

# Public consultation on the evaluation of the 2011 White Paper ‘Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system’ and on the announced future European Strategy for a Sustainable and Smart Mobility

Fields marked with \* are mandatory.

## Introduction

---

The first part of this questionnaire addresses the EU’s past actions on transport policy, and in particular those implemented in the context of the Commission’s White Paper for transport adopted in 2011, which defines a long-term vision until 2050 for the transport sector. To date, the Commission has acted upon almost all of the 40 action points listed in the White Paper and delivered on the large majority of the 132 initiatives planned.

An evaluation of the White Paper was launched in February 2019 with the publication of an evaluation roadmap (<https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/2080-Evaluation-of-the-2011-White-Paper-on-Transport>). It covers all areas in which activities have taken place since the adoption of the 2011 White Paper. It looks at the transport needs identified in the paper, the objectives and goals that were set, the proposed initiatives and the outcomes that have been achieved, as well as the overall impact of the strategy since it was put in place.

The second part of this questionnaire looks at future EU actions in the field of transport and mobility, notably in the context of the Communication on the European Green Deal adopted by the European Commission in December 2019 and the preparation of a new Strategy for a Sustainable and Smart Mobility, to be put forward by the European Commission before the end of 2020.

The COVID-19 pandemic has had a severe impact on Europe’s mobility and its transport sector. The economic shutdown has meant jobs, incomes and healthy companies have been put at risk in ways not seen in previous crises. The Commission took unprecedented actions that also helped the transport sector, including full flexibility under EU budgetary rules also to give sectoral support, a Temporary State aid framework for liquidity and recapitalisation aid, a European support scheme to keep people at work (SURE) and a European Solvency Instrument. Subsequently, the Communication “Europe’s Moment: Repair and Prepare for the Next Generation”[1] set the direction for Europe’s recovery, including in transport. In line with this Communication, Europe must invest in protecting and creating jobs and in the competitive sustainability of its transport sector by building a fairer, greener and more digital and resilient future for it.

Europe must repair the short-term damage from the crisis in a way that also invests in the long-term future of mobility. To achieve this aim, the EU must show clarity of purpose and certainty of direction in its policies.

In this context, the questions in this section enquire about the challenges and necessary policy responses for transport and mobility to master the twin green and digital transitions and to transform itself into a resilient transport system that can withstand future crises, that is fit for the future and backed up by an industrial supply chain that can lead in a modern world. Against this backdrop, the European Green Deal states that in order for the EU to meet the ambition of climate neutrality by 2050, the transport sector must decrease its emissions by 90% by 2050 and should become drastically less polluting, especially in cities. In parallel, please note that the European Commission is also running an open public consultation on increasing the EU's climate ambition for 2030 as well as on the design of certain climate and energy policies of the European Green Deal, which also address transport and mobility (<https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12265-2030-Climate-Target-Plan/public-consultation>). This is part of the preparation for the 2030 Climate Target Plan, foreseen to be adopted by the Commission in the third quarter of 2020, which will also have a significant impact on EU transport and mobility policies.

The sector should contribute to the zero-pollution ambition of the European Green Deal, focusing on mitigating the impact of transport on our climate and natural environment, from emissions reductions to air, water and noise pollution. Road, rail, aviation, and waterborne transport all have to make a significant effort to reduce emissions and negative environmental impacts in order to contribute to this transition. This transition should be an opportunity to improve the health and well-being of our citizens, but also to increase the European Union's strategic autonomy, including in transport and mobility. At the same time, the transition must be just, affordable and inclusive, by putting people first. It also needs to maintain the highest safety and security standards in the transport sector.

The European Commission therefore plans to adopt in 2020 a comprehensive "EU Strategy for a Sustainable and Smart Mobility" aimed at delivering on these objectives. It will set out the key areas and initiatives in transport and mobility where the Commission will consider policy actions to be taken in the coming years and beyond.

It will focus on measures to reduce the impact on greenhouse gases emissions, on the environment and on the health of our citizens in general, and accelerate the shift towards more sustainable mobility. The strategy will also emphasise that these objectives will need to be met whilst modernising the transport sector and making it smarter, more digital, more inclusive and an innovative leading industry at the same time. It will also cover areas such as safety and security, social aspects (including accessibility, availability and affordability), connectivity and Single Market issues, and the external dimension where changes are needed to enable a transport sector fit for a clean, digital, inclusive and modern economy.

### **Structure of the survey**

This open public consultation focuses on both the evaluation of the White Paper and on future EU strategy for a Sustainable and Smart Mobility. (<https://ec.europa.eu/eusurvey/runner/EUtransport2020survey>)

The first part of the survey focuses on the evaluation of the White Paper and will feed into the analysis of its effectiveness, efficiency, relevance and EU added value. The second part of the survey concerns future strategy. It looks at current and future major challenges for transport and mobility, and possible areas for intervention at European level. It also leaves space for your views on possible measures to address the

challenges identified. You may choose to answer both parts of the questionnaire or only one of them. If you have questions and remarks, please contact:

- with regards to the White Paper evaluation: MOVE-WHITE-PAPER-CONSULTATION@ec.europa.eu
- with regards to the future Sustainable and Smart Mobility strategy: MOVE-MOBILITY-STRATEGY@ec.europa.eu

[1] COM (2020) 456 final.

## About you

---

### \* Language of my contribution

- Bulgarian
- Croatian
- Czech
- Danish
- Dutch
- English
- Estonian
- Finnish
- French
- Gaelic
- German
- Greek
- Hungarian
- Italian
- Latvian
- Lithuanian
- Maltese
- Polish
- Portuguese
- Romanian
- Slovak
- Slovenian
- Spanish
- Swedish

\* I am giving my contribution as

- Academic/research institution
- Business association
- Company/business organisation
- Consumer organisation
- EU citizen
- Environmental organisation
- Non-EU citizen
- Non-governmental organisation (NGO)
- Public authority
- Trade union
- Other

\* First name

Susanna

\* Surname

Caliendo

\* Email (this won't be published)

europa@region-frankfurt.de

\* Scope

- International
- Local
- National
- Regional

\* Organisation name

*255 character(s) maximum*

European Office of the Metropolitan Region FrankfurtRheinMain on behalf of the Regional Authority FrankfurtRheinMain, der Regional Transport Provider "Rhein-Main-Verkehrsverbund", the Rhein-Main Servicegesellschaft mbH and "Mobility Inside"

\* Organisation size

- Micro (1 to 9 employees)

- Small (10 to 49 employees)
- Medium (50 to 249 employees)
- Large (250 or more)

## Transparency register number

*255 character(s) maximum*

Check if your organisation is on the [transparency register](#). It's a voluntary database for organisations seeking to influence EU decision-making.

## \* Country of origin

Please add your country of origin, or that of your organisation.

- |   |  |  |  |
|---|--|--|--|
| <input type="radio"/> Afghanistan         | <input type="radio"/> Djibouti           | <input type="radio"/> Libya            | <input type="radio"/> Saint Martin                     |
| <input type="radio"/> Åland Islands       | <input type="radio"/> Dominica           | <input type="radio"/> Liechtenstein    | <input type="radio"/> Saint Pierre and Miquelon        |
| <input type="radio"/> Albania             | <input type="radio"/> Dominican Republic | <input type="radio"/> Lithuania        | <input type="radio"/> Saint Vincent and the Grenadines |
| <input type="radio"/> Algeria             | <input type="radio"/> Ecuador            | <input type="radio"/> Luxembourg       | <input type="radio"/> Samoa                            |
| <input type="radio"/> American Samoa      | <input type="radio"/> Egypt              | <input type="radio"/> Macau            | <input type="radio"/> San Marino                       |
| <input type="radio"/> Andorra             | <input type="radio"/> El Salvador        | <input type="radio"/> Madagascar       | <input type="radio"/> São Tomé and Príncipe            |
| <input type="radio"/> Angola              | <input type="radio"/> Equatorial Guinea  | <input type="radio"/> Malawi           | <input type="radio"/> Saudi Arabia                     |
| <input type="radio"/> Anguilla            | <input type="radio"/> Eritrea            | <input type="radio"/> Malaysia         | <input type="radio"/> Senegal                          |
| <input type="radio"/> Antarctica          | <input type="radio"/> Estonia            | <input type="radio"/> Maldives         | <input type="radio"/> Serbia                           |
| <input type="radio"/> Antigua and Barbuda | <input type="radio"/> Eswatini           | <input type="radio"/> Mali             | <input type="radio"/> Seychelles                       |
| <input type="radio"/> Argentina           | <input type="radio"/> Ethiopia           | <input type="radio"/> Malta            | <input type="radio"/> Sierra Leone                     |
| <input type="radio"/> Armenia             | <input type="radio"/> Falkland Islands   | <input type="radio"/> Marshall Islands | <input type="radio"/> Singapore                        |
| <input type="radio"/> Aruba               | <input type="radio"/> Faroe Islands      | <input type="radio"/> Martinique       | <input type="radio"/> Sint Maarten                     |
| <input type="radio"/> Australia           | <input type="radio"/> Fiji               | <input type="radio"/> Mauritania       | <input type="radio"/> Slovakia                         |
| <input type="radio"/> Austria             | <input type="radio"/> Finland            | <input type="radio"/> Mauritius        | <input type="radio"/> Slovenia                         |
| <input type="radio"/> Azerbaijan          | <input type="radio"/> France             | <input type="radio"/> Mayotte          | <input type="radio"/> Solomon Islands                  |

- Bahamas
- Bahrain
- Bangladesh
- Barbados
- Belarus
- Belgium
- Belize
- Benin
- Bermuda
- Bhutan
- Bolivia
- Bonaire Saint Eustatius and Saba
- Bosnia and Herzegovina
- Botswana
- Bouvet Island
- Brazil
- British Indian Ocean Territory
- British Virgin Islands
- Brunei
- Bulgaria
- Burkina Faso
- Burundi
- French Guiana
- French Polynesia
- French Southern and Antarctic Lands
- Gabon
- Georgia
- Germany
- Ghana
- Gibraltar
- Greece
- Greenland
- Grenada
- Guadeloupe
- Guam
- Guatemala
- Guernsey
- Guinea
- Guinea-Bissau
- Guyana
- Haiti
- Heard Island and McDonald Islands
- Honduras
- Hong Kong
- Mexico
- Micronesia
- Moldova
- Monaco
- Mongolia
- Montenegro
- Montserrat
- Morocco
- Mozambique
- Myanmar /Burma
- Namibia
- Nauru
- Nepal
- Netherlands
- New Caledonia
- New Zealand
- Nicaragua
- Niger
- Nigeria
- Niue
- Norfolk Island
- Northern Mariana Islands
- Somalia
- South Africa
- South Georgia and the South Sandwich Islands
- South Korea
- South Sudan
- Spain
- Sri Lanka
- Sudan
- Suriname
- Svalbard and Jan Mayen
- Sweden
- Switzerland
- Syria
- Taiwan
- Tajikistan
- Tanzania
- Thailand
- The Gambia
- Timor-Leste
- Togo
- Tokelau
- Tonga

- Cambodia
- Cameroon
- Canada
- Cape Verde
- Cayman Islands
- Central African Republic
- Chad
- Chile
- China
- Christmas Island
- Clipperton
- Cocos (Keeling) Islands
- Colombia
- Comoros
- Congo
- Cook Islands
- Costa Rica
- Côte d'Ivoire
- Croatia
- Cuba
- Curaçao
- Cyprus
- Hungary
- Iceland
- India
- Indonesia
- Iran
- Iraq
- Ireland
- Isle of Man
- Israel
- Italy
- Jamaica
- Japan
- Jersey
- Jordan
- Kazakhstan
- Kenya
- Kiribati
- Kosovo
- Kuwait
- Kyrgyzstan
- Laos
- Latvia
- North Korea
- North Macedonia
- Norway
- Oman
- Pakistan
- Palau
- Palestine
- Panama
- Papua New Guinea
- Paraguay
- Peru
- Philippines
- Pitcairn Islands
- Poland
- Portugal
- Puerto Rico
- Qatar
- Réunion
- Romania
- Russia
- Rwanda
- Saint Barthélemy
- Trinidad and Tobago
- Tunisia
- Turkey
- Turkmenistan
- Turks and Caicos Islands
- Tuvalu
- Uganda
- Ukraine
- United Arab Emirates
- United Kingdom
- United States
- United States Minor Outlying Islands
- Uruguay
- US Virgin Islands
- Uzbekistan
- Vanuatu
- Vatican City
- Venezuela
- Vietnam
- Wallis and Futuna
- Western Sahara
- Yemen

- Czechia
- Lebanon
- Saint Helena  
Ascension and  
Tristan da  
Cunha
- Zambia
- Democratic  
Republic of the  
Congo
- Lesotho
- Saint Kitts and  
Nevis
- Zimbabwe
- Denmark
- Liberia
- Saint Lucia

### \* Publication privacy settings

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

**Anonymous**

Only your type of respondent, country of origin and contribution will be published. All other personal details (name, organisation name and size, transparency register number) will not be published.

**Public**

Your personal details (name, organisation name and size, transparency register number, country of origin) will be published with your contribution.

I agree with the [personal data protection provisions](#)

## Part I: 2011 WHITE PAPER EVALUATION

### Introduction

Since 2011, the White Paper 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system'[1] (<https://eur-lex.europa.eu/legal-content/en/TXT/?uri=celex:52011DC0144>) has been an overarching strategic framework for the priorities, objectives and Commission initiatives in the area of EU transport policy.

The White Paper defined a long-term strategy to help the EU transport system achieve the overall goal of EU transport policy – to provide current and future generations with access to safe, secure, reliable and affordable mobility resources that meet their own needs and aspirations, while minimising undesirable impacts such as congestion, accidents, air and noise pollution, and climate change.

The 2011 White Paper[2] identified and sought to address three main problems that transport was facing in 2011:

- an increasing oil price and persistent oil dependency;
- growing congestion and poor connectivity;



- a deteriorating climate and local environment (i.e. pollution).

The White Paper set out a vision for sustainable resource-efficient transport by 2050 as a basis for developing an integrated, sustainable and efficient transport system for the EU. To this end, the White Paper defined a work programme comprising 132 initiatives, both legislative and non-legislative, which were grouped around 40 different action points.

Ten quantitative and qualitative headline targets ([https://ec.europa.eu/transport/sites/transport/files/themes/strategies/doc/2011\\_white\\_paper/white-paper-illustrated-brochure\\_en.pdf](https://ec.europa.eu/transport/sites/transport/files/themes/strategies/doc/2011_white_paper/white-paper-illustrated-brochure_en.pdf)) were also set out in the White Paper. Several of them define concrete quantitative milestones that serve as benchmarks for measuring progress towards the objectives of the White Paper.

As some targets were expected to be met by 2030 or even 2020, it is now appropriate to review the progress made, to identify persisting and new challenges that influence the actions set out in the White Paper, and to evaluate the relevance of the White Paper against the backdrop of evolving energy, climate, environmental and industrial policies.

[1] COM(2011) 144 final.

[2] More detailed analysis can be found in the accompanying Staff Working Document: SEC(2011) 391 final of 28.3.2011.

## A. Effectiveness of the White Paper strategy

1. The White Paper sets out three main general objectives: reduce GHG emissions by 60% by 2050, reduce oil dependency of the transport sector and reduce congestion. In your view, the EU transport initiatives in the last ten years:

	Completely disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Fully agree	No opinion
helped reduce the greenhouse gas emissions linked to transport activities in the EU.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
helped reduce the use of oil in transport.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
helped reduce the congestion on the roads in daily traffic.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

1.1. Has the 2011 White Paper been effective in reducing greenhouse gas emissions from the various transport modes?

- Very effective
- Effective

- Neutral
- Ineffective
- Very ineffective

1.2. [If the answer to Question Q1 above is ineffective or very ineffective] Why has the White Paper not been effective in reducing greenhouse gas emissions from transport modes?

Though EU legislation resulting from the 2011 White Paper was responsible for the most relevant policy pushes towards sustainable mobility, the overall greenhouse gas emissions in the transport sector did measurably not decline (especially in comparison to other sectors) and therefore the overall assessment can't be positive in this generalized way (while core tools also laying outside the formal EU competencies). But also on EU level reducing "unnecessary" traffic and encouraging sustainable mobility behaviour, especially realising a shift from road to rail/active mobility, was not as much in focus as the policy push for technological innovation in motorised individual transport.

2. Beyond its three main objectives, the EU transport policy strives for safe, secure, reliable, sustainable, fair, accessible and affordable transport services for citizens and businesses across the EU. Compared to the situation 10 years ago, how would you assess the contribution of the White Paper strategy on transport to those objectives?

	Completely disagree	Somewhat disagree	Neither agree nor disagree	Somewhat agree	Fully agree	No opinion
Access to transport services has improved for passengers and commuters.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Access to freight transport services has improved for companies.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Individual transport activities produce less negative effects for other people and the environment.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mobility needs of the current generation are met with a lower burden on future generations.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The price of the transport services better reflects their external costs (i.e. climate change, noise and air pollution, accidents, biodiversity loss increased land use, etc.).	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety of transport services across the EU has improved.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Security of transport services across the EU has improved.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transport services have become more reliable and of higher quality.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transport has become more affordable.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Booking tickets for buses/trains/planes online has become easier.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Consulting transport timetables online has become easier.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Planning and booking tickets for a trip combining several modes of passenger transport in one trip (e.g. train and plane) has become easier.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Combining several modes of freight transport in one transport operation (e.g. road and train or inland waterways) has become more efficient and accessible.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The rights of passengers of buses/trains/planes departing in the EU are better respected.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Conditions for employment in the EU transport sector have improved.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

3. To achieve objectives of EU transport policy, the White Paper includes a comprehensive list of initiatives, grouped into several areas of action. Today, in all these areas, the Commission has launched initiatives, many of them legislative, others non-legislative. In your view, to what extent the progress made under each area of actions contributes towards the achievement of the EU transport policy, as stated in the White Paper?

### 3.1 Single European Transport Area

*Rules and initiatives were adopted to improve the functioning of the Single Market for transport services, to remove barriers for market entry and to increase efficiency. Initiatives have covered all transport modes, such as improved access to domestic passenger rail markets, an integrated approach to freight corridor management, completing the Single European Sky, better connected EU ports through a "blue belt", a sustainable framework for inland navigation, less restrictions to cabotage in road freight, better market access for bus and coach services, and a framework for information exchange and transport management along the multimodal freight transport logistics chain.*

The contribution of the actions under the Single European Transport Area (as described above) has been:

*at most 1 choice(s)*

- Very positive
- Positive
- Neither positive, nor negative
- Negative
- Very negative
- No opinion

### 3.2 Promoting quality jobs and working conditions

*In this area, the Commission has initiated a social code for mobile road transport workers, a social agenda form maritime transport and the establishment of EU-wide minimum quality and service standards for workers in the whole aviation chain.*

The contribution of the actions under the Single European Transport Area (as described above) has been:

*at most 1 choice(s)*

- Very positive
- Positive
- Neither positive, nor negative
- Negative
- Very negative
- No opinion

### 3.3 Secure transport

*Rules and initiatives have been adopted to increase the security of air cargo and air passengers, to establish an expert group on land transport security and to improve the “end-to-end” security along the supply chain.*

The contribution of the actions under the Single European Transport Area (as described above) has been:

*at most 1 choice(s)*

- Very positive
- Positive
- Neither positive, nor negative
- Negative
- Very negative
- No opinion

#### 3.4 Transport safety

*In this area, rules and initiatives have been adopted inter alia for the deployment of road safety technologies, a road worthiness package, a European strategy for civil aviation safety, as well as initiatives on safer shipping, rail safety improvements in the context of the 4th railway package and streamlined rules for the intermodal transport of dangerous goods.*

The contribution of the actions under the Single European Transport Area (as described above) has been:

*at most 1 choice(s)*

- Very positive
- Positive
- Neither positive, nor negative
- Negative
- Very negative
- No opinion

#### 3.5 Service quality and reliability

*In this area, the Commission has launched an initiative to develop a uniform interpretation of EU law on passenger rights and has assembled common principles applicable to passengers' rights in all transport modes. It has issued guidelines concerning the rights of disabled persons and persons with reduced mobility. The Commission has also adopted specifications for the provision of EU-wide multimodal travel information services and issued guidance on continuity of passenger mobility following disruption of the transport system.*

The contribution of the actions under the Single European Transport Area (as described above) has been:

*at most 1 choice(s)*

-

Very positive

- Positive
- Neither positive, nor negative
- Negative
- Very negative
- No opinion

### 3.6 Research and innovation in the transport sector

*In this area, rules and initiatives have been adopted inter alia to support the development of clean, safe and silent vehicles, the deployment of technologies to improve transport security and safety (e.g. deployment of eCall), the development of new transport systems (unmanned aircraft etc.), as well as a sustainable alternative fuels strategy and innovations for sustainable urban mobility. Regulatory initiatives in this area include inter alia standards for CO2 emissions of vehicles, vehicle standards for noise emission levels, a revised test cycle to measure emissions, interoperability standards for charging and refuelling infrastructure, eco-driving requirements, as well as specifications of access conditions for transport data for safety and security.*

The contribution of the actions under the Single European Transport Area (as described above) has been:

*at most 1 choice(s)*

- Very positive
- Positive
- Neither positive, nor negative
- Negative
- Very negative
- No opinion

### 3.7 Integrated urban mobility

*In this area, the Commission supports and monitors Member States' establishment of sustainable urban mobility plans. It also has proposed an EU framework for urban road user charging and a strategy for 'zero-emission' urban logistics.*

The contribution of the actions under the Single European Transport Area (as described above) has been:

*at most 1 choice(s)*

- Very positive
- Positive
- Neither positive, nor negative
- Negative
- Very negative
-

## No opinion

### 3.8 Modern infrastructure and smart funding

*In this area, the TEN-T Guidelines and the Connecting Europe Facility provide the framework and the funding for developing strategic European infrastructure which takes into account energy efficiency needs and climate change challenges. Moreover, initiatives adopted in this area have aimed to deploy large-scale intelligent and interoperable technologies (such as SESAR, ITS, ERTMS, RIS, etc.) and to create a multimodal freight corridor structure. The Connecting Europe Facility has created a new funding framework of transport infrastructure. Private sector engagement has been fostered inter alia through the European Fund for Strategic Investment (EFSI). Initiatives for smart pricing and taxation include proposals such as a revised Eurovignette Directive.*

The contribution of the actions under the Single European Transport Area (as described above) has been:

*at most 1 choice(s)*

- Very positive
- Positive
- Neither positive, nor negative
- Negative
- Very negative
- No opinion

### 3.9 External dimension of EU transport

*The White Paper includes an area of actions on the international role of EU transport. This includes inter alia initiatives to extend internal market rules to international organisations and trade partners, to complete the European common aviation area, to take action in multilateral forums to tackle energy efficiency needs, climate change and terrorism, to bring container shipping under EU antitrust rules and to enhance transport policy cooperation with neighbouring countries of the EU.*

The contribution of the actions under the Single European Transport Area (as described above) has been:

*at most 1 choice(s)*

- Very positive
- Positive
- Neither positive, nor negative
- Negative
- Very negative
- No opinion

4. Do you think the White Paper has identified the right areas of action to address the challenges facing the EU transport sector?



at most 1 choice(s)

- Yes
- No
- No opinion

5. Has there been any area of action missing in the White Paper, which you would have liked to have included? Please specify:

The nexus Digitalisation and Transport needs additional attention, given the rising importance of transport management systems, CAAM or MAAS.

6. What impact have the following technological and societal developments had since the adoption of the White Paper in 2011?

6.1 Increased uptake of digital technologies by transport service operators and emergence of new business models in transport services (e.g. ride-sharing, ride-hailing, mobility as a service).

	Positive	Slightly positive	Neither positive nor negative	Slightly negative	Negative	No opinion
Reducing greenhouse gas emissions	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing transport's dependency on oil	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Making transport more affordable	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving access to transport services	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving safety, security, reliability of transport services	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Limiting the growth of congestion	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Minimising external costs of transport activities to society	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhanced competition between transport service providers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Improved competitiveness of EU transport industries in the global market	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6.2 New technological trends in manufacturing: artificial intelligence, automation, electrification.

	Positive	Slightly positive	Neither positive nor negative	Slightly negative	Negative	No opinion
Reducing greenhouse gas emissions	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing transport's dependency on oil	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Making transport more affordable	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving access to transport services	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving safety, security, reliability of transport services	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Limiting the growth of congestion	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Minimising external costs of transport activities to society	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhanced competition between transport service providers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Improved competitiveness of EU transport industries in the global market	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

6.3 New individual mobility patterns (such as car-sharing, e-bikes, e-kick scooters in urban transport).

	Positive	Slightly positive	Neither positive nor negative	Slightly negative	Negative	No opinion
Reducing greenhouse gas emissions	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing transport's dependency on oil	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Making transport more affordable	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving access to transport services	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Improving safety, security, reliability of transport services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Limiting the growth of congestion	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Minimising external costs of transport activities to society	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhanced competition between transport service providers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Improved competitiveness of EU transport industries in the global market	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

#### 6.4 Growing e-commerce: online shopping, home deliveries and integrated supply chains.

	Positive	Slightly positive	Neither positive nor negative	Slightly negative	Negative	No opinion
Reducing greenhouse gas emissions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing transport's dependency on oil	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Making transport more affordable	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving access to transport services	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving safety, security, reliability of transport services	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Limiting the growth of congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Minimising external costs of transport activities to society	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhanced competition between transport service providers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Improved competitiveness of EU transport industries in the global market	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6.5 Are there any other trends or developments not listed above? (please specify and assess it):

1000 character(s) maximum

Active Mobility (biking and walking)

Other

	Positive	Slightly positive	Neither positive nor negative	Slightly negative	Negative	No opinion
Reducing greenhouse gas emissions	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing transport's dependency on oil	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Making transport more affordable	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving access to transport services	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving safety, security, reliability of transport services	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Limiting the growth of congestion	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Minimising external costs of transport activities to society	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enhanced competition between transport service providers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Improved competitiveness of EU transport industries in the global market	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

**B. Relevance of the White Paper**

7. Today, how would you rate the importance of the following objectives set out in the 2011 White Paper?

	0 (= not important)	1	2	3	4	5 (= very important)	No opinion
Reduce transport- related GHG emissions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Drastically reduce the oil-dependency ratio of transport-related activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Limit the growth of congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Allow basic access to transport services and allow development of mobility needs of individuals and companies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Ensure that transport needs of the current generation are met without creating excessive burden for coming generations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Offer safe, secure and reliable transport services of high quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Ensure that transport is affordable and that it operates fairly and efficiently	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Promote high quality employment in the transport sector	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Minimise the external costs of transport to society (i.e. costs of accidents, noise and air pollution, biodiversity loss and increased land use)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

8. The objectives of the 2011 White Paper are underpinned by 10 concrete headline targets that serve as quantitative and qualitative benchmarks for the progress made.

8.1 Please indicate the extent to which you agree (or otherwise) with the following statements regarding the 10 headline targets?

	Fully agree	Somewhat agree	Somewhat disagree	Completely disagree	No opinion
The headline targets are clearly defined.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The headline targets are realistic (neither too ambitious nor not ambitious enough).	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The headline targets are complete and properly reflect the objectives of the White Paper.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

You can specify your answer to Question 8.1 here:

*3000 character(s) maximum*

Though very important and ambitious goals, e. g. targets 7 and 8 will not be fulfilled.

8.2 Today, can the headline targets set out in 2011 help us assess the performance of EU and national transport systems in terms of:

	Very useful	Somewhat useful	Neither useful nor useless	Somewhat useless	Very useless	No opinion
Environmental impacts (decarbonisation, reducing air pollution and noise)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Energy and resource efficiency	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Level of integration of transport services within and across modes	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of service for transport users	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. The 2011 White Paper takes a broad policy approach, meaning it set up a framework with targets, areas for action and concrete initiatives to address the challenges facing EU transport. It lists a number of initiatives, which were grouped around action points. We would like to know your view on this way of approaching the challenges facing the EU transport sector.

9.1 Considering the challenges facing EU transport policy, the White Paper with its action points was:

*at most 1 choice(s)*

- Very relevant
- Relevant
- Somewhat relevant
- Somewhat irrelevant
- Irrelevant
- No opinion

9.2 Would you like to highlight any initiative(s) included in the 2011 White Paper that you consider still relevant, whether implemented or not (please specify)?

*1000 character(s) maximum*

introduction and completing of TEN-T core-net corridors (34, 35, 37); seamless door-to-door mobility (22); SUMPS (31, 33); emphasis on deployment of research and innovation (especially for multimodality, digital solutions/MAAS, traffic management and CAAM, 24, 25).

9.3 Would you like to highlight any initiative(s) included in the 2011 White Paper that should be abandoned (please specify)?

*1000 character(s) maximum*

9.4 Do you agree with the following statements?

	Yes	No	No opinion
The 2011 White Paper on transport provided a suitable framework to address the needs of transport policy.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
The scope of the White Paper was too narrow. It should not only have focused on transport aspects, but also included energy, industrial, environment and climate policies.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
The scope of the White Paper was too wide. It should have focused on a more limited number of key issues for the EU transport sector.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

**C. EU added value of the White Paper 2011**



10. Do you believe that having a White Paper for transport policy at EU level had added-value in addition to the transport policies, which have been pursued in the Member States at national/regional level?

*at most 1 choice(s)*

- Yes
- No
- No opinion

**D. Efficiency of the White Paper and its initiatives**

We would like to know your views on both the costs and the benefits of the actions listed in the White Paper, including whether you think that the costs (in terms of financial and human resources) allocated to the implementation of the 40 specific actions have been higher or lower than the benefits achieved.

11. Generally, what is your assessment of the relation between the costs and benefits of the White Paper actions?

	Benefits are higher than costs	Benefits and costs are equal	Costs are higher than benefits	No opinion
For the environment	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For transport equipment manufacturers	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For transport operators /service providers	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For transport users /passengers	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For public administration	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For society at large	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

12. Are you aware of any White Paper initiatives in your area(s) of activity for which there has been an increase of effort and/or costs for your organisation (for implementation or enforcement)? Please specify which ones:

*1500 character(s) maximum*

13. In your view, are there any aspects of the White Paper that could be simplified or streamlined without reducing its effectiveness? Please explain.

*3000 character(s) maximum*

## Part II Future Transport and Mobility Strategy

### Introduction

The EU Strategy for a Sustainable and Smart mobility announced as part of the Commission's European Green Deal[1] will set out a vision for Europe's future mobility.

This section of the questionnaire aims at gathering stakeholders' views on key objectives and possible areas of intervention at EU-level to enable a shift towards sustainable transport (including greenhouse gas and other pollutant emissions reduction) as well as to modernise the sector and make it smarter and more inclusive. The questionnaire also enquires how to address these challenges together with the ones related to safety, security, social aspects (including accessibility, availability and affordability), connectivity and Single Market issues, as well as the external dimension of EU policies.

The public consultation forms part of the Commission's broader efforts to consult citizens, Member States' authorities and other stakeholders, including trade associations, industry, consumer and relevant non-governmental organisations.

For more details please consult the future strategy Roadmap ([https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives?&frontEndStage=PLANNING\\_WORKFLOW](https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives?&frontEndStage=PLANNING_WORKFLOW)).

[1] COM(2019) 640 final

1. How severe do you expect the impact of the COVID-19 on connectivity and mobility patterns to be in the short and mid-term? (Please rate from 1 – no impact, to 10 – very severe)

	1 = no impact	2	3	4	5	6	7	8	9	10 = very severe
Short term (1-2 years)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mid term (up to 2030)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. Which lessons should be learnt from the COVID-19 crisis and its impact on connectivity and mobility patterns and behaviour to build a resilient transport system that is fit for the future? If possible, please identify areas for follow up actions (maximum 1500 characters)

*1500 character(s) maximum*

Though the COVID-19 crisis poses severe short-term challenges on transport providers especially in public transport, the necessary investments in the future-proof sustainable mobility systems should not be shifted back on the agenda. As the public transport system incarnates the potentially green economic recovery to come, the EU spending in the Recovery and Resilience-Facility needs to have a strong transport- and more specific a rail-dimension.

3. Transport accounts for a quarter of the EU’s greenhouse gas emissions, and still growing. It is also a major source of air and noise pollution and has a number of negative impacts on the environment. How important are the following principles for guiding EU action to address these environmental issues?

	Important	Somewhat important	Not very important	Not important at all	No opinion
Making the transport system as a whole – each and every transport mode - more sustainable	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Making sustainable alternative solutions available to EU citizens and businesses (e.g. competitive inter-city train services, high quality public transport, shared mobility services)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Respecting fully the polluter-pays principle in all transport modes through measures such as taxes and charges	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fostering connectivity and access to transport and mobility for all	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Raising awareness about climate and environmental impact of transport and mobility	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fostering affordability of transport and mobility	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

4. In view of climate and environmental challenges, how important is it for EU action to focus on the following areas?

	Very important	Somewhat important	Not very important	Not important at all	No opinion
Increasing the share of more sustainable transport modes (e.g. supporting multimodality, active transport mode such as walking and cycling)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving the efficiency of the whole transport system (g. through better traffic management systems)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increasing the uptake of clean vehicles (e.g. by strengthening the CO2 emission standards) and	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

ensuring the efficient integration of electric vehicles into the electricity grid	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase the uptake of sustainable alternative fuels (e.g. developing recharging/refuelling infrastructure, blending mandates)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Incentivising sustainable consumer choices and low-emission mobility practices (e.g. increased application of the 'polluter-pays' and 'user-pays' principles, better consumer information on carbon footprint)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increasing investment in sustainable transport infrastructure and solutions (e.g. high-speed rail, inland waterways, recharging and refuelling infrastructure)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fostering the deployment of innovative digital solutions in transport	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving affordability and accessibility of sustainable transport	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other, please specify:

*1500 character(s) maximum*

5. What are in your view the main drivers which can accelerate the reduction of negative environmental impacts of transport, with the aim of reducing greenhouse gas emissions by 90% until 2050?

*at most 3 choice(s)*

- Increasing investment in new technologies
- Lifting barriers in the Single Market to reduce inefficiencies in transport services
- Making traffic management more seamless and efficient in all modes to eliminate unnecessary emissions
- Incentivizing a modal shift for freight and passengers through investment in multimodal infrastructure
- Maintaining technological neutrality
- Internalizing environmental external costs of transport across all modes
-

Addressing behavioural change when it comes to consumers choice for transport services

- Digitalizing all transport modes and infrastructures

Other, please specify:

*1500 character(s) maximum*

6. In the areas that you identified as (very or somewhat) important in Question 3, which would be the key measure that the EU should take?

*1500 character(s) maximum*

- Completing the TEN-T and strengthening the role of Urban Nodes (as functional urban areas);
  - Putting incentives for the modal shift towards rail and active mobility at the heart of the next EU-Mobility Strategy;
  - Support seamless door-to-door travelling throughout Europe;
  - Support scale-up of Hydrogen in public transport;
  - Support SUMPS on level of functional urban area.

7. In the areas that you identified as (very or somewhat) important in Question 3, which would be the key measure that national and/or local authorities should take?

*1500 character(s) maximum*

- Fully implement and ensure compliance with existing EU legislation on emissions;
  - Investment in infrastructures for sustainable mobility (rail, walking, biking and alternative fuels)
  - very controversial questions like e. g. urban access regulations, urban space management for mobility and taxation incentives should be left to the responsible levels of governance and political bottom-up approaches to ensure public support.

8. What conditions are most important for you (as an individual or as an organisation) to switch to a more sustainable way to commute, travel or to transport goods for your business?

*at most 3 choice(s)*

- Availability of environmentally friendly alternatives (e.g. ride-sharing, zero-emission vehicles, public transport)
- Availability of convenient alternatives (adapted to your needs)
- Availability in general (e.g. connectivity, frequency)
- Travel (transport) time
- Accessibility of infrastructure (e.g. stations)
- Safety (with respect to accidents)
- Security (with respect to potential thefts and aggressions)
-

Quality of service

- Price (alternatives comparable in terms of pricing)
- Innovation and digital access (to the service)
- Magnitude of environmental impact
- Ease of use and payment
- You are ready to switch/promote the switch within your organisation regardless of the conditions

Other, please specify:

*1500 character(s) maximum*

Encouraging sustainable transport and mobility is part of the self-understanding as employer in the Regional Authority, RMV and rms.

9. How important are the following EU-level policies and actions for land transport decarbonisation in contributing to meet the EU long-term objective to achieve climate neutrality by 2050?

*Please rate the items in the table below from 5 (most important) to 1 (least important). Not all options need to be rated.*

	1	2	3	4	5
Further strengthen the ambition of CO2 and pollutant emission standards for new vehicles	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Further incentivise the market uptake of sustainable alternative transport fuels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Support the deployment of recharging / refuelling infrastructure along the land infrastructure of the trans-European transport network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Support and incentivise the development of low- and zero-emission mobility (e.g. purchasing incentives to make clean mobility affordable for all)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Introduce carbon pricing for fossil fuels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Enhance the integration of transport modes (road, rail, inland waterways) and stimulate their efficient use through smart and digital mobility solutions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Promote modal shift towards urban public transport and active modes such as walking and cycling, and coaches, rail and waterborne transport for long-distance transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Adapt and develop pricing measures (e.g. road charging, vehicle taxation, etc.) so that more polluting vehicles are taxed higher and less polluting vehicles lower	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Promote consumer awareness of available low-carbon vehicles and mobility solutions

<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
-----------------------	-----------------------	-----------------------	----------------------------------	-----------------------

10. What complementary measures to the possible inclusion in the EU Emission Trading System should be considered to reduce greenhouse gas emissions from maritime transport?

*Please rate the items in the table below from 5 (most important) to 1 (least important). Not all options need to be rated.*

	1	2	3	4	5
Research and innovation actions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enabling framework to support investment and financing in sustainable technologies technologies including the fleet renewal with cleaner vessels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measures to support energy efficiency improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measures to support the deployment of sustainable alternative fuels	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measures on pricing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measures at port level (e.g. use of shore-side electricity, regulating access of the most polluting ships)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11. What complementary measures to the inclusion in the EU Emission Trading System should be considered to reduce greenhouse gas emissions from aviation?

*Please rate the items in the table below from 5 (most important) to 1 (least important). Not all options need to be rated.*

	1	2	3	4	5
Research and innovation actions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Enabling framework to support investment and financing in sustainable technologies	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Measures to support the deployment of sustainable alternative fuels in aviation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measures to improve air traffic management (Single European Sky)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measures on pricing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Measures at airport level (e.g. deployment of sustainable alternative fuels in ground movements)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Enabling more sustainable consumer choices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Promote modal shift towards rail and coach transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

12. Beside the key challenges to reduce greenhouse gas emissions by 90% by 2050 and to become drastically less polluting, what other transport and mobility challenges would need to be tackled by the EU in the next decade?

*at most 5 choice(s)*

- Other impacts of the sector on the environment (e.g. habitat damage)
- Congestion and lack of capacity
- Digitalisation of the transport sector
- Need for transport infrastructure to connect European citizens (connectivity)
- Need for infrastructure for active transport modes (e.g. walking, cycling)
- Impact of demographic challenges related to an ageing society on transport needs
- Discrepancies in access to transport services between rural and urban areas
- Swift access to transport and mobility services in a Member State other than the one you live in
- Availability and access to charging and refuelling points (e.g. for electric or hydrogen-powered cars)
- Availability of shared mobility solutions (e.g. car, micromobility or bike sharing)
- Safety (e.g. accidents)
- Security (e.g. terrorism)
- Affordability of transport services (the cost of mobility)
- Quality of transport services
- Fair working conditions for transport workers
- Need for an adequately skilled workforce
- Effective protection of consumer and passenger rights
- Gender differences in use or access to mobility
- Global competition

Other, please specify:

*1500 character(s) maximum*

13. Given the magnitude of the sustainability and modernisation challenge, where is an EU action needed to take advantage of the benefits of automation and innovation in the transport sector (e.g. in the field of connected and automated mobility, emerging technologies such as e.g. drones.)?



	Needed	Neutral	Not needed	No opinion
Ensuring a coherent regulatory framework	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ensuring a cross-modal approach to regulations and policies	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Removing barriers to testing and deployment of new solutions	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Supporting research and innovation	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Setting interoperability standards	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Setting safety and security standards	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Setting appropriate pricing, taxation and financial incentives	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Facilitating availability and access to data within and across modes	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Setting social standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Supporting development of skills	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Helping alleviate security concerns	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Supporting deployment of new technologies and fair market solutions	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
None of the above	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other, please specify:

*1500 character(s) maximum*

14. To what extent do you agree that the factors below remain barriers to achieving truly sustainable, cross-border mobility of passengers and freight in the EU?

	Definitely	To a large extent	Not so much	Not at all	No opinion
Lack of sufficiently well-developed and connected infrastructure	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of interoperability between Member States' infrastructures and services	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of multi-modal infrastructure (e.g. transshipment terminals)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Insufficient reliability	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Barriers for providers to offer services in different Member States	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of EU social standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Divergent rules on access to restricted areas (UVARs) in different European cities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Other, please specify:

*1500 character(s) maximum*

15. To what extent do you agree that the factors below remain barriers to cross-border, in particular public or collective, passenger transport and mobility as a service options in the EU?

	Definitely	To a large extent	Not so much	Not at all	No opinion
Lack of sufficiently well-developed and connected infrastructure	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of interoperability between Member States' infrastructures and services	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of options to buy different tickets across modes and across borders	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of mobility options (e.g. night trains)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Insufficient level of passenger protection	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Barriers for providers to offer services in different Member States	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Barriers to new and collaborative services/ mobility as a service options that offer the use of multiple transport modes such as taxis, public transport and cycling).	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of EU social standards	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Divergent rules on access to restricted areas (UVARs) in different European cities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Other, please specify:

*1500 character(s) maximum*

16. In light of the sustainability and modernisation transition facing the transport sector, what do you see as the main challenges from the transport workforce perspective for the next 10-15 years?

*at most 3 choice(s)*

- Potential transformation or loss of existing jobs
- Need for reskilling of current workers
- Availability of (qualified) workforce
- Fair working conditions for transport workers
- Gender gap within the transport sector workforce
- Access to profession, including mutual recognition of licences
- Transfer of staff

Other, please specify:

*1500 character(s) maximum*

17. Achieving sustainable transport means putting users first and ensuring they trust different mobility solutions. What do you see as the main safety and security issues in the transport sector for the next 10-15 years?

	Very relevant	Relevant	Somewhat relevant	Not very relevant	Not relevant at all	No opinion
Improving road safety, in particular reducing the impact of unsafe behaviour (e.g. use of alcohol or drugs, speeding, distractions due to smartphone use, etc.)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving road safety, in particular the safety of vulnerable road users (pedestrians, cyclists, etc.)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving road safety, in particular at rail level-crossings	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving rail safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving safety of waterborne transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Improving aviation safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Addressing terrorist threats	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Addressing cybersecurity threats	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Addressing extreme weather conditions	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other, please specify:

*1500 character(s) maximum*

18. Please shortly describe any specific measures at EU level that you think would be particularly effective in addressing the challenges highlighted by you in the previous questions

*2000 character(s) maximum*

As the CEF-T will unfortunately only receive a very modest budget in the new MFF (especially for "traditional" projects in non-cohesion countries), a focus on the urban nodes and supporting new infrastructures for the shift to rail and active mobility, strengthening public transport and better connecting regional and long-distance transport is necessary.

More concretely this can be achieved by strengthening the role of urban nodes in the future TEN-T guidelines. The TEN-T will only be as efficient and green as the urban nodes in metropolitan regions allow, thus supporting urban nodes can be of the same EU-wide systemic relevance as cross-border projects. These urban nodes shouldn't be reduced to single administrative cities; instead, the functional urban areas need to be looked at. Only then the interdependencies between and within long-distance and regional transport structures and their better multimodal connection can be tackled adequately. Furthermore, rail transport should become a full part of the TEN-T picture by incorporating rail nodes in Article 41 and Annex II. 2 in the TEN-T guidelines, thus supporting the modal shift. Better links between the revised SUMP concept and TEN-T might be achieved by incorporating the support for sustainable and active mobility into the aims and functions for urban nodes as spelled out in Article 30 of the TEN-T guidelines.

Given the recent technological developments the digital dimension must also obviously play a much stronger role in the future EU-mobility strategy. In general, the EU-funding for digital and transport programmes should be stronger linked to each other. Horizon Europe funds could ensure that MAAS, seamless-travelling, integrated mobility management and CAAM experience a boost over the next years. Whereas a lot of research and development was done in the past years, the real life-deployment and mainstreaming of such innovative solutions needs further attention and support.

### Further information

If you wish to add further information or comments – relevant to the scope of this questionnaire – please feel free to do so here:

*3000 character(s) maximum*

Planning procedures:

A lot depends on new infrastructures for sustainable transport - but long-lasting planning and realisation

phases especially for bigger projects are a severe challenge in Germany. The announced revision of the EU- "Aarhus Regulation" should take this into account and avoid any additional, potentially hampering procedural provisions.

Role of functional areas/regional governance:

We see the SUMP-concept as a very useful tool for a participative, integrated and multimodal approach to organise sustainable mobility, which should be further supported in the future. But in this context we perceive the need for a "zoom out" in scope and like to stress the crucial role of the structures in the functional areas and its often peri-urban characteristics (s. above, functional urban areas in TEN-T urban nodes). Taking these territorial dimension in transport seriously is highly relevant for realising effective connectivity and accessibility, making the sustainable transport modes the logical/best choice for individual users and avoiding "unnecessary" transport through a close alignment of transport planning, regional development strategies and land-use planning. Therefore cooperation mechanisms for regional governance in the functional transport area are key - but often not fully grasped by the existing EU NUTS-classifications. In the FrankfurtRheinMain Region formal sectoral regional governance, like the setup of our regional public transport provider RMV and its "Nahverkehrsplan", goes hand in hand with soft coordination mechanisms like the joint infrastructure development-strategy for the rail node Frankfurt "FrankfurtRheinMainPlus" (with local, regional and federal actors) and the multimodal, integrated realisation of a Masterplan Mobility by the Regional Authority FrankfurtRheinMain ("regional SUMP", with amongst other things introducing mobility hubs).

Please feel free to upload a concise document, such as additional evidence supporting your responses, or a position paper. Please note that the uploaded document will be published alongside your response to the questionnaire, which is an essential input to this public consultation. The document serves as additional background reading that will help readers better understand your position.

## Please upload your file

The maximum file size is 1 MB

Only files of the type pdf,txt,doc,docx,odt,rtf are allowed

**089201e4-a746-4e32-8bda-a05f943ada9e/EU\_Mobilit\_t\_FRM.pdf**

## Contact

MOVE-MOBILITY-STRATEGY@ec.europa.eu

