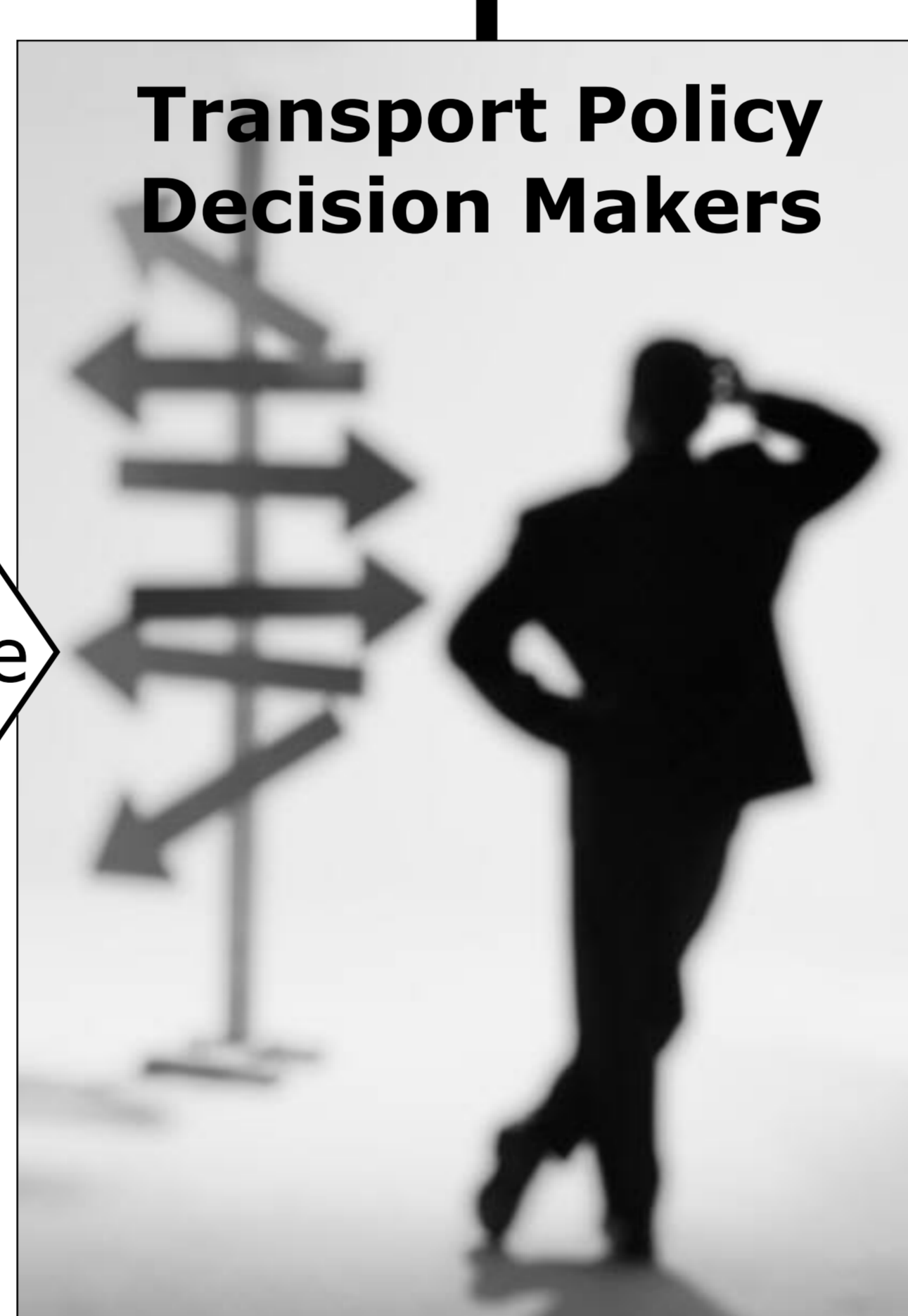
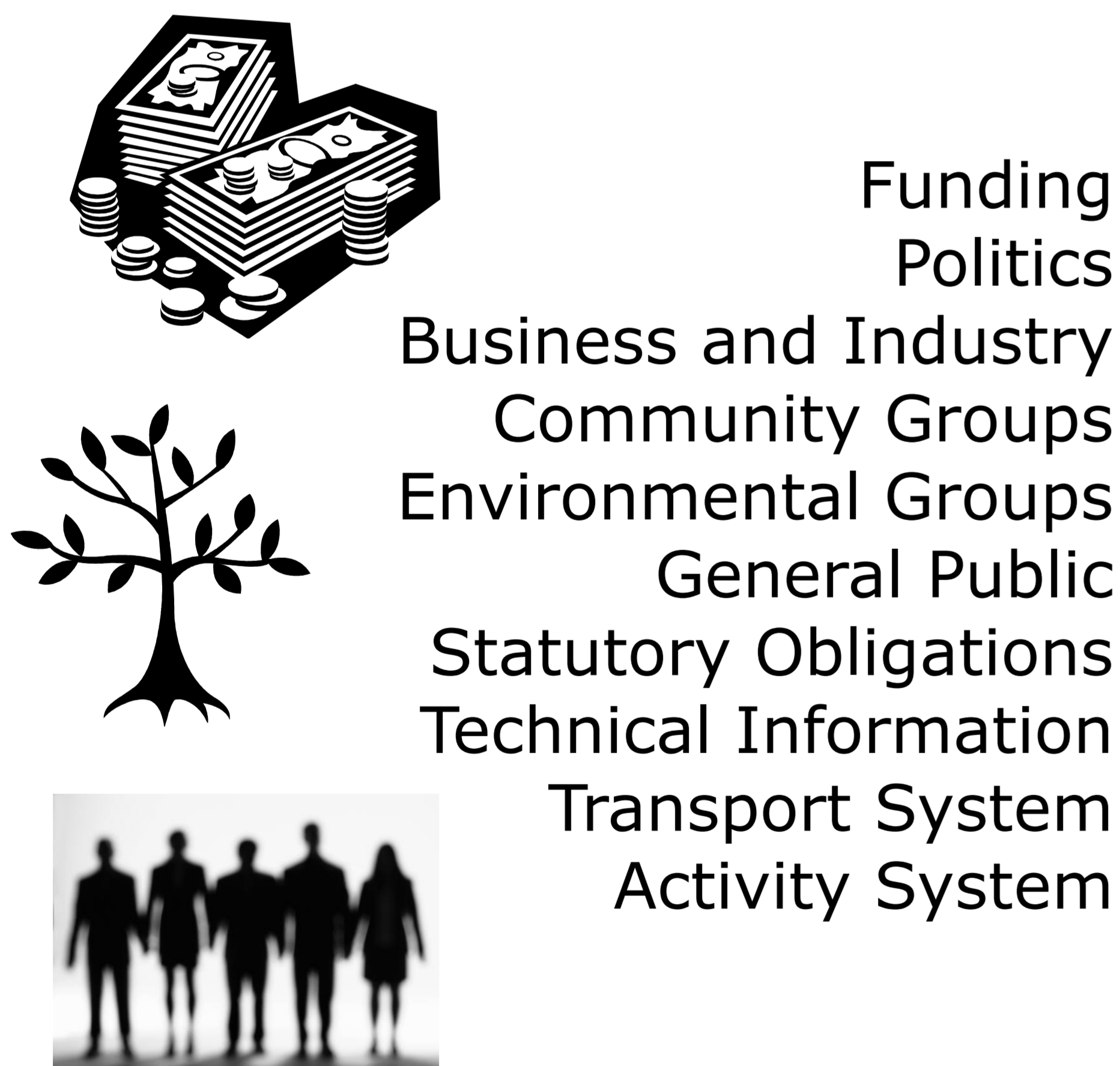


### Potential Future Problem

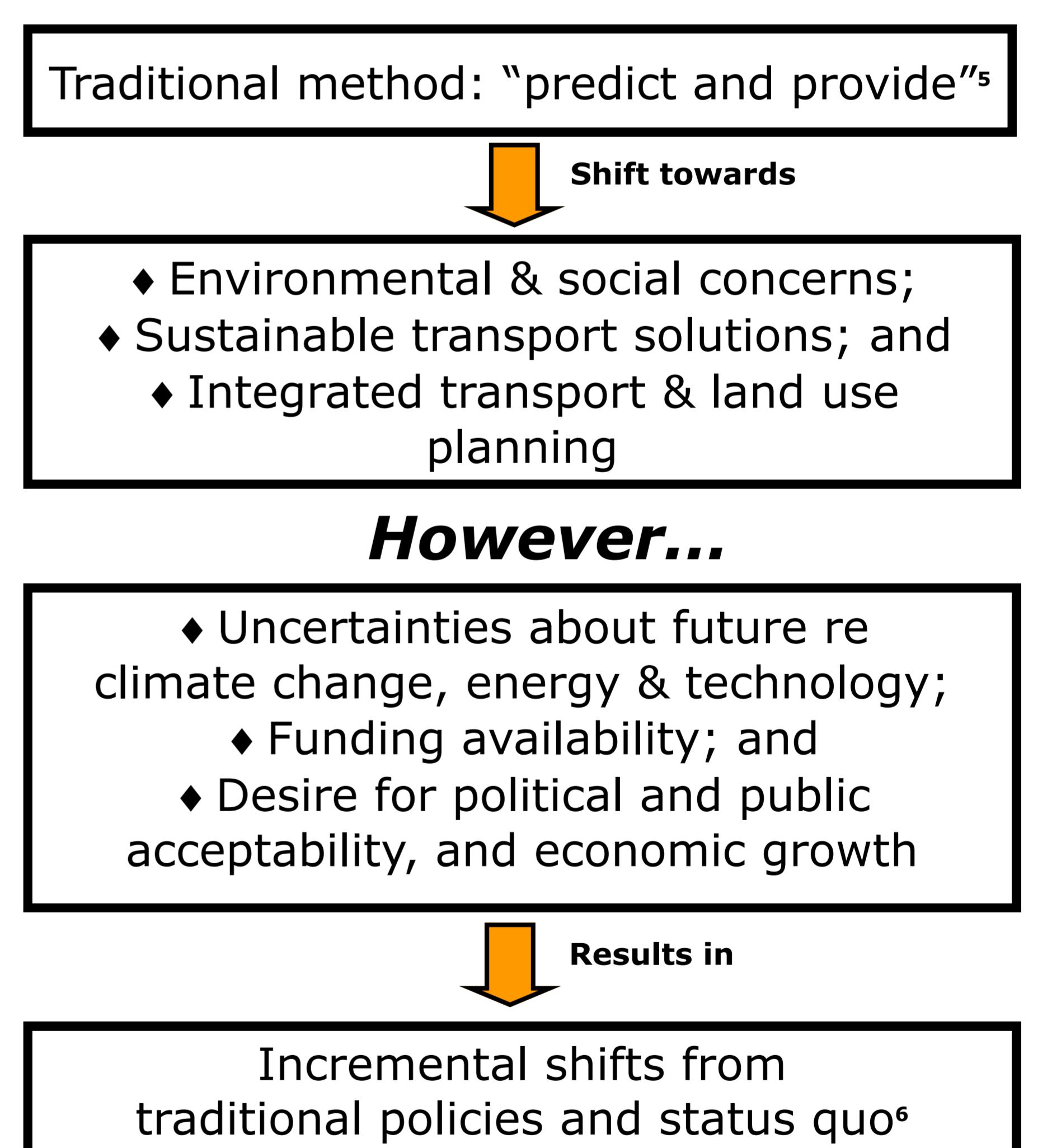


## Transport Policy Decision Making

### Influences



### Current Trends



## Transport Policy Decisions & Peak Oil

### Conclusions

- Transport policy decisions that address future traffic growth by catering to the private car through investment in road construction appear to ignore the fact that potential future energy constraints may result in less car use;
- Transport policy decision makers cannot make their decisions based solely on the technical/scientific data available to them — there are a wide range of influences;
- The ongoing debates surrounding the concept of peak oil (timing, validity, alternative energy sources) provide little direction or certainty for transport policy decision makers;
- Because of these uncertainties, and influences on decision makers, incremental and risk averse changes to current transport policies are the extent of planning for potential future energy shortages in transport.

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**References:** (1) OECD INTERNATIONAL TRANSPORT FORUM (2008) *Oil Dependence: Is Transport Running Out of Affordable Fuel?* Round Table 139, Paris, France, p.49; (2) QUEENSLAND GOVERNMENT (2008), *Towards Oil Resilience: Community Information Paper*, Queensland Government, Brisbane, Australia, p.8; (3) IEA website (2006) [http://www.iea.org/textbase/stats/balancetable.asp?COUNTRY\\_CODE=NZ](http://www.iea.org/textbase/stats/balancetable.asp?COUNTRY_CODE=NZ); (4) THE SUSTAINABLE ENERGY FORUM (2005), *New Zealand's Response to Peak Oil: Land Transport*, The Sustainable Energy Forum, Wellington, New Zealand; and MINISTRY OF ECONOMIC DEVELOPMENT (2007), *New Zealand Energy Strategy to 2050*, Ministry of Economic Development, Wellington, New Zealand; (5) BERTOLINI, L., CLERCQ, F. and STRAATEMEIER, T. (2008), *Urban Transportation Planning in Transition* (Editorial), *Transport Policy*, v.15, p.69-72; (6) HEADICAR, P. (2009), *Transport Policy and Planning in Britain*, Routledge, Oxon, UK.