



EUROPEAN COMMISSION

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Dear President,

The Commission would like to thank the Senát for its opinion on the White Paper "Roadmap to a Single Transport Area – Towards a competitive and resource efficient transport system" {COM(2011) 144 final}.

The Commission shares your view that preserving competitiveness, the accomplishment of a multimodal transport network, the most efficient use of transport modes and information, and the timely deployment of the European global navigation satellite system (GNSS) are of paramount importance for preserving the EU competitiveness.

We also note your concern regarding the availability of tools for reaching the ambitious targets of the White Paper. In this respect the Commission wishes to point out that the White Paper not only puts forward a vision for a sustainable transport system, together with well defined goals, but also indicates 40 concrete policy initiatives, which are designed to meet these goals. Some of these initiatives have already been adopted by the Commission, while others are the subject of detailed development and impact assessment in the Commission with input from external consultants. Many are included in the Commission Work Programme for 2012, such as new measures for the completion of the internal market for rail transport, or could be envisaged for 2013 and 2014. The Commission will pursue these initiatives over the coming years.

We fully agree that the targets need to take competitiveness into account. Maintaining and enhancing European competitiveness in the face of stringent future constraints is the central aim of the strategy. The medium- and long-term targets of the White Paper are in line with the milestones defined by the Roadmap for moving to a competitive low carbon economy in 2050 {COM(2011) 112 final}, which, based on a cost-effectiveness analysis, describes a pathway to reach the EU's objective to cut greenhouse gas emissions by 80% by 2050, and provides a direction to sectoral policies, as well as long-term investments. Failing to reduce oil dependency or to mitigate climate change would themselves have major negative effects on EU competitiveness.

Similarly, we share your view regarding the role of the radionavigation by satellite. One of the ten goals of the White Paper includes the deployment of Galileo, beside advanced traffic management systems for all modes. The Commission staff working document accompanying the White Paper {SEC(2011) 391 final} acknowledges that the European GNSS systems, once operational, will be able to support existing ITS solutions and to become the basis for the development of improved and more integrated applications. As for EGNOS, which is

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operational since 2009 and was certified for aviation in March 2011, the Commission investigates its possible role in different transport modes.

As regards the need for an integrated multimodal transport network, three of the White Paper goals target the completion of rail and road networks, in all Member States, and their connections to ports and airports. In line with these goals, the Commission put forward on 19 October 2011 its proposals on the revision of Trans-European Transport Network (TEN-T) guidelines and on the Connecting Europe Facility to invest €31.7 billion to upgrade Europe's core transport infrastructure, build missing links and remove bottlenecks. We hope the Czech Senate will be able to support an ambitious infrastructure proposal.

As for technology neutrality, technical and economic uncertainties are indeed still too high at this stage to rely on a single candidate for the substitution of oil. The challenge will be to allow these technologies to be tested and to demonstrate their potential by correcting some of the market failures that hamper their deployment, such as lack of technical standards or minimum infrastructure for charging and refuelling. The Commission will equally seek to guard against any fragmentation of the Single Transport Area through different countries adopting different and incompatible approaches. However, it will be the market that ultimately decides on what works best for the industry and the consumer.

Finally, we share your views on the ways to limit the negative environmental impact of transport. Decarbonisation in the form of substituting fossil fuels is one important element, but it cannot by itself deliver the targeted results. This is precisely the reason why the White Paper puts forward actions aiming at optimising the performance of multimodal logistic chains, including by making use of more energy-efficient modes, and at increasing the efficiency of infrastructure use with modern information systems.

We count on the Czech Senate's sustained contribution to assist us in the implementation of this overall strategy towards a competitive and resource efficient transport system.

Yours faithfully,

*Maroš Šefčovič
Vice-President*