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REPORT

From :	Presidency
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Subject :	White Paper - Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system
	– Presidency's Synthesis of Member States' views

I. Introduction

On 28 March 2011, the Commission published the White Paper entitled "Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system".

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.

Taking into account the preparatory work in Council's preparatory bodies, the written contributions of Member States and the policy debate held in the Transport, Telecommunications and Energy Council on 16 June 2011, the Presidency prepared a synthesis of Member States' views on the above mentioned White Paper.

II. Presidency's synthesis of Member States' views

1. Member States welcome the Commission Communication "White Paper - Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system", referring to it as a very comprehensive document contributing to the competitiveness of the sector, to the completion of internal market, to environmental goals and tackling oil dependence. Member States consider it as an appropriate basis to develop future transport policy measures.
2. Member States regard the Impact Assessment made by the Commission as a good starting point for discussing the new orientations of EU Transport Policy for the coming decades.
3. In general, Member States agree that the transport sector has to make an adequate contribution to the achievement of the medium and long-term climate change targets, in particular against the background of the efforts to reduce the overall greenhouse gas emissions of the industrialised countries by a range of 80% to 95% by 2050 in comparison to 1990 levels. However, the specific objective to reduce 60% of greenhouse gas emissions by 2050, compared to emission levels in 1990, is considered by some Member States quite ambitious and should be regarded as an indicative target.
4. Some delegations acknowledge that this target can only be reached after a complete change in the transport sector, almost fully dependent on fossil fuels. Recognising that today there are no alternative to fossil fuels competitive in terms of technology and price, a transformation in the transport sector will depend to a great extent on a considerable technological development and on a considerable investment in infrastructure.

5. Several delegations are concerned with the impact of the 60% reduction objective might have on the European Union's competitiveness in a global context. Some delegations proposed to work internationally in order to negotiate similar commitments with all the global partners in the framework of international organisations such as the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation (IMO).
6. As a complement to the climate change objective, some delegations would also like to address other effects of the transport sector such as related to accessibility, competitiveness, noise, NO_x emissions and particulate matter, i.e., the effects of air quality on human health.
7. In general, Member States consider the ten proposed goals for the next decade as sufficient to promote the 60% greenhouse gas emissions reduction objective. Some Member States would like to improve or modify some of the proposed goals; others would like to add some benchmarks not directly linked to the climate related objective.
8. Several Member States underline that certain objectives are directly linked to technology (e.g. halve the use of "conventionally-fuelled cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO₂-free city logistics in major urban centres by 2030). Given the characteristics of certain Member States, they expressed doubts regarding the appropriateness of certain wide-ranging proposals (e.g. 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030; by 2050, complete a European high speed rail network).
9. Moreover, Member States point out the stimulating nature of the zero fatalities goal in road transport by 2050 whose achievement will depend on the evolution of the modal shift and the technological evolution; the strategic role played by logistics in the transport sector and the need to adopt targeted logistics solutions; and the need to address more explicitly the issues of the completion of the Single European market in transport and safeguard the competitiveness of the European economy by promoting innovation.

10. Several Member States underline the need to eliminate disparities in terms of the quality of transport infrastructures between Member States, while ensuring territorial cohesion and exploring innovative financing schemes to improve infrastructure; the importance of fully reflecting the width of the White Paper by including benchmarks not only climate and infrastructure oriented but also, for example, indicators for the efficiency of transport systems and markets.
11. According to some Member States, most of the proposed measures, diverse in nature, need to be evaluated on a case-by-case basis, assessing the impact on the economic growth, competitiveness and the financial consequences for the national budgets and for the citizens. While some of the objectives proposed will only be achieved through a global consensus on strategy, others will be attained through measures implemented at local, regional or national level, in accordance with the principle of subsidiarity.
12. Several Member States underline the importance of innovation and technological expansion to the success of each proposed initiative.
13. While some Member States point out that, although the White Paper mentions differences between the transport infrastructure in different EU regions, no initiatives or measures are specifically proposed to eliminate these differences; others would like to have stronger coherence with relevant European policies and further explanations on some of the initiatives, namely on the single transport document and the proposed EU register/EU flag.
14. According to some Member States, the following initiatives seem to be the most important/urgent to be realized in the next decade:
 - strengthening European transport research and innovation policy;
 - the implementation, as soon as possible, of an efficient interconnection of transport networks across the European Union and the creation of a homogeneous multimodal – both core and comprehensive - TEN-T network;

- the completion of the Single European Transport Area, in particular a functioning internal market for rail services and road freight, the completion of Single European Sky and the implementation of the Blue Belt project for maritime transport;
- the internalisation of external costs in all modes of transport to prevent competitive disadvantages for individual modes of transport;
- the development of new financing mechanisms and a coherent funding framework, while addressing the problem of financing the transport infrastructure;
- further actions at Union, national and local level to improve road safety;
- the creation of multimodal freight corridors for sustainable transport and the promotion of e-freight;
- strengthening the external dimension of EU transport policy;
- the encouragement of full modal integration;
- the expansion of intelligent transport systems such as SESAR, ERTMS or RIS.

15. 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.

16. The Presidency invites the Commission to take into account this synthesis of discussions in Council on the “White Paper – Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system”, together with the written contributions submitted by the delegations, to further elaborate the appropriate initiatives to promote the transformation of EU transport system into a sustainable one by 2050.
