| | | | |
|---|---|---|---|
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**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) 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. | ○ | ○ | ○ | ○ | ○ | ○ |
| helped reduce the use of oil in transport. | ○ | ○ | ○ | ○ | ○ | ○ |
| helped reduce the congestion on the roads in daily traffic. | ○ | ○ | ○ | ○ | ○ | ○ |

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?

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. | ○ | ○ | ○ | ○ | ○ | ○ |
| Access to freight transport services has improved for companies. | ○ | ○ | ○ | ○ | ○ | ○ |
| Individual transport activities produce less negative effects for other people and the environment. | ○ | ○ | ○ | ○ | ○ | ○ |
| Mobility needs of the current generation are met with a lower burden on future generations. | ○ | ○ | ○ | ○ | ○ | ○ |
| 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.). | ○ | ○ | ○ | ○ | ○ | ○ |
| Safety of transport services across the EU has improved. | ○ | ○ | ○ | ○ | ○ | ○ |
| Security of transport services across the EU has improved. | ○ | ○ | ○ | ○ | ○ | ○ |
| Transport services have become more reliable and of higher quality. | ○ | ○ | ○ | ○ | ○ | ○ |
| Transport has become more affordable. | ○ | ○ | ○ | ○ | ○ | ○ |
| Booking tickets for buses/trains/planes online has become easier. | ○ | ○ | ○ | ○ | ○ | ○ |
| Consulting transport timetables online has become easier. | ○ | ○ | ○ | ○ | ○ | ○ |
| Planning and booking tickets for a trip combining several modes of passenger transport in one trip (e.g. train and plane) has become easier. | ○ | ○ | ○ | ○ | ○ | ○ |

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

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:

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 | ○ | ○ | ○ | ○ | ○ | ○ |
| Reducing transport's dependency on oil | ○ | ○ | ○ | ○ | ○ | ○ |
| Making transport more affordable | ○ | ○ | ○ | ○ | ○ | ○ |
| Improving access to transport services | ○ | ○ | ○ | ○ | ○ | ○ |
| Improving safety, security, reliability of transport services | ○ | ○ | ○ | ○ | ○ | ○ |
| Limiting the growth of congestion | ○ | ○ | ○ | ○ | ○ | ○ |
| Minimising external costs of transport activities to society | ○ | ○ | ○ | ○ | ○ | ○ |
| Enhanced competition between transport service providers | ○ | ○ | ○ | ○ | ○ | ○ |
| Improved competitiveness of EU transport industries in the global market | ○ | ○ | ○ | ○ | ○ | ○ |

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 | ○ | ○ | ○ | ○ | ○ | ○ |
| Reducing transport's dependency on oil | ○ | ○ | ○ | ○ | ○ | ○ |
| Making transport more affordable | ○ | ○ | ○ | ○ | ○ | ○ |
| Improving access to transport services | ○ | ○ | ○ | ○ | ○ | ○ |
| Improving safety, security, reliability of transport services | ○ | ○ | ○ | ○ | ○ | ○ |
| Limiting the growth of congestion | ○ | ○ | ○ | ○ | ○ | ○ |
| Minimising external costs of transport activities to society | ○ | ○ | ○ | ○ | ○ | ○ |
| Enhanced competition between transport service providers | ○ | ○ | ○ | ○ | ○ | ○ |
| Improved competitiveness of EU transport industries in the global market | ○ | ○ | ○ | ○ | ○ | ○ |

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 | ○ | ○ | ○ | ○ | ○ | ○ |
| Reducing transport's dependency on oil | ○ | ○ | ○ | ○ | ○ | ○ |
| Making transport more affordable | ○ | ○ | ○ | ○ | ○ | ○ |
| Improving access to transport services | ○ | ○ | ○ | ○ | ○ | ○ |

| | | | | | | |
|---|---|---|---|---|---|---|
| Improving safety, security, reliability of transport services | | | | | | |
| Limiting the growth of congestion | | | | | | |
| Minimising external costs of transport activities to society | | | | | | |
| Enhanced competition between transport service providers | | | | | | |
| Improved competitiveness of EU transport industries in the global market | | | | | | |

## 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 | | | | | | |
| Reducing transport's dependency on oil | | | | | | |
| Making transport more affordable | | | | | | |
| Improving access to transport services | | | | | | |
| Improving safety, security, reliability of transport services | | | | | | |
| Limiting the growth of congestion | | | | | | |
| Minimising external costs of transport activities to society | | | | | | |
| Enhanced competition between transport service providers | | | | | | |
| Improved competitiveness of EU transport industries in the global market | | | | | | |

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

*1000 character(s) maximum*

Other

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

**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 | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| | | | | | | | |

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

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. | | | | | |
| The headline targets are realistic (neither too ambitious nor not ambitious enough). | | | | | |
| The headline targets are complete and properly reflect the objectives of the White Paper. | | | | | |

## You can specify your answer to Question 8.1 here:

*3000 character(s) maximum*

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) | ○ | ○ | ○ | ○ | ○ | ○ |
| Energy and resource efficiency | ○ | ○ | ○ | ○ | ○ | ○ |
| Level of integration of transport services within and across modes | ○ | ○ | ○ | ○ | ○ | ○ |
| Quality of service for transport users | ○ | ○ | ○ | ○ | ○ | ○ |

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*

### 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. | ○ | ○ | ○ |
| 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. | ○ | ○ | ○ |
| 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. | ○ | ○ | ○ |

**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 | ○ | ○ | ○ | ○ |
| For transport equipment manufacturers | ○ | ○ | ○ | ○ |
| For transport operators /service providers | ○ | ○ | ○ | ○ |
| For transport users /passengers | ○ | ○ | ○ | ○ |
| For public administration | ○ | ○ | ○ | ○ |
| For society at large | ○ | ○ | ○ | ○ |

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).

[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) | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ◉ | ○ | ○ |
| Mid term (up to 2030) | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ |

## 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*

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 | ◉ | ○ | ○ | ○ | ○ |
| Making sustainable alternative solutions available to EU citizens and businesses (e.g. competitive inter-city train services, high quality public transport, shared mobility services) | ◉ | ○ | ○ | ○ | ○ |
| Respecting fully the polluter-pays principle in all transport modes through measures such as taxes and charges | ○ | ◉ | ○ | ○ | ○ |
| Fostering connectivity and access to transport and mobility for all | ○ | ◉ | ○ | ○ | ○ |
| Raising awareness about climate and environmental impact of transport and mobility | ◉ | ○ | ○ | ○ | ○ |
| Fostering affordability of transport and mobility | ○ | ○ | ○ | ○ | ○ |

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) | ◉ | ○ | ○ | ○ | ○ |
| Improving the efficiency of the whole transport system (g. through better traffic management systems) | ◉ | ○ | ○ | ○ | ○ |
| Increasing the uptake of clean vehicles (e.g. by strengthening the | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| $CO_2$ emission standards) and ensuring the efficient integration of electric vehicles into the electricity grid | ◉ | ○ | ○ | ○ | ○ |
| Increase the uptake of sustainable alternative fuels (e.g. developing recharging/refuelling infrastructure, blending mandates) | ◉ | ○ | ○ | ○ | ○ |
| 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) | ○ | ◉ | ○ | ○ | ○ |
| Increasing investment in sustainable transport infrastructure and solutions (e.g. high-speed rail, inland waterways, recharging and refuelling infrastructure) | ◉ | ○ | ○ | ○ | ○ |
| Fostering the deployment of innovative digital solutions in transport | ○ | ◉ | ○ | ○ | ○ |
| Improving affordability and accessibility of sustainable transport | ○ | ◉ | ○ | ○ | ○ |

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*

1. Es necesario avanzar en la disminución de la circulación de vehículos dedicados al reparto de mercancías en el centro de las ciudades. Debe fomentarse que ese reparto se haga a través de medios de transporte más eficientes, consiguiendo que la distribución de la última milla sea realmente sostenible.
2. La gestión de la movilidad se facilita con la utilización eficiente de los “datos” que la misma genera. Los operadores de movilidad y los operadores de telefonía móvil deben facilitar datos anonimizados y agregados para la planificación y dimensionamiento de la movilidad urbana e interurbana.

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*

Es importante desarrollar una estrategia con un enfoque integrador para facilitar una armonización normativa tanto a nivel europeo como nacional. De esta forma, entre otros, contribuirá a posibilitar la libre implantación de empresas que ofrezcan nuevas fórmulas de movilidad sostenible y eficiente en las ciudades. Además, es importante pedir una regulación más flexible para estas nuevas formas de movilidad que no obstaculice la innovación en movilidad y transporte.
Esta gobernanza está sujeta a una importante dispersión de competencias y territorios, en la medida en que el tráfico urbano es un ámbito regulado, mayoritariamente a nivel municipal. En consecuencia, nos encontramos ante un escenario de gran fragmentación regulatoria, que en ocasiones impide el libre establecimiento de empresas y la libre competencia.
La imposición de barreras al desarrollo de estos servicios de movilidad compartida aleja a las ciudades, de forma contradictoria, de los ideales de calidad de vida que todas comparten y por los que deben luchar para construir ese futuro.
En este sentido, y pese a la limitación de competencias, la estrategia de futuro debe aportar pautas y recomendaciones generales para transformar el paradigma de la movilidad en Europa, así como impulsar estas nuevas alternativas para acelerar la consecución de los objetivos del Green Deal propuesto.

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*

Esta gobernanza está sujeta a una importante dispersión de competencias y territorios, en la medida en que el tráfico urbano es un ámbito regulado, mayoritariamente a nivel municipal. En consecuencia, resulta también indispensable la armonización interna de la normativa local.

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
- [x] Accessibility of infrastructure (e.g. stations)
- [ ] Safety (with respect to accidents)
- [ ] Security (with respect to potential thefts and aggressions)
- [ ] Quality of service
- [x] Price (alternatives comparable in terms of pricing)
- [ ] Innovation and digital access (to the service)
- [x] 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*

Debe fomentarse la instalación de puntos de recarga en aparcamientos. Un elemento clave para contribuir a la movilidad sostenible es la progresiva implantación del vehículo eléctrico, tanto privado como compartido, todo ello de acuerdo con las directrices europeas. Esta implantación sólo será posible si se fomenta la instalación de puntos de recarga eléctrica, así como la contratación y coste de la potencia eléctrica necesaria.

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 | ○ | ○ | ◉ | ○ | ○ |
| Further incentivise the market uptake of sustainable alternative transport fuels | ○ | ○ | ○ | ○ | ◉ |
| Support the deployment of recharging / refuelling infrastructure along the land infrastructure of the trans-European transport network | ○ | ○ | ○ | ○ | ◉ |
| | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| Support and incentivise the development of low- and zero-emission mobility (e.g. purchasing incentives to make clean mobility affordable for all) | ○ | ○ | ○ | ◉ | ○ |
| Introduce carbon pricing for fossil fuels | ○ | ○ | ○ | ◉ | ○ |
| Enhance the integration of transport modes (road, rail, inland waterways) and stimulate their efficient use through smart and digital mobility solutions | ○ | ○ | ○ | ○ | ◉ |
| 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 | ○ | ○ | ○ | ○ | ◉ |
| 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 | ○ | ○ | ◉ | ○ | ○ |
| Promote consumer awareness of available low-carbon vehicles and mobility solutions | ○ | ○ | ○ | ○ | ◉ |

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 | ○ | ○ | ○ | ○ | ◉ |
| Enabling framework to support investment and financing in sustainable technologies technologies including the fleet renewal with cleaner vessels | ○ | ○ | ○ | ◉ | ○ |
| Measures to support energy efficiency improvements | ○ | ○ | ○ | ○ | ◉ |
| Measures to support the deployment of sustainable alternative fuels | ○ | ○ | ○ | ◉ | ○ |
| Measures on pricing | ○ | ○ | ○ | ◉ | ○ |
| Measures at port level (e.g. use of shore-side electricity, regulating access of the most polluting ships) | ○ | ○ | ○ | ◉ | ○ |

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 | ○ | ○ | ○ | ○ | ◉ |

| | | | | | |
|---|---|---|---|---|---|
| Enabling framework to support investment and financing in sustainable technologies | ○ | ○ | ○ | ◉ | ○ |
| Measures to support the deployment of sustainable alternative fuels in aviation | ○ | ○ | ○ | ◉ | ○ |
| Measures to improve air traffic management (Single European Sky) | ○ | ○ | ○ | ○ | ◉ |
| Measures on pricing | ○ | ○ | ○ | ◉ | ○ |
| Measures at airport level (e.g. deployment of sustainable alternative fuels in ground movements) | ○ | ○ | ○ | ◉ | ○ |
| Enabling more sustainable consumer choices | ○ | ○ | ◉ | ○ | ○ |
| Promote modal shift towards rail and coach transport | ○ | ○ | ◉ | ○ | ○ |

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 | ◉ | ○ | ○ | ○ |
| Ensuring a cross-modal approach to regulations and policies | ◉ | ○ | ○ | ○ |
| Removing barriers to testing and deployment of new solutions | ○ | ○ | ○ | ◉ |
| Supporting research and innovation | ○ | ◉ | ○ | ○ |
| Setting interoperability standards | ○ | ○ | ○ | ◉ |
| Setting safety and security standards | ○ | ○ | ○ | ◉ |
| Setting appropriate pricing, taxation and financial incentives | ○ | ○ | ○ | ◉ |
| Facilitating availability and access to data within and across modes | ◉ | ○ | ○ | ○ |
| Setting social standards | ◉ | ○ | ○ | ○ |
| Supporting development of skills | ◉ | ○ | ○ | ○ |
| Helping alleviate security concerns | ◉ | ○ | ○ | ○ |
| Supporting deployment of new technologies and fair market solutions | ◉ | ○ | ○ | ○ |
| None of the above | ○ | ○ | ○ | ○ |

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 | ○ | ○ | ○ | ○ | ◉ |
| Lack of interoperability between Member States' infrastructures and services | ○ | ○ | ○ | ○ | ◉ |
| Lack of multi-modal infrastructure (e.g. transhipment terminals) | ○ | ○ | ○ | ○ | ◉ |
| Insufficient reliability | ○ | ○ | ○ | ○ | ◉ |
| Barriers for providers to offer services in different Member States | ○ | ◉ | ○ | ○ | ○ |
| Lack of EU social standards | ○ | ○ | ○ | ○ | ◉ |
| Divergent rules on access to restricted areas (UVARs) in different European cities | ◉ | ○ | ○ | ○ | ○ |

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 | ○ | ○ | ○ | ○ | ◉ |
| Lack of interoperability between Member States' infrastructures and services | ○ | ○ | ○ | ○ | ◉ |
| Lack of options to buy different tickets across modes and across borders | ○ | ○ | ○ | ○ | ◉ |
| Lack of mobility options (e.g. night trains) | ○ | ○ | ○ | ○ | ◉ |
| Insufficient level of passenger protection | ○ | ○ | ○ | ○ | ◉ |
| Barriers for providers to offer services in different Member States | ○ | ◉ | ○ | ○ | ○ |

| | | | | | |
|---|---|---|---|---|---|
| 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). | ○ | ◉ | ○ | ○ | ○ |
| Lack of EU social standards | ○ | ○ | ○ | ○ | ○ |
| Divergent rules on access to restricted areas (UVARs) in different European cities | ○ | ◉ | ○ | ○ | ○ |

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.) | | | | | | |
| Improving road safety, in particular the safety of vulnerable road users (pedestrians, cyclists, etc.) | ◉ | ○ | ○ | ○ | ○ | ○ |
| Improving road safety, in particular at rail level-crossings | ○ | ○ | ○ | ◉ | ○ | ○ |
| Improving rail safety | ○ | ○ | ◉ | ○ | ○ | ○ |
| Improving safety of waterborne transport | ○ | ○ | ○ | ◉ | ○ | ○ |
| Improving aviation safety | ○ | ○ | ○ | ◉ | ○ | ○ |
| Addressing terrorist threats | ○ | ○ | ◉ | ○ | ○ | ○ |
| Addressing cybersecurity threats | ◉ | ○ | ○ | ○ | ○ | ○ |
| Addressing extreme weather conditions | ○ | ○ | ◉ | ○ | ○ | ○ |

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*

Es importante desarrollar una estrategia con un enfoque integrador para facilitar una armonización normativa tanto a nivel europeo como nacional. De esta forma, contribuirá a posibilitar la libre implantación de empresas que ofrezcan nuevas fórmulas de movilidad sostenible y eficiente en las ciudades. Además, es importante una regulación más flexible para estas nuevas formas de movilidad que no obstaculice la innovación en movilidad y transporte.
En este contexto, los problemas que surgen en las ciudades, como la congestión y la contaminación, han dado lugar a nuevas alternativas de movilidad limpia y sostenible junto con soluciones innovadoras.
Por tanto, la aparición de nuevas formas de movilidad ha obligado al regulador a adaptar estos modelos e integrarlos con el resto de opciones de movilidad tradicionales como por ejemplo, transporte público, vehículos privados, bicicletas y peatones.
Esta gobernanza está sujeta a una importante dispersión de competencias y territorios, en la medida en que el tráfico urbano es un ámbito regulado, mayoritariamente a nivel municipal. En consecuencia, nos encontramos ante un escenario de gran fragmentación regulatoria, que en ocasiones impide el libre establecimiento de empresas y la libre competencia.
La imposición de barreras al desarrollo de estos servicios de movilidad compartida aleja a las ciudades, de

forma contradictoria, de los ideales de calidad de vida que todas comparten y por los que deben luchar para construir ese futuro.
En este sentido, y pese a la limitación de competencias, la estrategia de futuro debe aportar pautas y recomendaciones generales para transformar el paradigma de la movilidad en Europa, así como impulsar estas nuevas alternativas para acelerar la consecución de los objetivos del Green Deal propuesto.

**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*

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.

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### Contact

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