WHITE PAPER 2011

Roadmap to a Single European Transport Area

Towards a competitive and resource efficient transport system

Directorate-General for Mobility and Transport

EUROPEAN COMMISSION

European Commission

28 Mar 2011

The 2011 White Paper

- WP 1992 ➔ Opening the transport market
- WP 2001 ➔ Rebalancing modes to fight capacity constraints
- WP 2011 ➔ Putting transport in the wider ‘EU 2020’ perspective:

An agenda for promoting growth and jobs through greater resource efficiency

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Transport for business – Transport as a business

- EU economy is one of the most open in the world
- The prosperity of the EU owes much to the internal market and to trade links with the rest of the world
- The transport industry is an important part of the economy

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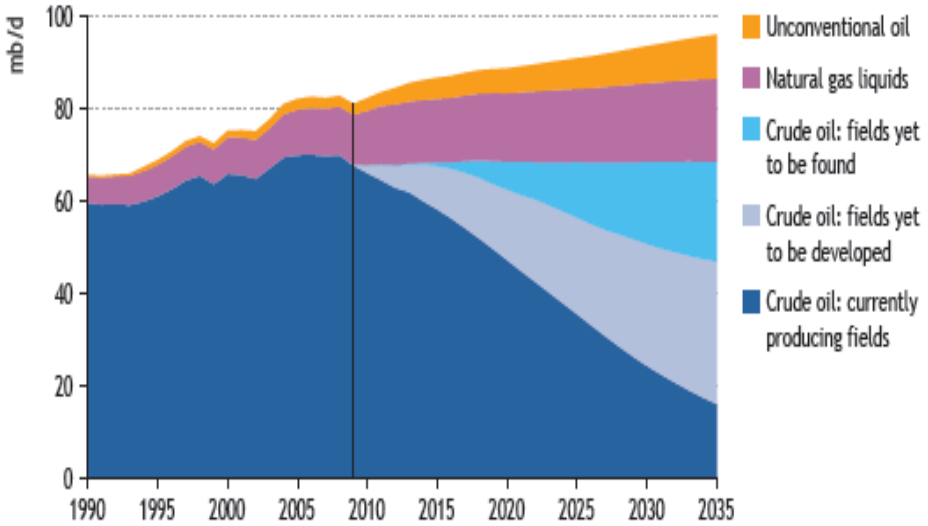
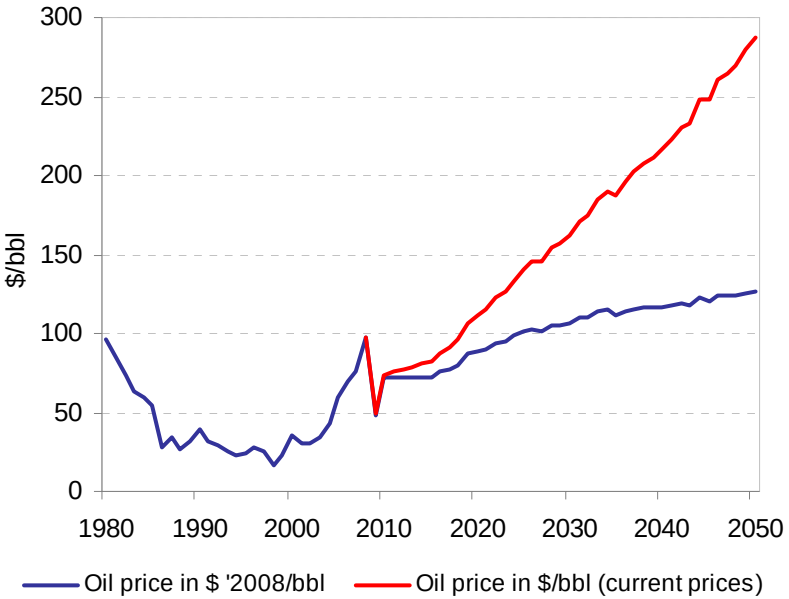
Increasing oil price and persistent oil dependency

- Transport depends on oil for about 96% of its energy needs.
- The transport sector accounts for almost 90% of the projected increase in global oil use.



Source: IEA World Energy Outlook 2010



Source: Prometheus, NTUA (E3MLab)

- 750 million cars today, 2.2 billion in 2050
- The depletion of reserves and growing global demand would lead to ever higher oil prices.

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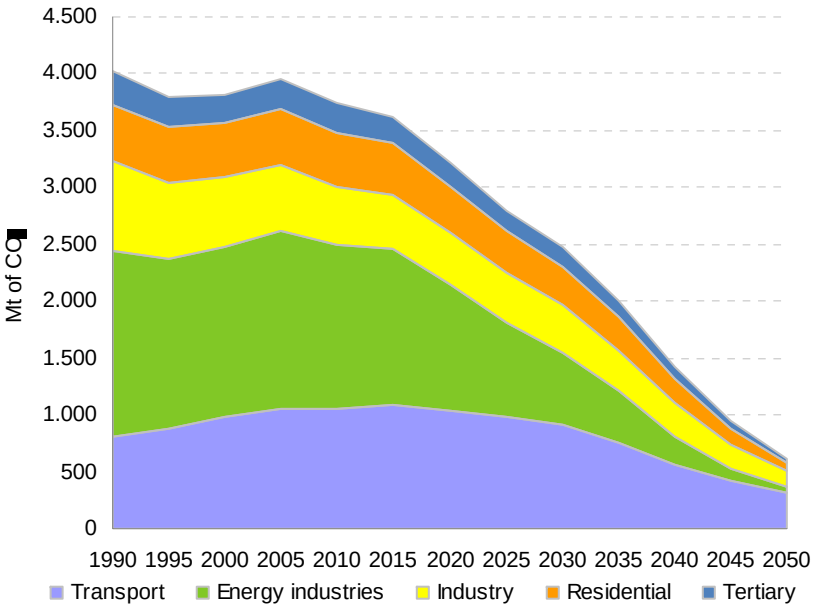
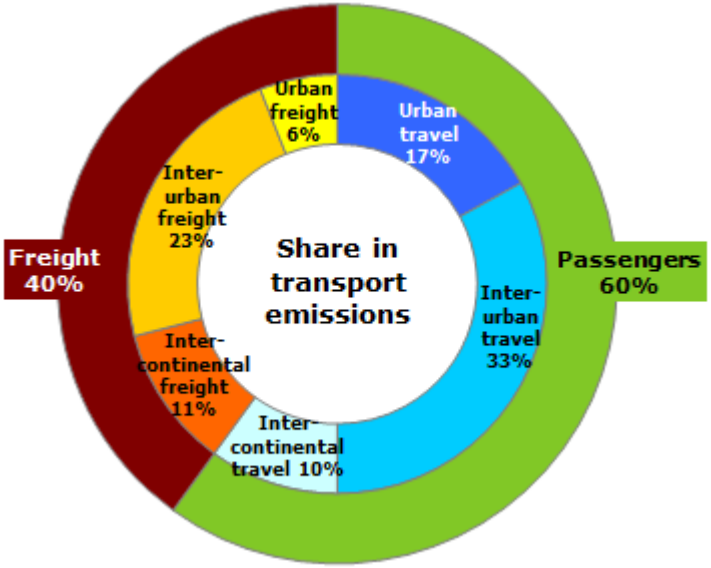
A tight carbon budget for the transport sector

- The international community has agreed to limit climate change to 2°the objective of reducing GHG emissions in the EU by 80 to 95% by 2050 compared to 1990 levels



Source: PRIMES, NTUA (E3MLab)



Source: PRIMES-TREMOVE and TREMOVE

- Transport accounts for about 1/4 of GHG emissions in the EU:

  60% comes from passengers
  1/4 is urban
  1/5 is inter-continental
  over half is medium-distance

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Outline

- Challenges ahead
- A vision for the transport system of 2050
- 1 target (-60% GHG emissions) and 10 indicative goals/benchmarks to guide policy action
- How to do it – 4 “i”s and 40 actions

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Meeting the challenge

- To meet the challenges, transport has to:
  - Use less energy
  - Use cleaner energy
  - Exploit efficiently a multimodal, integrated and ‘intelligent’ network

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The vision

	Passengers	Freight
Long-distance travel and intercontinental freight	• Adequate capacity and improved overall travel experience (efficient links between airports and rail, minimum hassle for personal security screening…)	• High global maritime standards • More efficient hinterland connections for ports • Modern vessels and cleaner fuels for shipping
Intercity travel and transport	• Seamless multimodal travel (online multimodal info and ticketing, multimodal hubs…) • Quality service and enforced passengers' rights • Near-zero casualties for road	• Paperless logistics • Multimodal long-distance freight corridors • No barriers to maritime transport • Cleaner trucks on shorter distances
Urban transport and commuting	• Non-fossil mobility (Clean and efficient cars; Higher share of public transport; Alternative propulsion for urban buses and taxis; Better infrastructure for walking and cycling)	• Better interface between long distance and last-mile • Freight consolidation centres and delivery points • ITS for better logistics • Low-noise and low-emission trucks for deliveries

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Ten Goals for competitive and resource efficient transport

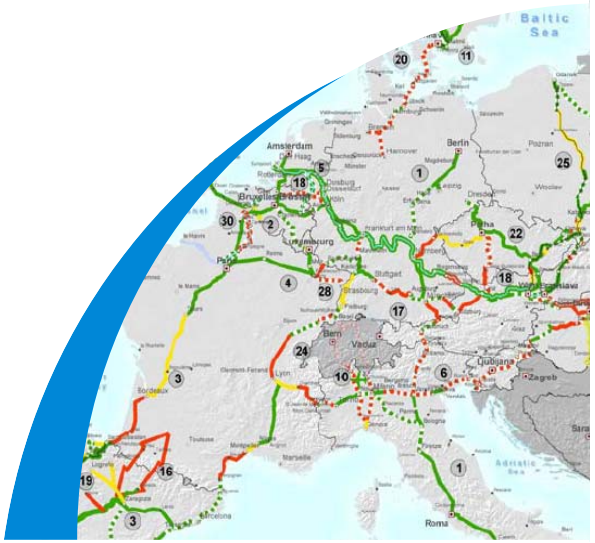
New and sustainable fuels and propulsion systems

- 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 by 2030
- 40% of low-carbon sustainable fuels in aviation and 40% (if feasible 50%) less emissions in maritime by 2050

Ten Goals for competitive and resource efficient transport

Optimising the performance of multimodal logistic chains, including by making greater use of more energy-efficient modes

- 30% of road freight over 300 km should shift to other modes by 2030, and more than 50% by 2050
- Triple the length of the existing high-speed rail network. By 2050 the majority of medium-distance passenger transport should go by rail
- A fully functional and EU-wide multimodal TEN-T ‘core network’ by 2030
- By 2050, connect all core network airports to the rail network; all seaports to the rail freight and, where possible, inland waterway system



Ten Goals for competitive and resource efficient transport

Increasing the efficiency of transport and of infrastructure use with information systems and market-based incentives

- Deployment of SESAR by 2020 and completion of the European Common Aviation Area. Deployment of ERTMS, ITS, SSN and LRIT, RIS and Galileo
- By 2020, establish the framework for a European multimodal transport information, management and payment system
- 2050, move close to zero fatalities in road transport
- Move towards full application of “user pays” and “polluter pays” principles

How to do it – 4 “i”s and 40 actions

Internal market: Create a genuine Single European Transport Area by eliminating all residual barriers between modes and national systems.

Innovation: EU research needs to address the full cycle of research, innovation and deployment in an integrated way.

Infrastructure: EU transport infrastructure policy needs a common vision and sufficient resources.
The costs of transport should be reflected in its price in an undistorted way.

International: Opening up third country markets in transport services, products and investments continues to have high priority.

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The 2011 White Paper

- WP 2001 ➔ Modal shift
- MR 2006 ➔ Co-modality
- WP 2011 ➔ Full modal integration

A Single European Transport Area in which all residual barriers – between modes and between borders – are eliminated

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- **Thank you for your attention!**
  http://ec.europa.eu/transport/strategies/2011_white_paper_en.htm