



**COUNCIL OF
THE EUROPEAN UNION**

Brussels, 26 May 2011

10531/11

**TRANS 153
MAR 77
AVIATION 144
ENV 378
ENER 118
IND 70**

REPORT

From : General Secretariat of the Council
To : COREPER/Council

No prev.doc. : 9811/11 TRANS 132 MAR 67 AVIATION 120 ENV 337 ENER 97 IND 54
No. Cion prop. : 8333/11 TRANS 102 MAR 48 AVIATION 74 ENV 247 ENER 72 IND 39

Subject : *Preparation of the Council meeting (Transport, Telecommunications and Energy) on 16 June 2011*
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 is 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 are set up, which constitute a long-term roadmap for dealing with the issue of the challenges that the transport sector will face. Forty initiatives indicated for the next ten years 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 Working Party on Transport Intermodal Questions and Networks examined the White Paper at two meetings: 6 April 2011 and 6 May 2011.

II. Discussion on the Commission's Impact Assessment

The Commission presented an impact assessment (8333/11 ADD 2) on the above-mentioned White Paper. The Working Party on Transport Intermodal Questions and Networks examined this impact assessment at its meeting on 6 May 2011.

In terms of the identification of the problem by the Commission, delegations welcomed the four main root causes for the current non-sustainability of transport (inefficient pricing, inadequate research policy, inefficiency of transport services, lack of integrated transport planning). However, some Member States would like to see included in these causes the need to improve the transport infrastructure in order to improve accessibility.

Regarding the range of options, they are all designed to reach a 60% reduction of greenhouse gas emissions by 2050 compared to 1990, a decrease in the oil dependency ratio and to limit the growth of congestion. Some delegations pointed out that the main objective of this strategy should be the creation of an efficient and affordable transport system to increase mobility.

As far as the analysis of impact by the Commission is concerned, some delegations underlined the need to assess the impact of the strategy presented in the White Paper on growth and competitiveness for the European Union, for European regions and business as a whole. Moreover, some Member States would like to see an analysis of the impact of this strategy on transport prices until 2050. Some delegations also asked for an assessment of the contribution of each proposed measure to the achievement of the 60% greenhouse gas emissions reduction.

III. Questions for the policy debate

During the ministerial policy debate on 16 June 2011, Ministers will be invited to consider the following questions suggested by the Presidency:

1. The overall target

The transport system of today relies almost entirely on oil (96%). This makes transport very vulnerable to the growing unbalance between global demand and supply of oil and to the need to reduce greenhouse gas emissions. The two threats are linked: the smaller the progress in reducing global emissions, the greater the likely increase in the price of oil.

Since similar constraints on resources – together with a growing demand for mobility – will be faced by all regions of the world, the development of solutions for low-carbon mobility are key to global competitiveness.

The Commission estimates that transport has to reduce its emissions by 60% by 2050 to meet efficiently the EU global goal of cutting greenhouse gas emissions by 80% with respect to 1990.

- a) Can the target of reducing transport emission by 60% by 2050 with respect to 1990 be endorsed?
- b) Is there agreement that this is also an important goal for maintaining the competitiveness of the EU transport sector and economy?

2. The goals/benchmarks

The White Paper contains ten goals for a competitive and resource efficient transport system as benchmarks for achieving the 60% greenhouse gas emission reduction target.

- a) Do the Member States feel necessary to complete these goals with further ones?
- b) Is there another credible path to meet the target?

3. The strategy

In the White Paper there are forty initiatives to reduce greenhouse gas emissions, to decrease the oil dependency and to limit the growth of congestion.

- a) According to the Member States' opinion, are these initiatives able to ensure reaching all targets and goals of transport policy?
- b) Which initiatives do the Member States find most important/urgent to be realized for the next decade?

IV. Conclusion

The Permanent Representatives Committee is invited to endorse the questions under section III and Ministers are invited to focus their interventions during the TTE Council on 16 June 2011 on these questions.
