

IELTS READING – European transport systems 1990-2010 S14AT2



IELTS READING European transport systems 1990-2010 reading practice test has 10 questions..

A – The rapid growth of private transport

It is difficult to conceive of vigorous economic growth without an efficient transport system. **Q23 Although modern information technologies can reduce the demand for physical transport by facilitating teleworking and teleservices, the requirement for transport continues to increase.**

[Attempt Free Reading Test..](#)

[Download Free PDF](#)

There are two key factors behind this trend. **Q14 For passenger transport, the determining factor is the spectacular growth in car use.** The number of cars on European Union (EU) roads saw an increase of three million cars each year from 1990 to 2010, and in the next decade the EU will see a further substantial increase in its fleet.

B – Changes affecting the distances goods may be transported

Q15 As far as goods transport is concerned, growth is due to a large extent to changes in the European economy and its system of production. In the last 20 years, as internal frontiers have been abolished, the EU has moved from a "stock" economy to a "flow" economy. **Q24 This phenomenon has been emphasised by the relocation of some industries, particularly those which are labour intensive, to reduce production costs, even though the production site is hundreds or even thousands of kilometres away from the final assembly plant or away from users.**

C – Transport trends in countries awaiting EU admission

Q16 The strong economic growth expected in countries which are candidates for entry to the EU will also increase transport flows, in particular road haulage traffic. In 1998, some of these countries already exported more than twice their 1990 volumes and imported more than five times their 1990 volumes. And although many candidate countries inherited a transport system which encourages rail, the distribution between modes has tipped sharply in favour of road transport since the 1990s. Between 1990 and 1998, road haulage increased by 19.4%, while during the same period rail haulage decreased by 43.5%, although – and this could benefit the enlarged EU – it is still on average at a much higher level than in existing member states.

Q25 Cars are prohibitively expensive in some EU candidate countries. NOT GIVEN

D – A fresh and important long-term goal

However, a new imperative-sustainable development – offers an opportunity for adapting the EU's common transport policy. This objective, agreed by the Gothenburg European Council, has to be achieved by integrating environmental considerations into Community policies, and shifting the balance between modes of transport lies at the heart of its strategy. **Q17 The ambitious objective can only be fully achieved by 2020, but proposed measures are nonetheless a first essential step towards a sustainable transport system which will ideally be in place in 30 years' time, that is by 2040.**

E – The environmental costs of road transport

Q18 In 1998, energy consumption in the transport sector was to blame for 28% of emissions of CO2, the leading greenhouse gas. According to the latest estimates, if nothing is done to reverse the traffic growth trend, **Q14 CO2 emissions from transport can be expected to increase by around 50% to 1,113 billion tonnes by 2020, compared with the 739 billion tonnes recorded in 1990.** Once again, road transport is the main culprit since it alone accounts for 84% of the CO2 emissions attributable to transport. Using alternative fuels and improving energy efficiency is thus both an ecological necessity and a technological challenge.

F

Q19 At the same time greater efforts must be made to achieve a modal shift. Such a change cannot be achieved overnight, all the less so after over half a century of constant deterioration in favour of road. This has reached such a pitch that today rail freight services are facing marginalisation, with just 8% of market share, and with international goods trains struggling along at an average speed of 18km/h. Three possible options have emerged.

G – Restricting road use through charging policies alone

Q20 The first approach would consist of focusing on road transport solely through pricing. This option would not be accompanied by complementary measures in the other modes of transport. In the short term it might curb the growth in road transport through the better loading ratio of goods vehicles and occupancy rates of passenger vehicles expected as a result of the increase in the price of transport. However, the lack of measures available to revitalise other modes of transport would make it impossible for more sustainable modes of transport to take up the baton.

H – Charging for roads and improving other transport methods

The second approach also concentrates on road transport pricing but is accompanied by measures to increase the efficiency of the other modes (better quality of services, logistics, technology). However, **Q21 this approach does not include investment in new infrastructure, nor does it guarantee better regional cohesion. It could help to achieve greater uncoupling than the first approach, but road transport would keep the lion's share of the market and continue to concentrate on saturated arteries, despite being the most polluting of the modes. It is therefore not enough to guarantee the necessary shift of the balance.**

I – Taking all the steps necessary to change transport patterns

Q22 The third approach, which is not new, comprises a series of measures ranging from pricing to revitalising alternative modes of transport and targeting investment in the trans-European network. This integrated approach would allow the market shares of the other modes to return to their 1998 levels and thus make a shift of balance. It is far more ambitious than it looks, bearing in mind the historical imbalance in favour of roads for the last fifty years, but would achieve a marked break in the link between road transport growth and economic growth, without placing restrictions on the mobility of people and goods.

Q26 The Gothenburg European Council was set up 30 years ago. NOT GIVEN

[Attempt Free Reading Test..](#)

Learn From Experienced Teacher Best IELTS Coaching Dehradun Best IELTS in Dehradun Uttarakhand GMS Road BEST coaching in Dehradun Apply for Class Courses Today Good Results.



8439000086

8439000087

7055710003

7055710004

IELTS Simulation 323 GMS Road, Near Ballupur Chowk, Dehradun, India

[Chat on WhatsApp](#)

email: info at ieltsband7.com



IELTS READING – Advantages of public transport S34AT1
February 28, 2023
In "IELTS Reading Academic"



IELTS READING – Makete Integrated Rural Transport
Project S38AT3
March 10, 2023
In "IELTS Reading Academic"



IELTS READING – Sustainable School Travel Strategy
S9GT1
March 4, 2020
In "IELTS Reading Easy Demo for GT"

Tagged [easy demo](#), [Reading](#)

Leave a Reply

You must be [logged in](#) to post a comment.



