



EUROPEAN PARLIAMENT

2014 - 2019

---

*Committee on Transport and Tourism*

---

11.3.2015

## **WORKING DOCUMENT**

on the Implementation of the 2011 White Paper on Transport: taking stock and the way forward towards sustainable mobility

Committee on Transport and Tourism

Rapporteur: Wim van de Camp

## **I. Introduction**

Transport is a key pillar of the single market, allowing for the free movement of goods and people across borders. It is a sector where Europe is a world leader, in both manufacturing and transport operations. The transport industry in itself represents an important part of the economy: in the EU it directly employs around 10 million people and accounts for about 5% of GDP. The quality of transport services has a major impact on people's quality of life. On average 13.2% of every household's budget is spent on transport of goods and services.

For a long time, the European Community was unable, or unwilling, to implement the common transport policy provided for by the Treaty of Rome. For nearly 30 years the Council of Ministers was not able to translate the Commission's proposals into action. It was only in 1985 that Member States had to accept that the Community could legislate, when the Court of Justice, following proceedings initiated by the European Parliament, ruled that the Council had failed to act.

1992 was the completion date of the Internal Market; for transport it was very much the starting date. Over the last 20 years, the liberalised internal transport market and Europe-wide mobility is becoming a reality. Moreover, the transport industry has strengthened in this period and the Union has been able to maintain or develop its position as a world leader in many sectors.

Although the EU has opened to competition most of its transport markets, barriers to a smooth functioning of the internal market persist. The objective for the next decade is to create a genuine Single European Transport Area by eliminating all the residual barriers between modes and national systems, easing the process of integration and the emergence of multinational and multimodal operators.

## **II. The 2011 White Paper on Transport**

In its 2011 White Paper on Transport,<sup>1</sup> the European Commission presented an ambitious future strategy for a competitive transport system with the aim to increase mobility, remove major barriers in key areas and promote growth and employment. At the same time, the proposals aim to dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050. By 2050, key goals include: no more conventionally-fuelled cars in cities; 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions; a 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport. Overall, the White Paper includes 10 key goals, 40 initiatives and a list of 131 action points.

## **III. Implementation of the White Paper on Transport: taking stock and the way forward**

Your Rapporteur reiterates European Parliament's support for the effective implementation of the White Paper on Transport as already expressed in its resolution of 15 December 2011 on the Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (2011/2096(INI)).

---

<sup>1</sup> White Paper "Roadmap to a Single European Transport Area-Towards a competitive and resource efficient transport system" (COM(2011)144)

The mere listing of the ten goals set out in the White Paper, supporting the overarching vision to achieve a competitive and resource efficient transport system (benchmarks for achieving the 60% GHG emission reduction target), demonstrates that the work has only started and the major efforts needed to transform the EU transport system lie ahead of us.

### **Developing and deploying new and sustainable fuels and propulsion systems**

(1) Halve the use of ‘conventionally-fuelled’ cars in urban transport by 2030; phase them out in cities by 2050; achieve essentially CO<sub>2</sub>-free city logistics in major urban centres by 2030.

(2) Low-carbon sustainable fuels in aviation to reach 40% by 2050; also by 2050 reduce EU CO<sub>2</sub> emissions from maritime bunker fuels by 40% (if feasible 50%).

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

(3) 30% of road freight over 300 km should shift to other modes such as rail or waterborne transport by 2030, and more than 50% by 2050, facilitated by efficient and green freight corridors. To meet this goal will also require appropriate infrastructure to be developed.

(4) By 2050, complete a European high-speed rail network. Triple the length of the existing high-speed rail network by 2030 and maintain a dense railway network in all Member States. By 2050 the majority of medium-distance passenger transport should go by rail.

(5) A fully functional and EU-wide multimodal TEN-T ‘core network’ by 2030, with a high quality and capacity network by 2050 and a corresponding set of information services.

(6) By 2050, connect all core network airports to the rail network, preferably high-speed; ensure that all core seaports are sufficiently connected to the rail freight and, where possible, inland waterway system.

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

(7) Deployment of the modernised air traffic management infrastructure (SESAR) in Europe by 2020 and completion of the European Common Aviation Area. Deployment of equivalent land and waterborne transport management systems (ERTMS, ITS, SSN and LRIT, RIS). Deployment of the European Global Navigation Satellite System (Galileo).

(8) By 2020, establish the framework for a European multimodal transport information, management and payment system.

(9) By 2050, move close to zero fatalities in road transport. In line with this goal, the EU aims at halving road casualties by 2020. Make sure that the EU is a world leader in safety and security of transport in all modes of transport.

(10) Move towards full application of “user pays” and “polluter pays” principles and private sector engagement to eliminate distortions, including harmful subsidies, generate revenues and ensure financing for future transport investments.

Solving the major problems identified in the White Paper means meeting very difficult goals by 2050, and challenging ones by 2020/30 to ensure we are moving in the right direction. Transforming transport and making it more efficient, cleaner, safer and more reliable will not be possible with just a small number of selected interventions. Transport is a complex system that is based on the interaction of infrastructure, vehicles, information technology, rules and behaviour. All these elements must be part of a common vision for change. Although the European Union has (and should use) the power to shape our future transport policies, in many areas European intervention will not suffice. Mutually complementary action will be needed at national, regional and local levels of government as well as by citizens and industry themselves.

Before looking at the future, it is useful to take stock of developments in the recent past. While it is too early to fully assess the impact of a number of policy measures taken since the adoption of the White Paper, a stock-taking exercise is necessary to obtain an overview of the state of play in the implementation of the 40 initiatives and 131 action points listed in its Annex.

Within four years of implementation of the Roadmap set out in the White Paper, a number of initiatives have been taken, both in the form of legislative proposals and policy initiatives, but with limited tangible results so far. Progress has been achieved, with the adoption, for example, of the Connecting Europe Facility, the TEN-T guidelines, the directive on the deployment of alternative fuels infrastructure, the proposals of the 4th Railway Package, the Airports Package and the Single European Sky, but many other actions are missing, for example in the area of modal shift, smart charging of infrastructure, internalisation of external costs, decarbonisation of transport, harmonisation of social conditions for mobile workers.

More importantly, it is necessary to evaluate to what extent the list of actions set out in the Annex of the White Paper are sufficient to achieve its overarching goals. Overall, there seems to be a significant gap between the objectives and the means by which they might be achieved and financed. The very ambitious targets appear very difficult to reach, as long as they are not backed up with a more detailed and solid project plan, linked to realistic and workable short and medium term targets along the way towards the long term (2050) goals.

#### **IV. Issues for discussion**

The purpose of this working document is to highlight some key issues requiring close consideration so as to facilitate the discussion in the committee. Depending on how the debate evolves, these, or any further questions emerging from the committee deliberations, may be included in the own-initiative report on the “Implementation of the 2011 White Paper on Transport: taking stock and the way forward towards sustainable mobility”. As the White Paper covers all the aspects of the transport sector and cuts across all transport modes, it was deemed necessary to give priority to some topics for the purposes of this working document.

## **1. A VISION FOR A ROBUST AND COMPETITIVE TRANSPORT SYSTEM**

### **(a) Growing competition in world transport markets**

The global economy is ever more characterised by the emergence of new powerful players. European economic actors must confront a larger number of global competitors. The World is moving ahead in all fields and the profound changes proposed in the White Paper should not only be seen as an opportunity for increasing efficiency, but also as a necessary condition for maintaining the competitiveness of the European transport and logistics sector which needs to stay one of Europe's growth engines. The transport system will experience substantial changes due to further market opening and innovation. The competitiveness of the EU economy and the resilience of the transport operators will depend on the capacity to adapt to innovation and new market needs.

Many European companies are world leaders in infrastructure, logistics, traffic management systems and manufacturing of transport equipment. But as other world regions are launching huge, ambitious transport modernisation and infrastructure investment programmes, it is crucial that European transport continues to develop and invest to maintain its competitive position.

The EU needs to keep pace with global technological developments and maintain its competitive advantage in high value-added transport industries. For instance, China has recently shown interest in investing in rail infrastructure in Central and Eastern Europe with the construction of a high-speed rail across the Balkans, in order to boost its trade flows to this part of Europe. Some see those investments as an opportunity for the improvement of transport infrastructure in those countries, reducing the operational obstacles that poor transport networks pose to businesses, at a time when many governments in the region are struggling to secure such funding. Others see it more as an opportunity for the Chinese to promote their presence in the greater EU market, which is a challenge for the European industry.

At the same time, EU companies face a number of restrictions when trying to expand their businesses in third markets. In this context, widening market access for EU transport industry products needs to go hand in hand with the efforts to eliminate trade barriers. Promotion of shared social and environmental standards is needed to allow the transport sector to become truly global and to avoid unfair competition, while there is a need to adopt common technical standards on a world basis (that could be based on EU ones) to strengthen the competitiveness and the sustainability of the transport industry as a whole. The EU should continue to aim at greater market access in transport in all relevant international negotiations.

### **(b) Current challenges for the aviation industry**

Air transport is the only transport mode that is capable of competitive intercontinental passenger transport. At the moment, there are no practical alternatives in sight for these long distances. Currently, European airlines carry about 30% of worldwide air passengers. The geographic position of Europe allows the European air transport system not only to connect Europe's citizens and businesses with the rest of the world, but also to be an air transport hub for the traffic between other regions of the world.

However, the competitive position of EU airlines faces many challenges and threats, both in the internal and the external markets. Among these challenges, not necessarily connected to the on-going economic crisis, are increasing competition from non-EU carriers in fast growing regions such as the Asia-Pacific region, and challenges of managing available capacity efficiently. One particular challenge is to handle the social aspect of the industry transformation and particularly the changing business models (notably the low-cost model), which bring about questions on the status and of the social protection of transnational mobile workers.

This situation is exacerbated by airlines from the Gulf region expanding their capacity on many of the routes previously serviced by European carriers. Many of these airlines are (partly) state-owned, supported by state aid, benefitting from access to cheap (airport) infrastructure, fuel and capital. In addition, they are not subject to night-curfews at airports (noise restrictions), ticket taxes and environmental charges as their European competitors. This distorts the level playing field even further. The EU needs to use the full range of tools available to defend ourselves more effectively against unfair practices. Furthermore, the EU needs to show leadership in driving change to international ownership and control regimes that will ensure that EU-based carriers stay prominent in the global network for the years to come.

In the future, the importance of air transport will continue to grow. EU air transport activity would more than double between 2005 and 2050 (some 120% increase). The growth of air transport can be reconciled with ambitious environmental objectives through the inclusion of aviation in the EU ETS, the Single European Sky, SESAR and the Clean Sky project.

## **2. MOVING TOWARDS A LOW-CARBON TRANSPORT SYSTEM**

Transport continues to be nearly fully dependent on fossil fuels as energy source. It is the only sector where greenhouse gas (GHG) emissions have almost continuously grown over the last 20 years and are now about one third above their 1990 levels. Technical progress has delivered greater energy efficiency, but not enough to offset rising traffic volumes.

Preserving mobility will only be possible by making it sustainable. The challenge is to break the transport system's dependence on oil (95%) without sacrificing its efficiency and compromising mobility. Reducing the environmental impacts of the transport sector should not damage economic growth. Structural changes in transport can improve the quality of life and of the environment while at the same time preserving people's freedom to travel and the competitiveness of EU industry.

Conventional heat-engine vehicles are one of the main sources of urban pollution and greenhouse gases and contribute to the European Union's excessive energy dependency. Important progress has been made thanks to anti-pollution standards for motor vehicles and fuel quality. This genuine progress should not overshadow the inadequacy of those measures to reduce greenhouse gas emissions from motor vehicles and to reduce energy dependency.

Clean engines, alternative fuels [natural gas (CNG, LNG), hydrogen fuel cells], and primarily electric cars will constitute a decisive factor in making mobility less polluting and less dependent on oil. The technological race for clean vehicles is a global one and remaining a frontrunner is vital for the EU manufacturing industry. Clean fuels would not address all

challenges and their use will have to be reconciled with resource efficiency constraints. Using less energy will be equally important as using cleaner energy. However, the problem of congestion will not disappear through the introduction of cleaner engines and fuels alone.

Efforts carried out by the EU to reduce CO<sub>2</sub> and other pollutant emissions, as well as to improve energy efficiency, would be ineffective, and its competitiveness would be undermined, if its main partners do not follow similar strategies. It is therefore of crucial importance to promote the EU strategies through the main existing international forums (such as the International Transport Forum) or organisations (like ICAO or IMO), as well as through regular bilateral dialogues. We should also join efforts and funds in the field of research with our main transport partners to develop more efficient transport systems and vehicles.

### **3. SHIFTING THE BALANCE BETWEEN MODES OF TRANSPORT**

There is a growing imbalance between modes of transport in Europe. The increasing success of road and air transport is resulting in ever worsening congestion, while the failure to exploit the full potential of rail and short-sea shipping is impeding the development of real alternatives to road haulage. While this reflects the fact that some modes have adapted better to the needs of a modern economy, it is also a sign that not all external costs have been included in the price of transport and certain social and safety regulations have not been respected, notably in road transport.

A European sustainable mobility policy needs to build on a broader range of policy tools achieving shifts to more environmentally friendly modes, 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.

#### **(a) Revitalising the railways**

Rail transport is literally the strategic sector, on which the success of the efforts to shift the balance between modes of transport will depend, particularly in the case of goods. The share of rail on the European freight and passenger transport markets is still not satisfactory. Revitalising this sector means investment in infrastructure and more competition between the railway companies themselves. The arrival of new railway undertakings could help to bolster competition in this sector and should be accompanied by measures to encourage company restructuring that take account of social aspects and work conditions. In that regard a more rapid adoption of the political pillar of the 4th Railway Package is necessary.

EU research and innovation must play a new, broader role, by addressing pressing short-term problems that drain rail business operations, and by helping the sector to achieve a stronger market position. The Shift2Rail Joint Undertaking should provide a platform for coordination of research activities with a view to driving innovation in the rail sector in the years to come. The ERTMS system will bring similar advantages to the rail sector. It will enhance

interoperability between national networks which is a pre-requisite for effective long distance rail operations.

In some cases, modal shift objectives require flexibility and adaptation to local conditions in particular regarding the 300 km limit on road transport, which is inadequate in distant and sparsely populated regions with a sparse rail network.

### **(b) Short-sea shipping**

Short-sea shipping could provide a means of coping with the congestion of certain road infrastructure and the lack of railway infrastructure. However, short sea shipping faces higher administrative burdens compared to the land-based modes. National borders continue to cause inefficiencies and additional costs. The way to revive short-sea shipping is to build veritable sea motorways within the trans-European transport network. This will require better connections between ports, rail and inland waterway networks together with improvements in the quality of port services. The European Maritime Transport Space without Barriers should be further developed into a “Blue Belt” of free maritime movement in and around Europe.

### **(c) Inland waterways**

Inland waterway transport is a competitive alternative to road and rail transport. It is environmentally friendly in terms of energy consumption, noise and gas emissions. In addition, it ensures a high degree of safety, in particular when it comes to the transportation of dangerous goods. It also contributes to the decongestion of the overloaded road network in densely populated regions. Inland waterways, where unused potential exists, have to play an increasing role in particular in moving goods to the hinterland and in linking the European seas. The European Commission should promote and strengthen the competitive position of inland waterways in the transport system, and facilitate their integration into the intermodal logistic chain.

### **(d) Tube transportation systems**

Tube freight transportation is an unmanned transportation system in which close-fitting capsules or trains of capsules carry freight through tubes between terminals. The tubes can be placed above, on, or below ground. An underground tube transportation system can carry high-volume freight into highly congested areas with minimum effect on surface transportation systems.

Tube transportation systems have a number of attractive features that make them worthy of evaluation as alternatives for future freight transport. If those systems were implemented in congested areas, passenger vehicles could be separated from freight vehicles with improvements in efficiency and safety for both modes. The improvement in efficiency would result in lower freight rates and a lower environmental impact on air quality and noise.

Tube freight transportation is a promising concept for a future system. However, a great deal of additional research and development, and the commitment of substantial resources, are necessary to produce even a prototypical operational system. Tube transportation systems are inherently high capital cost, low operating cost systems, but their economic feasibility carrying general merchandise is unknown as no such system has been built and operated in commercial service.



## **4. A SINGLE EUROPEAN TRANSPORT AREA**

### **(a) Completion of the Trans-European Transport Network**

Despite EU enlargement, large divergences in terms of transport infrastructure remain between eastern and western parts of the EU. Completion of the Trans-European Transport Network remains one of the preconditions for the rebalancing of transport modes. The selection of projects eligible for EU funding must focus on the completion of missing links (mainly cross-border sections and bottlenecks/bypasses), on the upgrading of existing infrastructure and on the development of multimodal terminals, and put greater emphasis on European added value. Co-funded projects should equally reflect the need for infrastructure that minimises the impact on the environment, that is resilient to the possible impact of climate change and that improves the safety and security of users.

As a consequence of the economic and financial crisis, the level of investment in the EU has dropped by about 15% since its peak in 2007. General uncertainty about the economic situation, high levels of public and private debt in parts of the EU economy and their impact on credit risk limit the room for manoeuvre. However, significant levels of savings and high levels of financial liquidity exist. The European Fund for Strategic Investments (EFSI) proposed by the Commission, as part of the Juncker's Investment Plan for Europe, should give priority to transport infrastructure projects delivering high societal and economic value. EFSI should target projects that promote job creation, long-term growth and competitiveness.

### **(b) Adopting a policy of effective charging for transport**

It is generally acknowledged that not always and not everywhere do the individual modes of transport pay for the costs they generate. The situation differs enormously from one Member State and mode to another. This leads to dysfunctioning of the internal market and distorts competition within the transport system. As a result, there is no real incentive to use the cleanest modes or the least congested networks. Attempts to internalise transport externalities and to remove tax distortions have so far been unsuccessful. In transport, like in any other sector, there cannot be economic efficiency unless the prices reflect all costs – internal and external – actually caused by the users.

The internalisation of external costs for all modes of transport should apply common principles and take into account the specificity of each mode. The Commission should develop guidelines for the application of internalisation charges to road vehicles, covering the social costs of congestion, CO<sub>2</sub> – if not included in fuel tax – local pollution, noise and accidents. In many cases, taking external costs into account will produce more revenue than is needed to cover the costs of the infrastructure used.

At the same time, the Commission should evaluate existing car road charging schemes and their compatibility with the EU Treaties. National tolls and vignettes must be non-discriminatory against foreigners. The German road toll plan (Pkw-Maut) raises considerable concerns about its compatibility with EU law and internal market rules, as it is susceptible to be discriminatory against foreign nationals using German motorways.

### **(c) Market opening and social conditions**

Whereas the EU has opened to competition most of its transport markets since the 90's, a number of obstacles to a smooth and efficient functioning of the internal transport market persist. The level of integration of the EU transport market remains low in comparison to other parts of the economy. A genuine EU-wide internal market exists only in air transport, while other transport modes suffer from different degrees of fragmentation along national borders; this concerns in first place rail and inland waterways, but road and short sea shipping are also affected.

The market opening process has already proved successful in those areas and modes where it is more advanced. As a result, a growing number of firms are active across national markets and different modes, which benefits overall economic performance and employment in the EU. But the achievement of a fully integrated transport system is delayed today by a number of remaining regulatory and market failures. Regulatory barriers to market entry, technical incompatibilities between modes, burdensome administrative procedures or imperfect and outdated legislation are the biggest problems. The completion of the internal market with a strong enforcement of competition rules is essential.

The opening of the market has not been accompanied by a parallel process of social harmonisation in employment and working conditions. The Commission should address quality of work in all transport modes, with respect to, notably, training, certification, working conditions and career development, with a view to creating quality jobs, developing the necessary skills and strengthening the competitiveness of EU transport operators.

There is in some areas a tendency to reduce costs in the transport sector which sometimes takes the form of social dumping. There is a need for social dialogue and appropriate surveillance measures to eliminate abusive practices and infringements of social legislation. If the transport sector is to operate smoothly and on a level playing field, social standards need to be improved, social and working conditions harmonised, and social and wage dumping practices eliminated.

The aim should be to complete the EU internal transport market, taking into account economic, employment, environmental, social and territorial aspects. The Commission should ensure that proposals on the opening-up of services in all transport markets do not lead to social problems, poorer-quality services, monopolies or oligopolies.

Also market opening and competition rules should ensure that public passenger transport services that society needs as part of its general interest and which cannot be run commercially, can be provided with the support of the relevant national, regional or local authorities.

### **(d) Free circulation of vehicles**

As regards **road cabotage** for freight (the possibility for an operator to carry goods within a Member State other than the one in which he is established), it is a way for hauliers to reduce their empty returns after an international trip and seek business opportunities particularly in cross-border areas. However, given the differences still existing across the European Union, particularly on taxation and social rules, a full opening of cabotage could result in a significant shift in jobs between countries and generate additional traffic.

With regard to **longer and heavier vehicles** (ecocombis/gigaliners), despite the different views on the advantages or disadvantages of those vehicles, they can be used in cross-border transport if the two Member States concerned already allow it. These transport operations do not have a significant impact on international competition if the cross-border use remains limited to two Member States where the existing infrastructure and the road safety requirements allow it. This balances the Member States' right under the principle of subsidiarity to decide on transport solutions suited to their specific circumstances with the need to prevent such policies from distorting the internal market. Keeping in mind the benefits of enhanced transport efficiency offered by those vehicles, it is fundamental to take also into account the potential negative impacts they may have on the infrastructure or safety.

**Platooning**, i.e. linking cars into a trainlike group (road-trains or platoons) presents a significant opportunity to increase the capacity of roads and reduce congestion, save fuel, and improve safety. Support for research and development is necessary to exploit the potential of these innovative systems.

**Transport of dangerous goods** by road, rail and inland waterway is covered by the Directive 2008/68 on inland transport of dangerous goods. There is, however, a need for better regulation and greater harmonisation in this area, as there are currently different national provisions and unnecessary administrative burdens that impede cross-border transport. A cargo to be transported by different means of transport is subject to cumulating rules, thus leading to complications and additional costs compared to a transport using a single mode. The Commission should therefore streamline the rules for the intermodal transport of dangerous goods to ensure interoperability between the different modes.

## **5. PLACING PEOPLE AT THE HEART OF THE TRANSPORT POLICY**

### **(a) Road safety**

Road safety is a major societal issue and a great concern to citizens across Europe. Road transport is the most widely used means of travel and a primary cause of accidents. Although significant improvements have been reached, much still needs to be done to get to a 'zero-vision'. This should be achieved by: improved safety measures for trucks and cars; building safer roads; developing intelligent vehicles; strengthening licensing and training; better enforcement; targeting injuries; and a new focus on pedestrians, cyclists, motorcyclists and vulnerable road users.

### **(b) Passenger rights**

Passengers need a common set of principles applicable to all modes of transport, so that they can be more easily aware of their rights if something goes wrong with their trip, regardless of the mode of transport they use. It is necessary to complete the established legislative framework with measures covering passengers on multimodal journeys with integrated tickets under a single purchase contract as well as in the event of transport operator's bankruptcy. We should also improve the quality of transport for elderly people, passengers with reduced mobility and disabled passengers, including better accessibility of infrastructure.

### **(c) Urban mobility**

The urban context poses the biggest challenges to the sustainability of transport. Cities currently suffer the most from congestion, poor air quality and noise exposure. Urban transport is an important source of transport emissions. The urban dimension will become even more important as the percentage of Europeans living in urban areas is projected to increase from 74% today to around 85% in 2050. At the same time, the subsidiarity principle entails a careful approach at European level.

Fortunately, the urban environment offers many options in terms of mobility. In urban areas, walking and cycling, together with public transport, often provide better alternatives not only in terms of emissions, but also of speed: they could readily substitute the large share of trips which cover less than 5km. Facilitating walking and cycling should become an integral part of urban mobility and infrastructure design. Public transport has to gain a higher share than today in the transport mix, become easily accessible for everyone and fully integrated with non-motorised modes. The public transport sector needs to become more innovative and flexible to meet the increasing demand for urban public transport and the changing needs and preferences of citizens in terms of their mobility.

In urban areas, electro-mobility, facilitated through the establishment of publicly available recharging points, can also offer a good alternative, taking into account the lower requirements for the range of vehicles in an urban environment. However, electric vehicles cannot solve all urban problems; their proliferation is a rather long-term perspective, when what is needed are short-term measures to reduce air and noise pollution. Electric cars will not also resolve urban traffic congestion, which can be only addressed by the promotion of public transport. However, public transport usage in urban areas is not clearly stated among the ten goals of the White Paper. A goal should be set to double urban public transport use by 2030, while also providing for facilities and infrastructure to facilitate walking and cycling.

The Commission should also monitor the situation in the different Member States as regards the operation of transportation network companies matching drivers to passengers (Uber being the most prominent example). An assessment of the legal, social and economic consequences arising from the operation of such companies should be made, to be accompanied, if appropriate, by relevant measures or recommendations.

\*\*\*\*

Transport is a complex system that depends on multiple factors. Owing to this complexity, any intervention must be based on a long-term vision for the sustainable mobility of people and goods, not least because policies of structural character take long to implement and must be planned well in advance.

The forthcoming mid-term review of the White Paper on Transport should keep this long-term vision (2050). However, it should be supplemented with intermediate targets and objectives for the years to come. The list of the initiatives and action points proposed in the White Paper should be adapted and complemented on a regular basis, and evaluated against their effectiveness to reach the overarching long-term objectives. The purpose of the mid-term review is not to lower the level of ambition of the objectives set in 2011, but to increase and streamline the efforts to meet them.