

## B Introducing the discussion

In this session, we have heard about a large number of cases, where transport planners and road administrations all over the world have sought - and perhaps also found - sustainable solutions for transport problems.

In this final discussion, we'd like to look at some of the conclusions made by the Committee for Sustainable Development and Road Transport, and ask ourselves if they can be seen as sustainable. These conclusions have been presented in the documents for this session.

## Our Draft Conclusions discuss

Sustainability as a core issue for the whole of PIARC and all of its Committees.

How road transport contributes to the goals of sustainability.

How to implement integration.

The key role of public involvement for social acceptance.

Taking account of the full scale of objectives,

The use of legislation, regulations and incentives about sustainable development.

Reporting on sustainability and social responsibility.



## ...and discuss

Ensuring reliable funding for environmental and social aspects and integrating mitigation into program level funding.

Mitigating fragmentation effects of roads and road transport in the natural and urban environment.

Developing performance measures and specific targets for the production process.

Developing evaluation of road transport on all three dimensions of sustainability.

Monitoring key indicators of sustainability.



## Getting More - From Less - For Longer

Our methods and instruments allow a sophisticated approach towards sustainable road transport, but there is a great potential for improvement and refinement.

Whether a sustainable solution for a road project or transport is achieved remains with future generations for final judgement.

The effort to optimize every dimension of sustainability seems to be a continuous challenge: always “getting more – from less – for longer”.