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REPORT

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Subject:	<i>Preparation of the Council (<u>Transports</u>, <u>Telecommunications</u> and <u>Energy</u>) of 8 October 2015</i> White Paper - Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system – Policy debate

I. Introduction

1. On 28 March 2011, the Commission presented the White Paper entitled "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system". Together with the "Energy Efficiency Plan" and the "Roadmap for moving to a competitive low carbon economy in 2050", the White Paper was a key deliverable under the Resource Efficiency Flagship presented by the Commission in January 2011.

2. In its White Paper, the Commission describes the challenges of European transport policy, its vision of competitive and resource efficient transport system by 2050 and a strategy for its implementation. It is a comprehensive strategy for a competitive transport system that will increase mobility and remove major barriers in key areas, promote clean technologies and modernize transport networks.
3. At the same time, the strategy aims at reducing the dependence of the European transport system on oil and at cutting carbon emissions in transport by 60% by 2050. To this end, ten benchmarking goals were set up, which constitute a long-term roadmap for dealing with the issue of the challenges that the transport sector will face. Forty initiatives need to be taken into consideration to meet these goals and to place the transport sector on a more competitive and more sustainable path.
4. The White Paper was first presented to the Council (Transport, Telecommunications and Energy) on 31 March 2011. The Hungarian Presidency organised a policy debate at the TTE Council on 16 June 2011 and produced a Presidency's synthesis of Member States' views on the Commission's document (doc. 11255/11). During the policy debate, and taking into account the long period of time covered by the White Paper, some Member States proposed a review of the document in 2015/2016 and a re-evaluation every five years in order to allow for possible adjustments to the objectives and to the initiatives proposed.
5. In view of the stock-taking exercise launched by the Commission to obtain an overview of the state of play in the implementation of the 40 initiatives and 131 action points listed in the Annex to the White Paper, the Luxembourg Presidency organises a ministerial policy debate to be held in the Council (Transport, Telecommunications and Energy) on 8 October 2015.
6. The Presidency is seeking for Member States' views on the overarching goals set out in the 2011 White Paper, namely in the context of maintaining the EU leading role in the global efforts to reduce transport emissions in the framework of the 2015 Paris Climate Conference (COP21), on the adequacy of the means proposed to achieve those goals and on the priority areas to be tackled in the near future, namely with the submission of new legislative initiatives by the European Commission.

II. Questions for the policy debate

During the ministerial policy debate on 8 October 2015, Ministers will be invited to consider the following questions formulated by the Presidency:

- 1) Which main developments in the transport field since 2011 would prompt a fresh look at transport policy in general and which initiatives do the Member States find most urgent to be realized for the next decade, taking into consideration the developments of the last years in the transport sector, and more specifically:
 - What initiatives (beyond transport policy) could be promoted which would impact on the demand for transport of passengers in order to reduce it?
 - How could full internalization of external costs become reality?
 - By what means could active mobility (i.e. walking and cycling) be better integrated in the EU transport policy?
 - Do you agree that the EU should set clear targets to reduce the number of seriously injured in road traffic?
- 2) Do Member States consider that the targets set out in the 2011 White Paper and the ten goals for a competitive and resource-efficient transport system (benchmarks for achieving the 60 % GHG emission reduction target) are realistic for the years to come?

III. Conclusion

The Permanent Representatives Committee is invited to endorse the questions under section II and Ministers are invited to focus their interventions during the TTE Council on 8 October 2015 on these questions.
