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KEEP EUROPE MOVING!



SUSTAINABLE MOBILITY FOR OUR CONTINENT – MID-TERM REVIEW OF THE EUROPEAN COMMISSION'S 2001 TRANSPORT WHITE PAPER

Although the overall objectives of the EU transport policy have remained stable over the years – competitive, secure, safe and environmentally friendly mobility, fully in line with the revised Lisbon Agenda – it has become clear that our transport policy needs to evolve if we are to keep up with the changing circumstances and optimise our existing means of transportation. The European Commission's mid-term review offers an updated transport policy toolbox and focuses on all modes of transportation in order to fulfil these goals.

Transport Policy in Europe Today

Effective transportation systems are essential to Europe's prosperity: not only do they facilitate the mobility of citizens and goods, they also have significant impacts on economic growth, social development and the environment. The transport industry alone accounts for about 7% of European GDP and for around 5% of employment in the EU. It is an important industry in its own right, which also has a major impact on the functioning of the European economy as a whole. Mobility isn't simply an essential component of the competitiveness of European industries and services; it is also an essential citizen right.

The European Union's transport policy has developed rapidly over the past fifteen years. However, from the initial White Paper of 1992, through the White Paper of 2001 and to today's mid-term review, the objectives of the policy have remained stable:

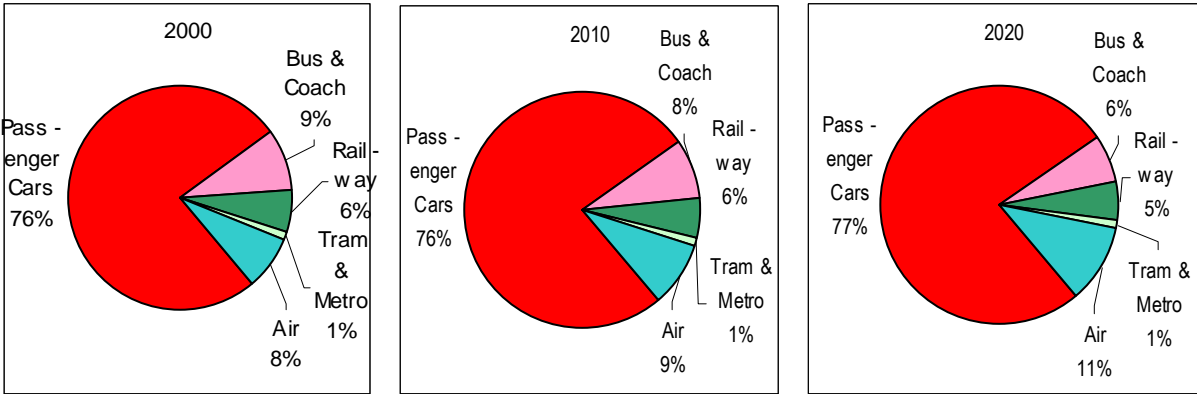
- **A high level of mobility;**
- **Protection of the environment; the pursuit of energy security and guaranteed minimum labour standards for the sector; protection of passengers and citizens;**
- **Innovation in support of the first two aims by supporting new technologies and promoting the efficiency and sustainability of the growing transport sector;**
- **International connections - projecting the Union’s policies to reinforce sustainable mobility, protection and innovation in Europe and globally.**

Overall, it is clear that these objectives put the Union’s transport policy at the heart of the Lisbon agenda for growth and jobs, while their long-term vision balances the imperatives of sustainable development.

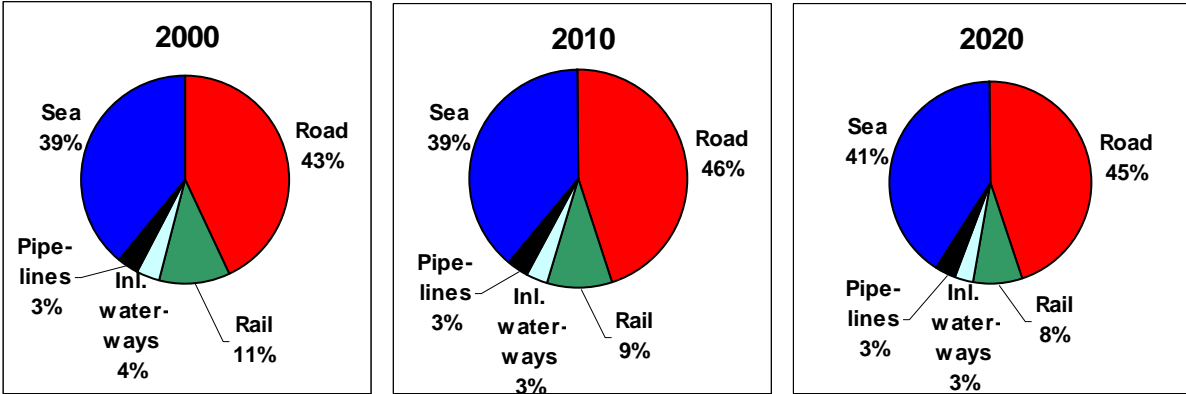
A new context

In spite of the constant nature of these objectives, the context of our living environment has changed significantly over the years. Enlargement has provided the Union with a continental dimension and the Union of 25 (soon to be 27) is more diverse. Whereas pollution, land use and congestion are the major concerns in the densely populated and industrialised “midwest”, accessibility remains a key concern in other regions. Consequently, certain policy areas require more differentiated solutions, leaving room for national, regional or local solutions while ensuring a Europe-wide transport market.

Evolution of modal split in passenger transport 2000 -2020



Evolution of modal split in freight transport 2000 -2020

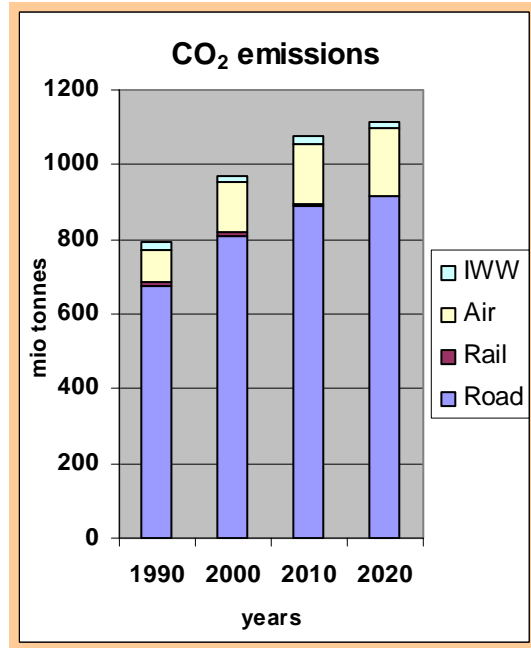
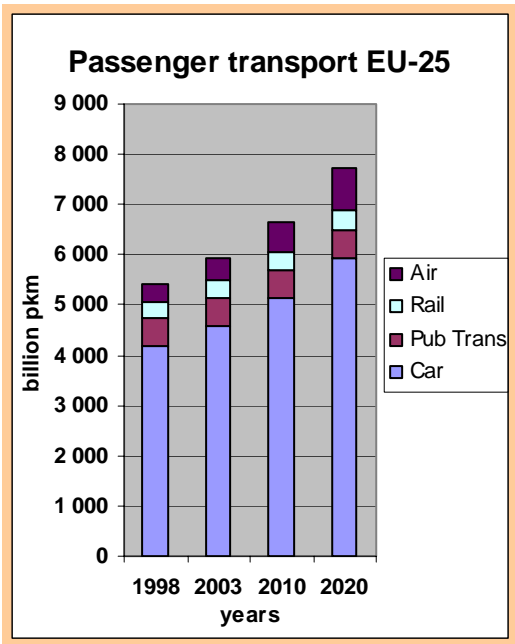


The transport industry itself has evolved, too. Consolidation is taking place at European level, especially in aviation and maritime transport. The internal market has contributed to creating competitive international road haulage and increasingly also rail operations. The last five years have seen the effects of globalisation leading to the creation of large logistics companies with worldwide operations. Transport is fast becoming a high-technology industry, making research and innovation crucial to its further development.

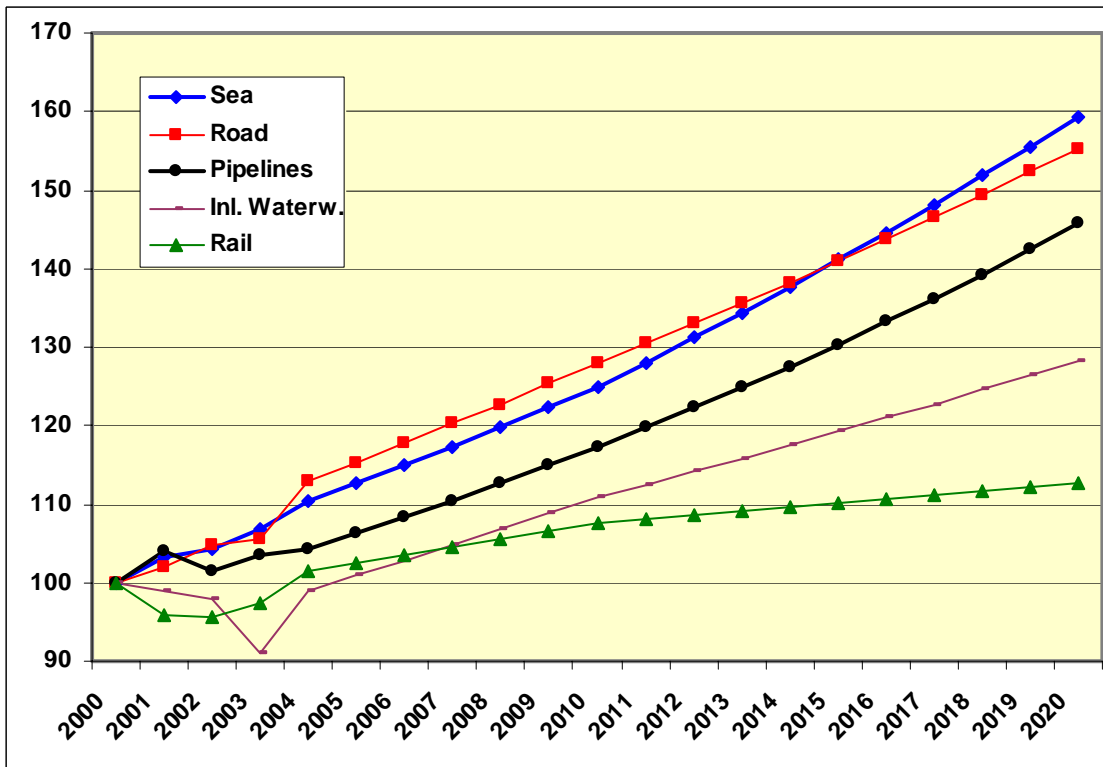
International environmental commitments, including those under the Kyoto protocol, must be integrated into transport policy, in line with the EU sustainable development strategy. We should not forget that transport now accounts for 30% of the total energy consumption of the EU. With 98% dependency on oil, high oil prices have a significant influence on the transport sector.

Finally, the international context has changed in other ways as well: the sustained threat from terrorism has impacted transport more than any other sector, while economic globalisation has affected trade flows and increased demand for international transport services to and from the emerging economies. European governance is evolving as well, as the basic internal market legal framework is now largely in place. From hereon much depends on its effective implementation in reality.

3 decades of transport in Europe: trends in passenger transport & CO₂ emissions



Expected growth in freight transport activity by mode (2000 – 100)



The four pillars of the European Transport Policy

It is true that “Keep Europe moving” could have been merely an administrative exercise; it is not. Instead, the policy line builds on the continuity of sustainable mobility policy in Europe, while offering additional tools to tackle the problems at hand and addressing the new challenges that come as a consequence of the changed context. The key policy objectives are built around four main pillars: mobility, protection, innovation and the international dimension.

Mobility

Europe needs all modes of transportation – road, rail, air and waterborne. However, these need to be efficient, well integrated and complement each other in order to ensure seamless transport routes and well integrated transport networks, in full co-modality. Despite the advancement in the internal market in transport in recent years, the railway market remains to be completed, whereas a common European sea area represents a future target. Infrastructures are the backbone of European transport systems. While the existing networks should be used as efficiently as possible with the help of new technologies, further investments are needed, also in the new Member States.

Protection

Environmental concerns have not diminished and further measures are needed notably in urban areas. Energy efficiency, alternative fuels and new technologies that improve the efficiency of all transport systems all contribute to European energy security. Although good results in road safety measures have been encouraging in many countries, it is clear that the European target to halve road fatalities demands further measures – safety therefore continues to be a priority. Where user rights are concerned, the Community has already ensured that air passengers may receive compensation due to denied boarding or delays. However, passenger rights should now be implemented in all transport modes, notably for people with reduced mobility. Transport policy should also promote quality employment and continue to improve the working conditions in the sector.

Innovation

Europe is a world leader and an important exporter of transport technologies and systems. The development of new, energy efficient and innovative solutions will help maintain this lead. New technologies will also help tackle pressing issues such as congestion, reduce emissions and improve transport efficiency and logistics throughout the supply chain. The ultimate goal is to ensure efficient mobility without the negative side effects.

International dimension

The transport sector is inherently international. The European Union is a strong player in the field and should therefore make its presence felt with one single voice: as in other policy areas, Member States will have greater weight in co-operation mechanisms and bilateral relationships with the main trade partners if they act in unison.

What does the Commission plan to do?

The European Commission's White Paper Mid-term Review envisages a number of concrete actions for the period up to 2009 to meet the new transport challenges and to complement its existing policies in order to boost current action in the field.

Mobility

- **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), complete Single European Sky (2007), SESAR (2007); emissions policy
- **Waterborne transport:** Common European Maritime Area White Paper (2008), European ports policy (2007), deploy e-maritime systems (2009), promote inland waterways transport
- **Infrastructure:** smart charging (2008), identify the multi-annual investment programme up to 2013 for the Trans-European Networks (2007)

Protection

- Energy: 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 and 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

Innovation

- 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 the 7th RTD Framework Programme (2007)
- RTD and support to dissemination, exploitation and market penetration of new technologies

International dimension

- 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

Sustainable Transport at the heart of Europe

The achievements of the past years have been significant and the EU has adopted and put into practice several important actions. However, the European transport policy still needs to meet some important challenges, which in turn means that the policy portfolio has to be completed with new initiatives. The policy directions outlined in the communication will be refined on the basis of public consultation and in-depth assessments before deciding on specific measures. They will also be adjusted over time to take into account the changing context and experience gained.

Mobility is at the heart of the European project – and the EU must ensure that it provides its citizens and the economy with the sustainable mobility they demand.

MEMO is prepared by the Information and Communication Unit of DG Energy and Transport. Don't hesitate to contact us for further information (tel +32 2 29 2 96897)

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