1) In line with the 2011 White Paper on Transport\(^1\), the Commission has adopted initiatives which aim to create a true internal market for rail and waterborne transport, greater integration between transport modes, and a shift towards less polluting transport modes. These include inter alia the fourth railway package, the ports strategy package, the NAIADES II package. In parallel, the Commission has published an inventory of measures, and revised its guidance on the internalisation of external costs in transport, to ensure a proper application of the “user-pays” and of the “polluter-pays” principles. In line, Directive 2011/76/EU\(^2\) allows internalising external costs generated by air pollution and noise in road freight transport. The TEN-T guidelines\(^3\) and the Connecting Europe Facility (CEF)\(^4\) include actions aimed at shifting freight to more sustainable modes (e.g. the “Freight transport services priority” under the Annual Call).

2) It is not possible to list all technical grounds that provide evidence that the objectives will demonstrably be achieved with the planned measures and strategies. This is due to the nature of the initiatives and the parameters impacting on their success, many of which are beyond the Commission's control. The Commission however ensures that all initiatives are based on all available evidence, using a solid analytical framework. For instance, the goal of shifting freight over 300 km draws the modelling work undertaken for the Impact Assessment accompanying the White Paper on Transport\(^5\). Through adequate incentives (see a.o. initiatives above), a modal shift is expected, which will be larger in the long distance segment, and which will also provide a measure of effectiveness of EU infrastructure policy.

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\(^1\) WHITE PAPER Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system [COM/2011/0144 final]


\(^5\) SEC(2011) 358