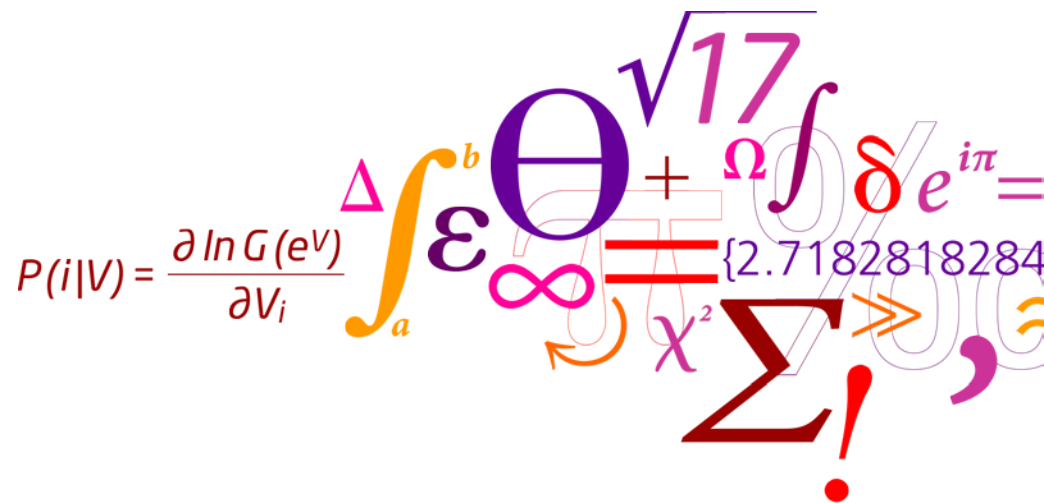


Discussion of:

Governance for sustainable mobility - Environmental Policy Integration as a crucial instrument for achieving decoupling

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$$P(i|V) = \frac{\partial \ln G(eV)}{\partial V_i}$$

Introduction

- ‘Environmental Policy Integration’ is a core issue when dealing with ‘Policy Change for Sustainable Transport’.
- I appreciate the definitions, approach, analyses and recommendations in the presentation.

Outline

- Organizational integration (a supplement)
- The regional level (a question)
- The particularities in transport (a question)

Organizational integration - I

- An aspect of EPI is organizational integration

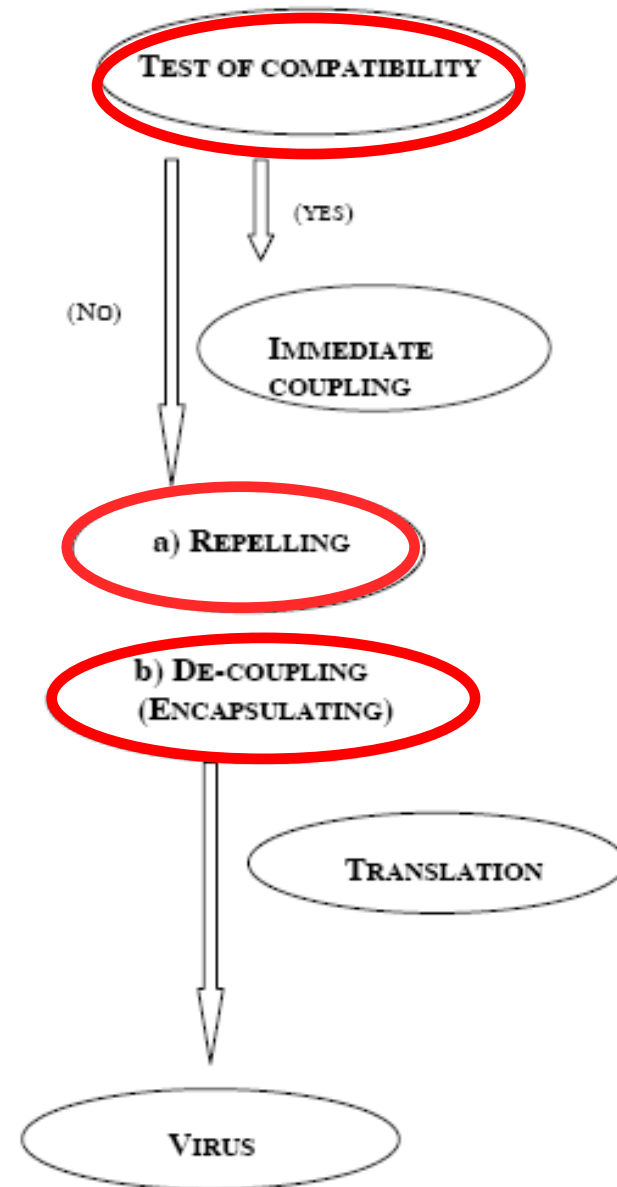
- The Brundtland Report (1987: 10):

“The present challenge is to give the central economic and sectoral ministries the responsibility for the quality of those parts of the human environment affected by their decisions”

- Organizational integration is a precondition for consideration of the environment in all sector decisions and implementation processes.

Organizational integration - II

- Organizational integration is a tremendous task
- Some challenges is illustrated in the figure



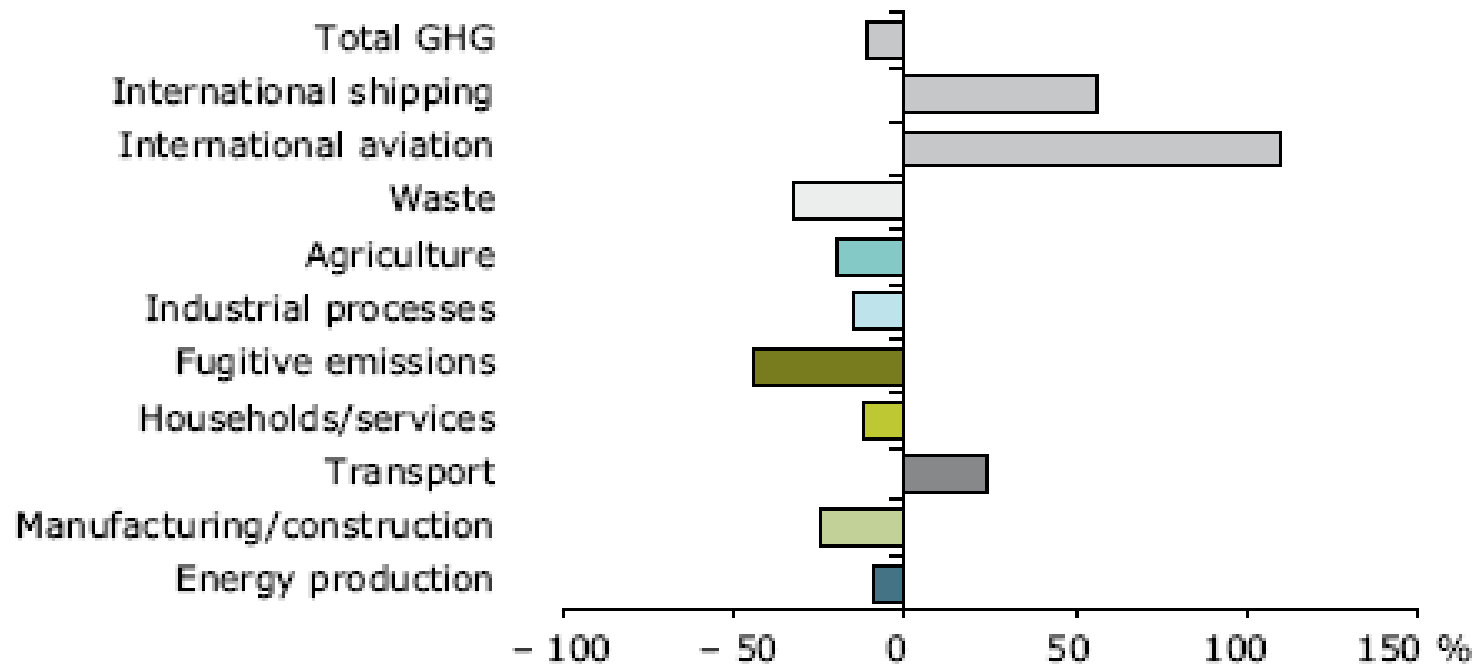
Source Sørensen in The Journal of Transdisciplinary Studies 2(1), 2003

The regional level ?

- In the 'to do' list the regional level is emphasized as important
 - > 'regional identities',
 - > 'regional initiatives'
 - > link transport to regions
- Regions can be an important political authority for transport (commuting)
- But regions are not strong political actors. In Denmark (and Norway) they have lost political power
- Question: What do you mean by 'region' and why is the regional level in particular emphasized ?

The particularities in transport ? - I

Changes 1990-2008



Source EEA 'State and outlook 2010'.

The particularities in transport ? - II

- The figure indicates that EPI has succeeded to a lesser extent in transport than in other sectors
- This is often explained by the embeddedness of mobility in modern life and the need of behavioural changes.
- Questions:
 - Can we explain this also by analysing the utilisation of EPI instruments in different sectors ?
 - Do we to a larger extent experience lack of organizational integration in the transport sector compared to other sectors ?
- EEA: "A shift to NPM could be seen as favourable to EPI, [but] it is not simply an opportunity but also a potential threat to EPI" (EEA 2005: 7)