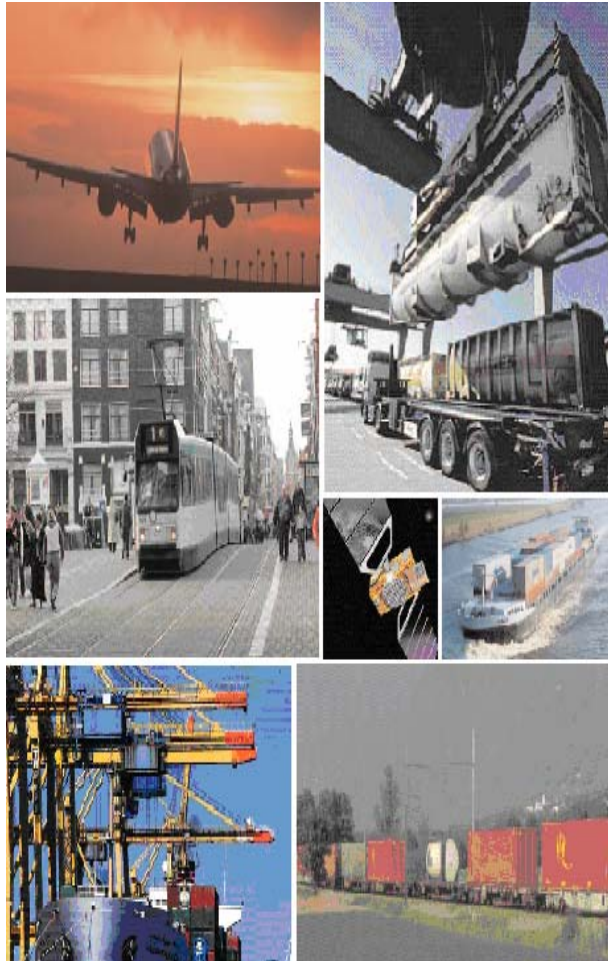




Keep Europe Moving



Sustainable mobility for our continent

Mid-term review of the European
Commission's 2001 White Paper on
Transport



2001-2006 Transport policy: success stories



- Opening up of rail freight transport to competition
- Upgraded social conditions of road transport
- Definition of 30 TEN priority projects
- Creation of the Single European Sky
- Strengthening of air passenger rights
- New road charging directive
- Promotion of intermodal transport via Marco Polo
- Reinforcement of legal framework in maritime safety



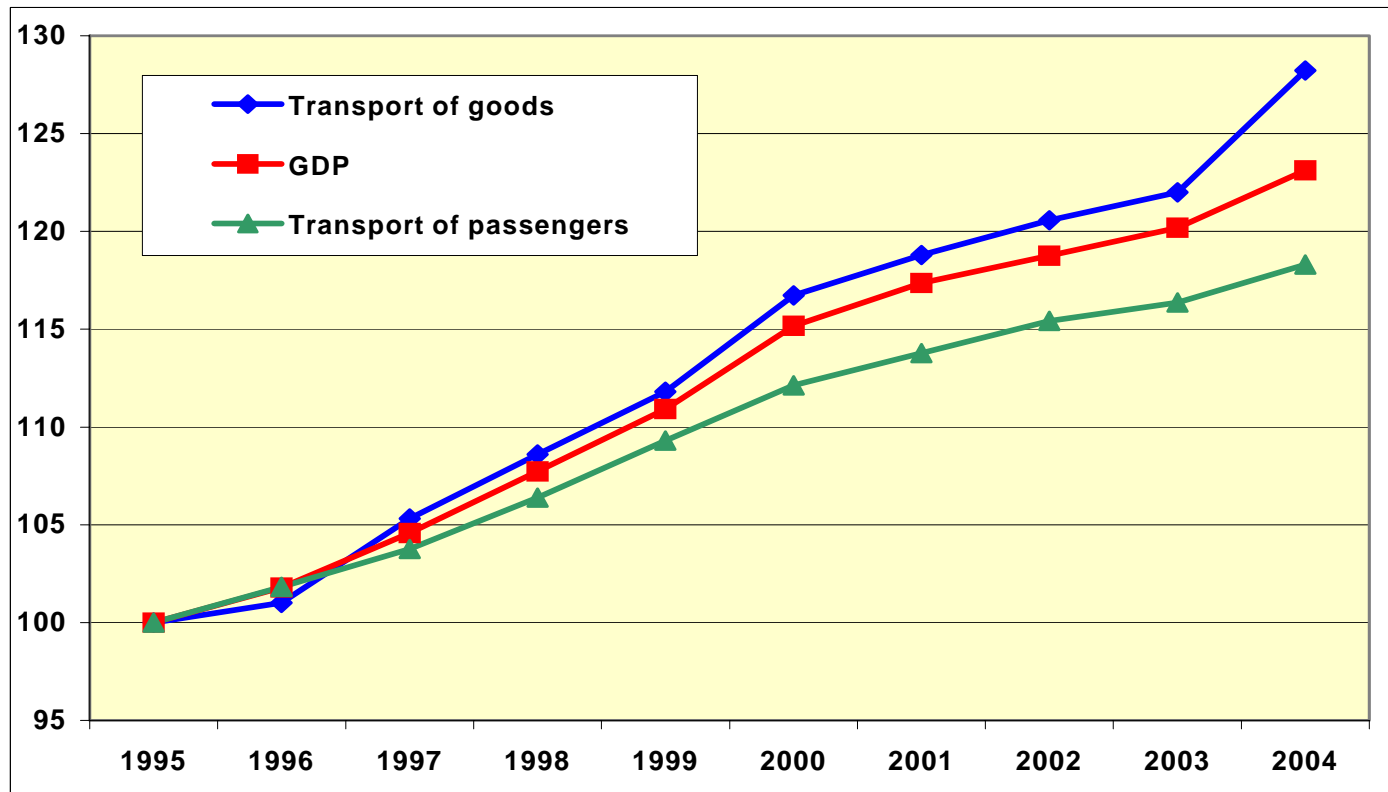
A changing transport context



- Enlargement: EU has continental dimension, transport environment is more diverse
- Evolving transport industry: consolidation, internal market
- Innovation, new solutions
- Environmental commitments (Kyoto)
- Dependency on expensive foreign oil
- Changed international context: terrorism, globalisation

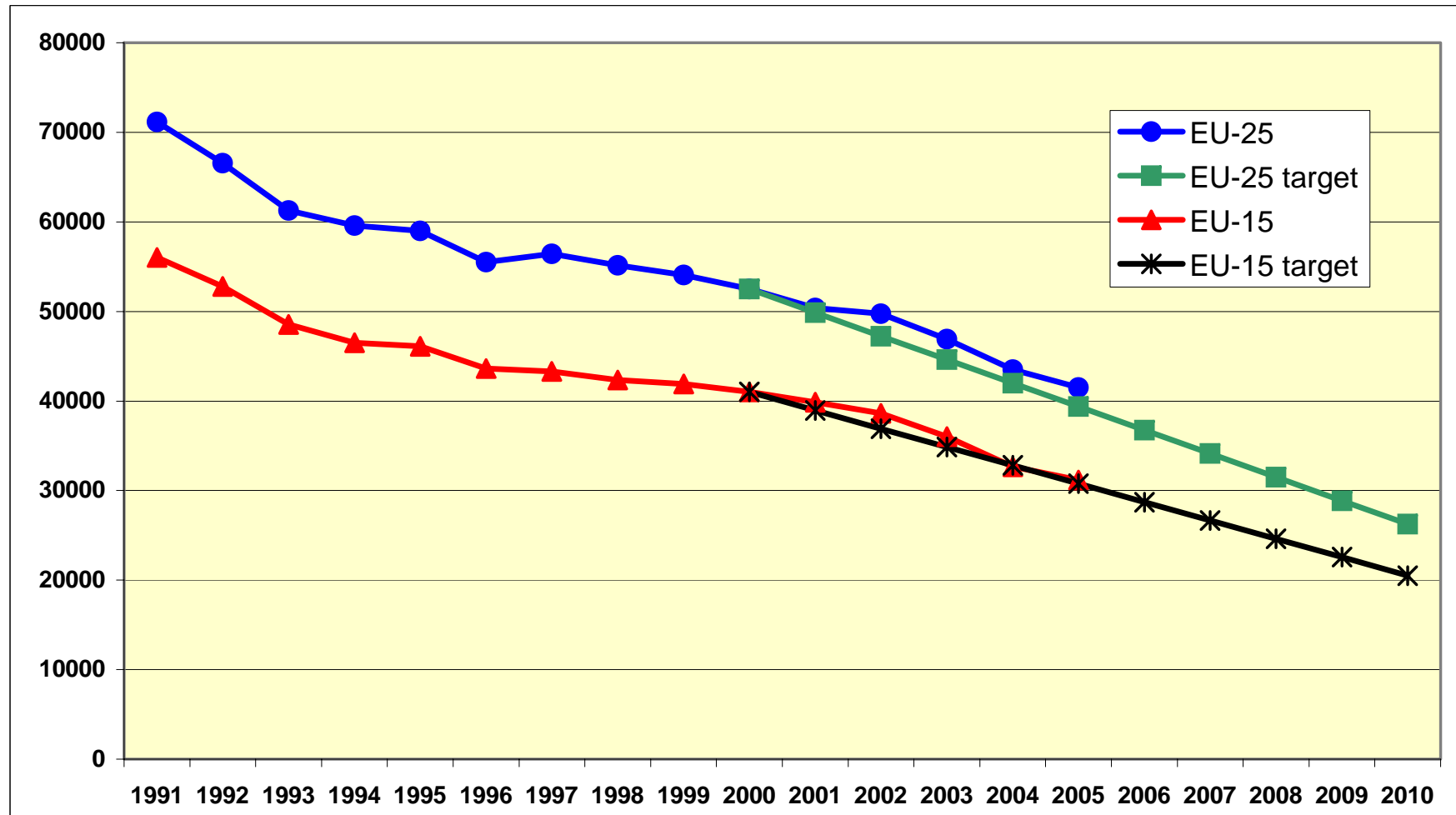


A changing transport context: Evolution of transport demand and GDP EU-25 (1995=100)





Road deaths in EU are decreasing but are still too high





Most likely 2000-2020 growth in demand

European transport

Overall

- Freight: +50%
- Passengers: +35%
- GDP: +52%

Freight

- Road: +55%
- Rail: +13%
- Short sea shipping: +59%
- Inland Waterways: +28%

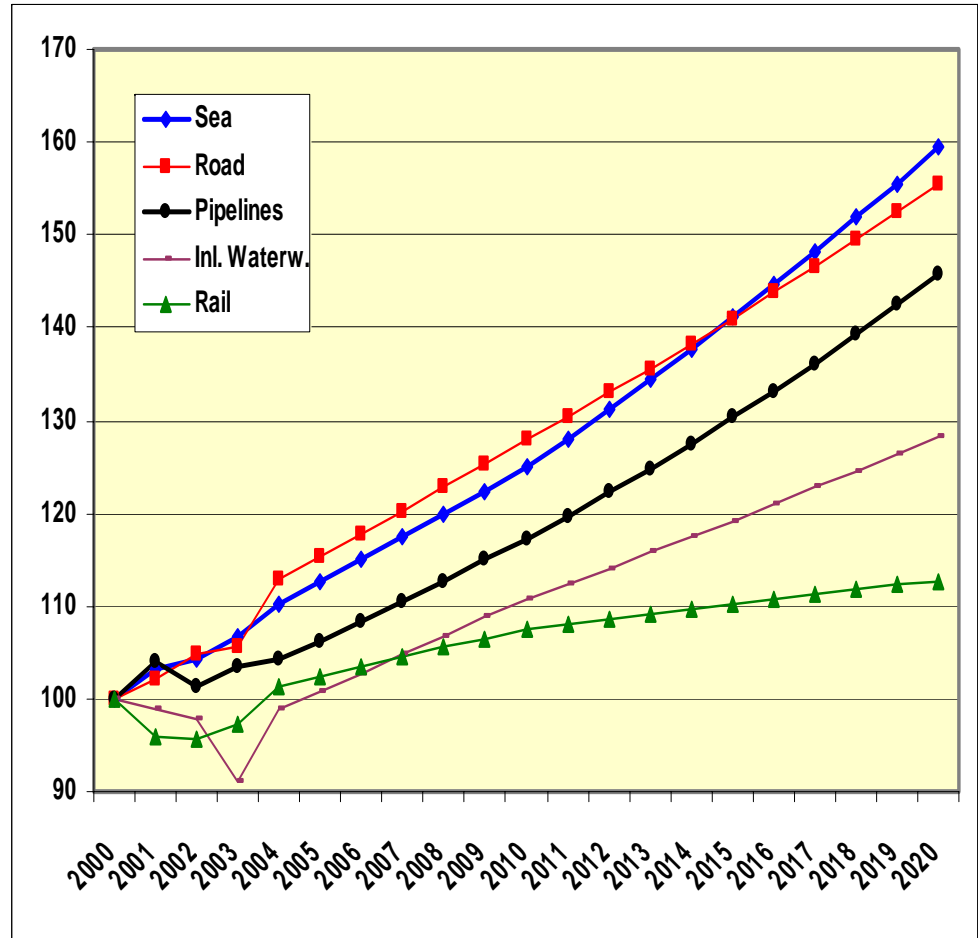
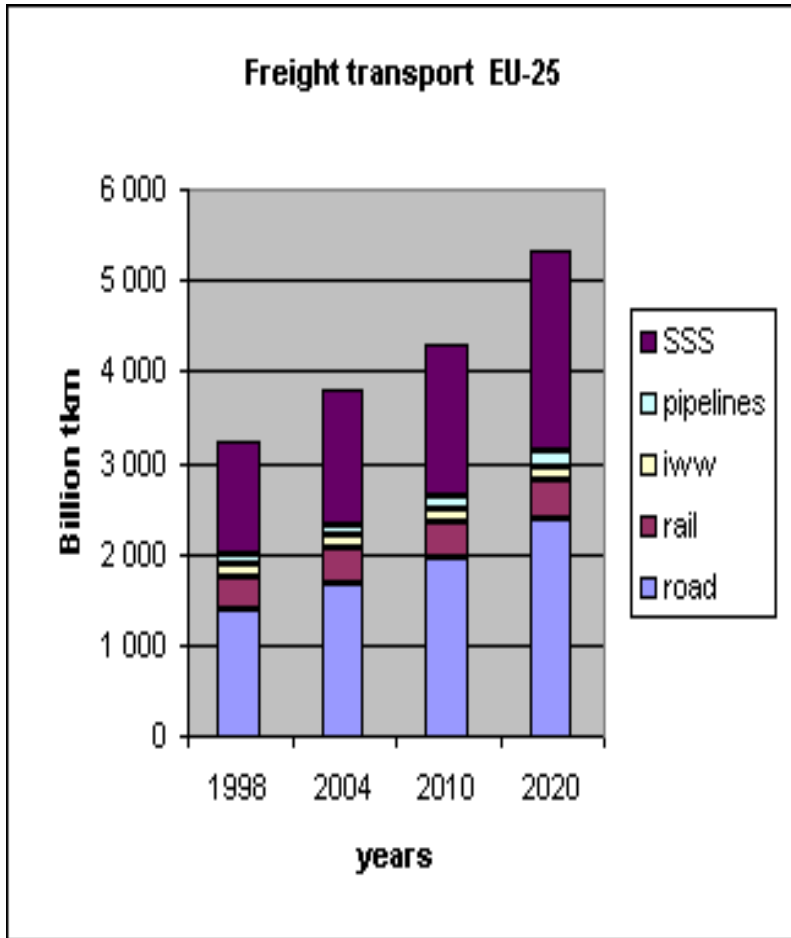
Passenger

- Private car: +36%
- Rail: +19%
- Aviation: +108%



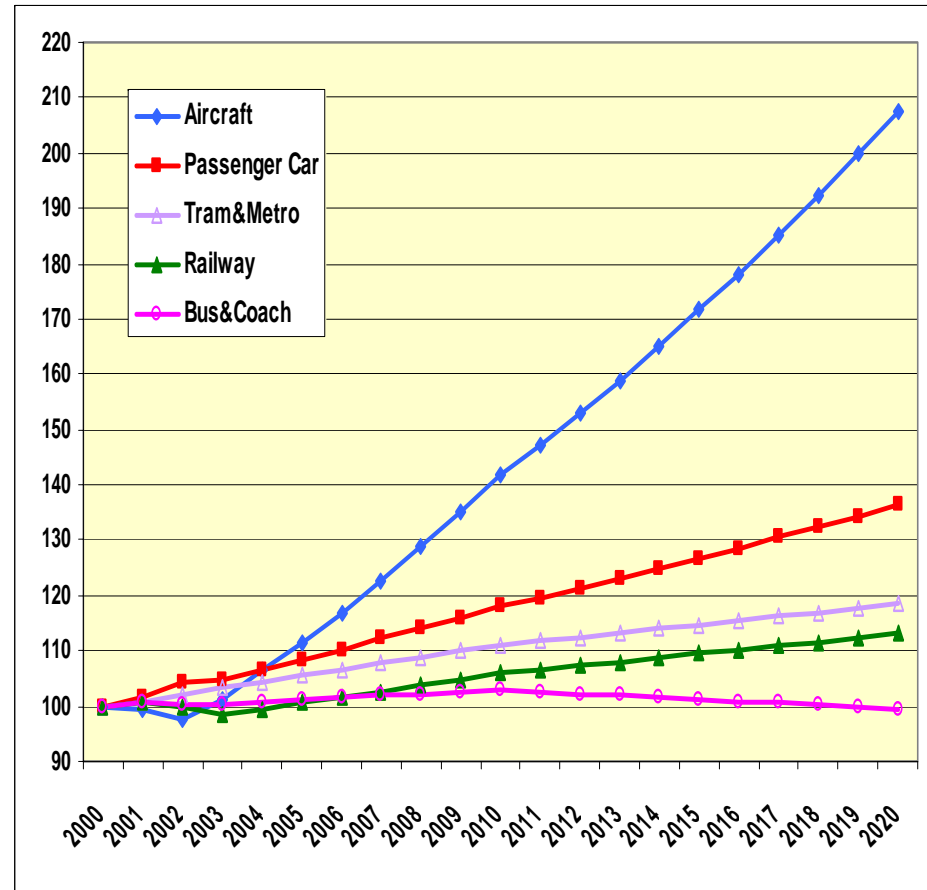
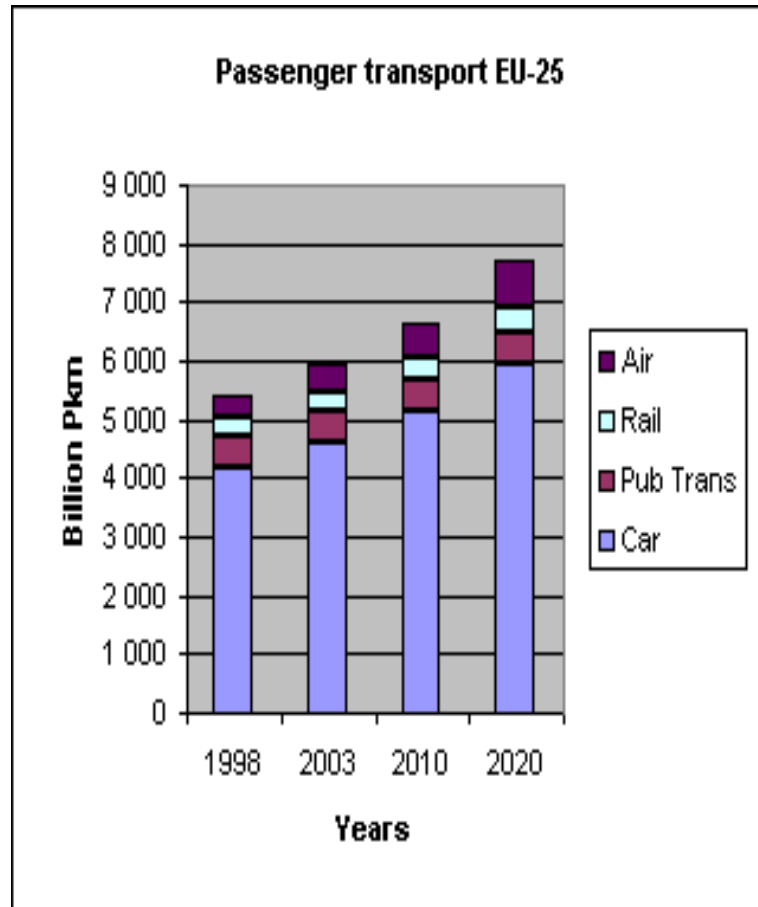


A changing transport context: Expected growth in freight transport activity by mode (2000=100)



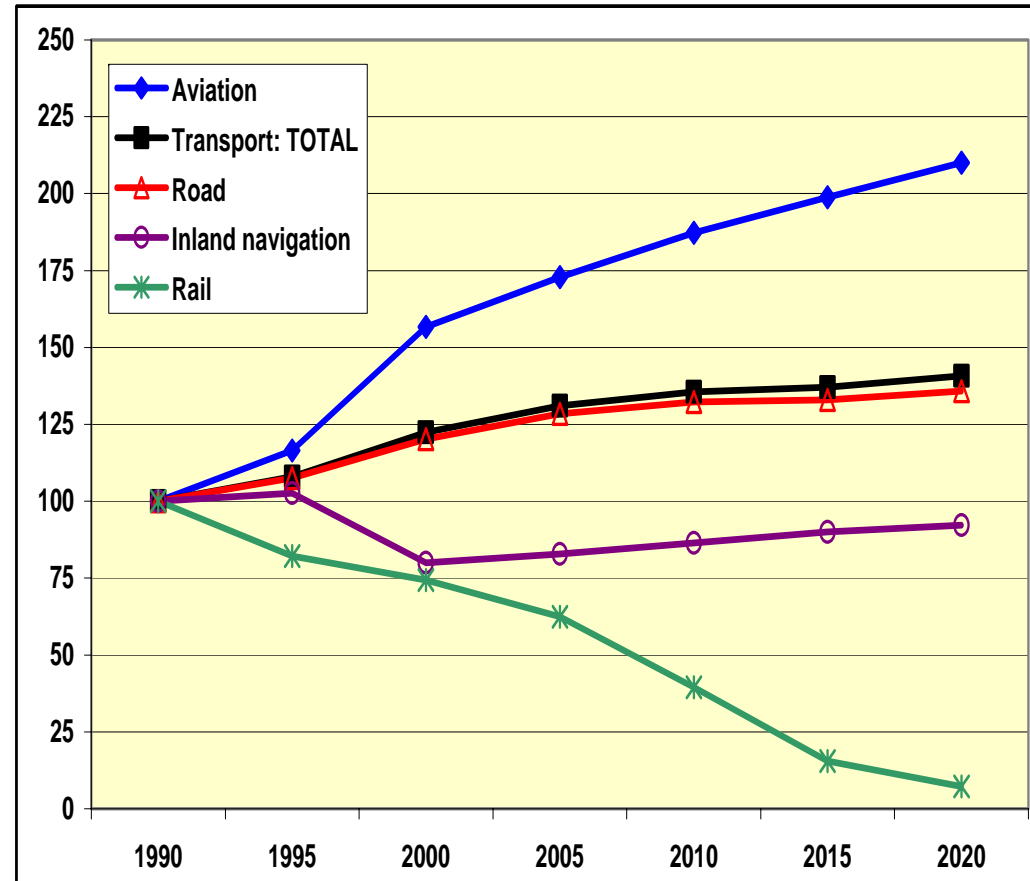
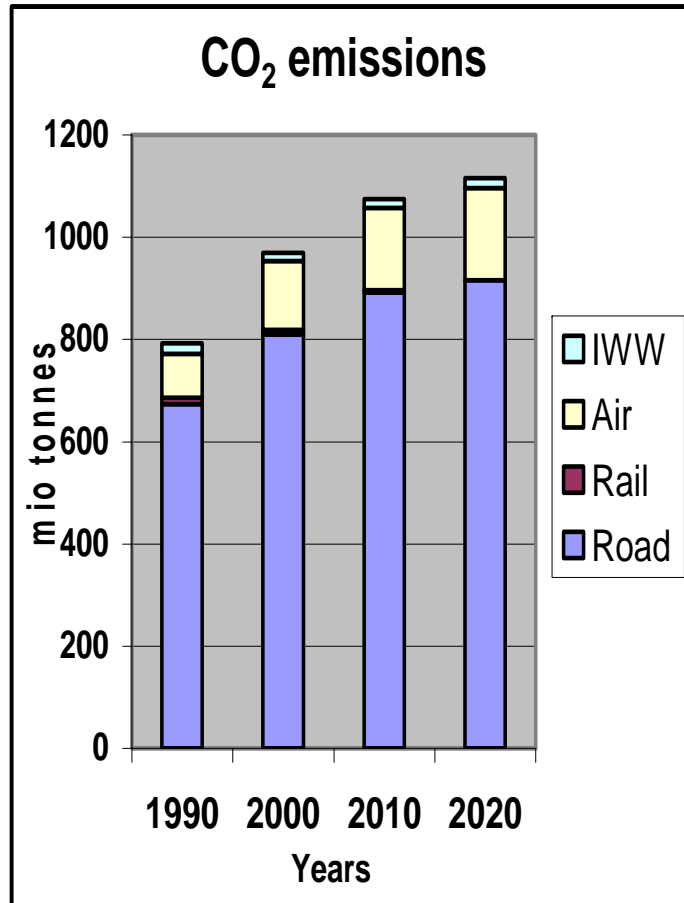


A changing transport context: Expected growth in passenger transport activity by mode (2000=100)





A changing transport context: Expected evolution of CO₂ emissions from transport by mode (1990 = 100)





The 2006 White Paper mid-term review



- Policy lines to continue along the lines set by the 1992 and 2001 White Papers
- A broader and more flexible toolbox to meet new challenges



The 2006 White Paper mid-term review: priorities



- **Mobility:** The EU must offer the necessary level of mobility to people and business
- **Protection:** protect the environment, ensure energy security, promote minimum labour standards, protect the passenger and the citizen.
- **Innovation:** increase the efficiency & sustainability of the growing transport sector, develop & bring to the market new innovative solutions
- **International dimension:** the EU must be a united, leading player in the international transport stage



1. Sustainable Mobility: context



- Europe needs all modes of transportation: road, rail, air and waterborne.
- Transport modes should be efficient, well integrated, ensure seamless transport routes
- Problems related to congestion and accessibility
- Well functioning, integrated transport infrastructure
- Investments from all possible resources are imperative



1. Sustainable Mobility: action



- **Road transport:** internal market review (2006), review of legislation on working conditions (2007)
- **Rail transport:** remove technical barriers to interoperability (2006), promote rail freight corridors (2006), rail market monitoring (2007)
- **Aviation:** review air transport liberalisation measures (2006), review & complete Single European Sky (2007), SESAR (2007), emissions policy
- **Waterborne transport:** Common European Maritime Space White Paper (2008), European ports policy (2007), deploy e-maritime systems (2009), promote inland waterways transport
- **Infrastructure:** Smart charging (2008), identify multi annual investment programme up to 2013 for TEN (2007)



2. Protection: context



- **Environment:** integration of international environmental commitments (Kyoto); CO2 emission, air quality, noise pollution, land use require utmost attention
- **Energy:** improve energy efficiency, diversify supply solutions and policies
- **Social Aspects:** maintaining and strengthening the competitiveness of transport operations is the best guarantee for durably high employment – the sector is a major employer with more than 10 million jobs
- **User rights:** better passenger rights for air transport – should be extended to other modes; attention to passengers with reduced mobility
- **Safety & Security:** target of cutting road accidents by half has not been met; terrorist threats are closely tied to transport – it is both a target and an instrument of terrorism.



2. Protection: action



- **Energy & environment:** Urban transport Green Paper (2007); action plan for energy efficiency and road map for renewables (2006); strategic technology plan for energy (2007); launch of major programme for green propulsion (2009)
- **Passenger rights:** proposal on the rights of international coach passengers & maritime passengers including rights of persons with reduced mobility (2007)
- **Safety:** European Road Safety Day (2007); consolidate European transport safety agencies and develop their tasks; integrated approach in road safety
- **Security:** strategy for land & public transport and protection of critical infrastructure (2007)
- **Employment:** promote social dialogue, transport professions and training



3. Innovation: context



- New technologies for pressing issues: congestion, reduction of emissions, improved transport efficiency & logistics throughout the supply chain
- EU is world leader and important exporter of many transport technologies and systems: we must continue to maintain this lead!
- Ultimate goal: efficient mobility without negative side effects!



3. Innovation: action



- Freight transport logistics strategy & broad debate on possible EU action (2006), definition of action plan for logistics (2007)
- Galileo: identification of possible future applications (2006), start of concession in 2009
- Launch of major programme to bring intelligent road transport systems to the market (2008)
- Implementation of ERTMS in certain corridors in 2009
- Launch first call of 7th RTD Framework Programme (2007)
- RTD and support to dissemination, exploitation and market penetration of new technologies



4. International dimension: context



- The external transport dimension should be well integrated into the EU's overall transport policy
- Transport policy needs to be a part of the broader relationship with third countries and organisations
- The EU is a world leader in transport sector regulation, a leading provider of transport services, equipment and technology – EU companies control 30% of global air transport and 40% of the maritime fleet → its know-how and best practice should be projected abroad.



4. International dimension: action



- Better representation of EU interests in international organisations – IMO, ICAO (2006)
- Possible membership in relevant international organisations (2009)
- Strategy for integrating the EU's neighbouring countries into the internal transport market (2007)
- Develop external relations through bilateral agreements and in multilateral fora; deploy a common aviation area in Europe



Working strategy



- Deployment of all policy measures
- Co-operation across policy sectors
- Continued consultation with stakeholders and industries
- Stronger economic analysis and impact assessment
- Legislation suited to the needs of the European economy
- Rolling agenda addressing priorities



Bon voyage!

