Transport policy: proposals and action programme for 2010. White Paper

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This Communication from the Commission presents the mid-term review of the European Commission's 2001 Transport White Paper.

The 2001 White Paper identified as main challenges the imbalance in the development of the different transport modes, congestion on routes and cities, as well as in airspace, and the impact on the environment. Accordingly, the White Paper proposed policies to adjust the balance between the modes, stressed the need to do away with bottlenecks in the trans- European networks. In order to reduce the number of road accidents, it called for an effective policy on infrastructure charging and it argued that the Community should strengthen its position in international organizations. It needs to be taken into account that the White Paper expected a strong economic growth which did not materialise as such.

Since 2001, major legislative proposals were approved and are being put into practice such as the opening-up of rail freight transport to competition, the upgraded social conditions of road transport, the definition of 30 TEN priority projects, the creation of the European Single Sky, the strengthening of aviation passenger rights, the new road charging directive whose distance-based user charges can be channelled to the financing of infrastructure in some cases, the promotion of intermodal transport with the Marco Polo programme and the reinforcement of the legal framework in maritime safety. The EU has also shown its capacity to develop industrial innovation programmes such as Galileo, ERTMS and SESAR. Most of the White Paper measures have been proposed or adopted.

The experience since 2001 as well as further studies and projections suggest that the measures envisaged by the Commission in 2001 will not be sufficient on their own to continue achieving the fundamental objectives of EU policy, in particular to contain the negative environmental and other effects of transport growth whilst facilitating mobility as the quintessential purpose of transport policy. In the enlarged EU, situated in a globalised, rapidly changing world, a broader, more flexible, transport policy toolboxis needed. Solutions may range from European regulations and their uniform application, economic instruments, soft instruments, and technological integration to a geographically differentiated approach, using methods of tailor-made legislation or enhanced cooperation. The Commission will in each specific area rely on consultations with citizens and other stakeholders and on economic, environmental and social impact analysis before moving to concrete proposals.

The Communication discusses transport growth as well as the impacts of transport, stating that its environmental costis estimated at 1.1% of GDP. It looks at the different forms of transport, and proposes actions for each sector:

Land transport: the Commission proposes to do the following: examine experience in the internal road market and propose improvements to market access rules and rules on access to the profession where needed; address the issue of excessive differences in exise tax levels; implement the rail transport *acquis* with the help of strong regulatory bodies in the Member States; accelerate efforts to remove technical and operational barriers to international rail activities with the help of the rail industry and the

European Railway Agency; examine a possible programme to promote a rail freight oriented network within a broader transport logistics policy; rail market monitoring including a scoreboard.

Aviation: the internal market needs to be broadened to improve the performance of all segments of the aviation industry such as airport and air navigation services. The Commission proposes to continue to monitor the state aid and competition aspects of restructuring and integration; review the functioning of the internal market and propose adjustments where needed; complete the single sky regulatory framework and implement the modernisation of air traffic management; develop policy measures to contain emissions from air transport services.

Waterborne transport: the development of maritime and coastal transport faces two key challenges.

Firstly, there is as yet no seamless internal shipping market: sea journeys from one Member State to another are considered external due to international regulations. Secondly, the expected growth of sea transport will need to be absorbed through the EU's ports infrastructure. Actions proposed by the Commission include building on a broad public consultation of stakeholders to develop a comprehensive strategy for a "common European maritime space"; developing a comprehensive European ports policy; and action to reduce pollutant emissions from waterborne transport.

The paper goes on to examine passenger rights, safety, working conditions as well as the implications for energy policy. It discusses the challenges of reducing congestion and increasing accessibility. It considers financing with regard to the 30 TEN priority projects as well as smart charging for the use of infrastructure.

The Commission feels that a European sustainable mobility policy needs to build on a broader range of policy tools achieving shifts to more environmentally friendly modes where appropriate, especially on long distance, in urban areas and on congested corridors. At the same time each transport mode must be optimised. All modes must become more environmentally friendly, safe and energy efficient. Finally, co-modality**,** i.e. the efficient use of different modes on their own and in combination will result in an optimal and sustainable utilisation of resources. This approach offers the best guarantees to achieve at the same time a high level of both mobility and of environmental protection. The indicative timing for the main actions to be undertaken in the next years is shown in Annex 1 to the paper.