

Mid-term review of the White Paper on Transport

In its White Paper on Transport, adopted in 2011, the European Commission set out a roadmap towards a competitive and resource-efficient transport system in the EU. This strategy outlines initiatives and measures to be taken in transport policy in the decade 2011-20. At the September I plenary session, Parliament is due to debate an own-initiative report which takes stock of the implementation of the strategy at its mid-term, and assesses the focus of European transport policy for the coming years.

The 2011 White Paper on Transport

The [White Paper](#) 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system' laid down a long-term vision for an EU transport sector that could continue to serve the needs of the economy and of citizens while being sustainable. It identified specific objectives to be achieved by 2050: reduce transport related emissions of CO₂ by around 60% by 2050 compared to 1990, drastically decrease oil dependency, limit the growth of congestion, boost efficiency and multimodality, and create a Single European Transport Area. With 40 specific actions – to be implemented in the decade up to 2020 – the Commission intended to boost a transport system with fewer barriers to market entry, better integration between modes, coherent infrastructure design and wide deployment of new technologies.

Midterm review

In March 2015 the Commission launched an open stakeholder [consultation](#) for its mid-term review of the White Paper on transport. In its [analysis](#) of stakeholders' replies, the Commission concludes that the objectives set in the 2011 White Paper seem to be still valid, but that, according to stakeholders, they are not accompanied by the right initiatives and means, and progress towards achieving the targets appears to be low. Overall the level of ambition of the White Paper is considered very high, so that some goals seem unrealistic, while implementation, in particular at Member State level, remains unsatisfactory. These results will provide an input to the stocktaking exercise on the transport strategy which will also be refocused in the light of new developments since 2011 (e.g. the emergence of new technological opportunities, current low oil prices, the continued economic crisis and the adoption of the 2030 climate and energy framework by the European Council) and the political priorities of the Juncker Commission.

European Parliament

In July, the EP Committee on Transport and Tourism adopted an [own-initiative report](#) on the implementation of the 2011 White Paper (Rapporteur: Wim van de Camp, EPP, The Netherlands). The report asks the Commission to propose concrete measures and initiatives for better implementation of the strategy, insisting that the level of ambition of the goals set in 2011 be maintained. It underlines the importance of transport for the economy and for the mobility of citizens while stressing the need for investing in infrastructure. In the committee's view, the completion of the Trans-European Transport Network is a precondition for a sustainable and efficient European transport system, which must be boosted by the [Connecting Europe Facility](#) as well as by the [European Fund for Strategic Investments](#). The report also stresses the need for an internationally competitive European transport sector with passenger and freight transport being based on efficient and sustainable co-modality; in general more efforts are needed to decarbonise transport if the objectives on emissions reductions are to be met, and sustainable solutions are particularly required for urban transport. The report underlines the importance of placing people at the heart of transport policy by focussing on road safety and improving the quality of transport services; furthermore, it emphasises the social aspects of transport and the need for improving working and employment conditions in the sector.