

Stakeholder consultation on the mid-term review of the 2011 White Paper on transport

Fields marked with * are mandatory.

Please provide information to help us build your profile as a respondent. In accordance with [Regulation 45/2001](#), all personal data collected through this survey will be kept securely and will ultimately be destroyed.

Please note that the questionnaire will only use your full contribution if your name, organisation (if you answer on behalf of an organisation or institution) and contact details are provided. If you choose to not provide your name, organisation and contact details, you have the option of submitting a general comment only.

If you do choose to provide us with your name, organisation and contact details, you can still opt for your answers to remain anonymous when results are published.*

- Yes, I will provide my name and contact details
- No, I prefer to provide a general comment only

General comment

A. Respondent details

1. Are you answering as an individual or on behalf of an organisation/institution?*
- I am answering as an individual
- I am answering on behalf of an organisation

2. Please specify your main field of activity*
- Individual citizen
- National public authority
- Central public authority
- Local public authority
- Private company
- Consultancy
- International organisation
- Workers organisation/association/ trade union
- Industry association
- Other interest group organisation/ association
- Research organisation/university
- Other (please specify)

- 2.1. Please specify "Other"*

3. If you work for a company, please give an indication of its size*
- Micro company (less than 10 employees, up to €2 million turnover, or balance sheet up to €2 million)
- Small company (less than 50 employees, up to €10 million turnover, or balance sheet up to €10 million)
- Medium size company (up to 249 employees, up to €50 million turnover, or balance sheet total up to €43 million)

- Large corporation (250 employees or more, more than €50 million turnover, and balance sheet total of more than €43 million)
4. Please indicate whether the organisation/company you represent deals primarily with transport issues: *
- Yes
 - No
5. Main transport area(s) represented:*
- road transport
 - rail transport
 - maritime transport
 - inland waterways transport
 - air transport
 - urban transport
 - transport logistics services
 - manufacturing of transport equipment
 - multimodal/all transport modes
 - Other (please specify)
- 5.1. Please specify "Other"*
- Gas Transmission Pipelines, LNG regasification and Underground Gas Storage
6. Transport segment represented:*
- between 1 and 2 choices*
- passenger transport
 - freight transport
7. Please provide your country of residence/establishment:
*If answering as an individual, please provide your place of residence.
If answering on behalf of an organisation/institution, please provide the place of establishment of the organisation/institution.**
- Belgium
- 7.1. Please specify "Other"*
-
8. Can you please identify which organisation or association you represent?*
- GIE – Gas Infrastructure Europe
9. Please indicate if your organisation is registered in the [Transparency Register](#) of the European Commission.*
- Yes
 - No
- 9.1. Please enter your registration number in the Transparency Register (*numbers only*)*
- 76130992074-15
10. First name*
- Thierry
11. Last name*
- Deschuyteneer
12. Address*
- Avenue de Cortenbergh, 100

13. City*

Brussels 1000

14. Email address*

gie@gie.eu

15. May the Commission contact you, in case further details on the submitted information in this questionnaire are required?*

- Yes
 No

16. Contributions received from this survey may be published on the European Commission's website, with the identity of the contributor. Do you agree to your contribution being published under your name?*

- My contribution may be published under the name indicated
 My contribution may be published but should be kept anonymous
 I do not wish any of my contributions to be published

B. Analysis of the situation

1. The aim of this section is to obtain stakeholders' views on the most important challenges affecting the transport sector in the EU.

How do you rate the importance of the challenges for the transport sector in the EU in the upcoming years?

	Not at all important	Slightly important	Fairly important	Very important	No opinion
Oil dependency				x	
Oil and energy prices				x	
Air and water pollution				x	
GHG emissions				x	
Congestion					x
Market barriers			x		
Administrative and regulatory burden				x	
Infrastructure development				x	
Financing of infrastructure				x	
Safety				x	
Security				x	
Passenger rights		x			
Working conditions		x			
Social responsibility			x		
Internalisation of external costs				x	
Affordability of transport services				x	
Accessibility to transport services (availability and proximity)			x		
Competition from third countries					x
Increasing competitiveness				x	
Urban mobility			x		

Management and control of increasing traffic					x
Cross-border transport services				x	
Innovation				x	
Technological change				x	
Multimodal transport			x		

2. Please elaborate on your answers to the above statements and indicate any other challenges that should be taken into account.

- The revision of the White Paper on Transport should take into account the objectives adopted in the Directive 2014/94/EU on the deployment of alternative fuels infrastructure.
- Reduction of noise as well as reduced impact on health should be taken into account.
- There are many important challenges for the transport sector in the coming years, particularly with regard to the EU's dependency on oil, air and water pollution and GHG emissions. Citizen's health is also an issue which deserves attention. Improving air quality on a competitive way is crucial.
In this sense alternative fuels such as Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) can bring enormous cost-efficient improvements to the air quality. Natural gas is generally cheaper than oil products and it provides significant reduction in emissions.
Developing and financing CNG and LNG infrastructure can be a challenge and need to be supported to ensure that this market is fully developed.
In addition, renewable gas can be used in transport as Bio-CNG which provides greater environmental benefits and more diversity in fuel choice.
- It is important to take into account the tax on fuels. This parameter is of paramount importance in the economic calculation of fuels. Tax regime for alternative fuels must make them competitive in comparison to traditional fuels.

C. Assessment of the approach taken

The White Paper presents a long-term vision for transport with specific targets that are to be reached through various initiatives. Although, the impacts of the White Paper initiatives have in most of the cases not been visible so far, we would like to know your general impression on the approach taken. The objective of this section is also to verify if the strategy is well-balanced and properly addresses the challenges for transport sector and if it brings value added to transport policies in the EU.

1. What is your assessment of the following aspects of the White Paper?

	Very low	Low	High	Very high	No opinion
Progress achieved so far		x			
Relevance of the priorities set			x		
Level of ambition			x		
Clarity of the strategy		x			
Coherence of the strategy		x			
Cooperation with MS					x
Involvement of stakeholders		x			
Communication of the strategy					x
Costs of implementation			x		

2. Please elaborate on your answers to the above statements.
 - The transport sector in Europe appears to remain a major source of local pollution (fine particles, CO₂ ...).
 - The dependence on gasoline and on diesel (especially in certain Member States) is too strong.
 - The creation of infrastructure for alternative fuels, especially CNG and LNG, and the deployment of these new cleaner fuels in different modes of transport (cars, trucks, boats, barges, trains, planes...) should be accelerated.
 - The funding for the development of alternative fuels and refuelling stations should be increased, notably via the Juncker plan.
 - The achievement of integrated markets at the European level implies the coordination of national policies.

3. Do you think that the most urgent challenges are adequately addressed in the White Paper? Is the list of priorities in the White Paper well-balanced? Please explain.
 - The white paper should develop more on standardisation in price comparison and refuelling infrastructure, in line with the Alternative Fuels Directive (Art 7. Point 3). A certain degree of standardisation on refuelling infrastructure is crucial for customers using natural gas vehicles moving across Member States.
 - The White Paper could be more specific on the health aspects and should underline the need for stricter emissions for vehicles (e.g. CO₂) and for regions, in particular cities (particulate matter, SO_x and NO_x). It should promote renewable solutions for transport, e.g. BioCNG (from biomethane).
 - The White Paper should also underline the importance of not imposing rules on Member States that would result in worsening LNG/NGV competitiveness versus other transport fuels.

4. Do you see any contradictions/incoherencies in the objectives or in the implementation of the White Paper? Please specify.

The goal in the White Paper to shift 50% of road freight over 300 km to other modes by 2050 goes against the principle of a market-oriented policy.

5. Are the impacts resulting from the current implementation of the White Paper fairly distributed? Are there any regions, stakeholders, modes of transport that are affected differently than others? Please elaborate.

All alternative fuel options must be pursued in each country to contribute to the EU's environmental ambitions.

6. Are the White Paper initiatives and other European policies compatible with each other? Are the Member States policies compatible with the White Paper? Please specify.

The revision of ETS system should include an extension of the scope to the transport sector.

7. Overall, do you think that the White Paper on transport has made a difference? What are the main achievements of the White Paper strategy? Please explain.
 - It allowed to launch a true reflection on the ways to make the transport sector more environmental friendly and to think at the European level how to build the necessary infrastructures.
 - The 'Clean Power for Transport Package', and more concretely the Directive on Alternative Fuel Infrastructure, could be considered as one of the main achievements.

D. Expected impacts and implementation

The White Paper set a long-term vision for the EU transport system and a 10 year programme which should help achieving the transport policy objectives. Given the wide areas of intervention we would like to know your opinion, if the proposed mix of measures and the approach taken are appropriate. We would also like to verify if the goals set are a good benchmark for the transport policy or they need to be revised. In addition, this section should provide us with your opinion on potential obstacles and catalysts for the implementation of the White paper strategy.

1. How do you assess the impact of the White Paper initiatives proposed, adopted and implemented so far by the Commission in the following areas?

	Very low	Low	High	Very high	No opinion
A single European transport market		x			
Promotion of quality jobs and working conditions					x
Secure transport					x
Transport safety					x
Service quality and reliability					x
Research and innovation in transport		x			
Promotion of more sustainable behaviour		x			
Integrated urban mobility					x
Modern transport infrastructure		x			
Modal integration					x
Funding framework for transport infrastructure		x			
Smart pricing and taxation		x			
External dimension					x

2. Please elaborate on your answers to the above statements.

- The CEF / TEN-T frameworks for funding/financing transport projects are much appreciated.
- In some countries, the road transportation sector as well as the local authorities are willing to develop bioCNG solutions. To accelerate this process, the White Paper could more explicitly encourage the development of such fuels.

3. Are the White Paper initiatives coordinated well enough to deliver the expected results? Please explain.

- A stronger cooperation between public-private initiatives in the transport sector must be encouraged.
- Some European major cities have strong concerns regarding air quality and consider introducing CNG/Bio, CNG/LNG for large fleets of urban buses and/or trucks. It could be useful that Member States share their best practices.

4. Are the ten goals useful benchmarks for the EU transport policy? Please explain.

- The revised version of the White Paper should be more specific on how the EU can reach the 60% emission reduction target by including a comprehensive action plan for the short term (2016 to 2020) and medium term (2030).
- Proven alternative technologies (e.g. the use of natural gas as fuel) are available to speed up the achievement of emission reduction goals (1) and (2). The use of CNG

and LNG as fuels in transport shall be taken into account as it is promoted in several European countries.

5. Do the current goals for transport respond to the strategy's overall objective of more sustainable and competitive transport? Please explain.

More focus should be put on particulate matter and NOx regulation.

6. How do you assess the importance of the aspects listed below as potential obstacles to the implementation of the White Paper strategy?

	Very low	Low	High	Very high	No opinion
Approach taken (objectives, division of competences, areas of intervention, timing,...)					x
Tools chosen (design of initiatives, legal form, scope,...)					x
Different policies at MS level				x	
Lack of support from the stakeholders			x		
Conflicting priorities		x			
Insufficient financial means			x		
Insufficient consideration of local specificities		x			
Social costs					x
Economic costs				x	

7. Please elaborate on your answers to the above statements and indicate any other potential obstacles to the implementation.

Initiatives such as Connecting Europe Facility and future European fund for strategic investment are of great importance as investments in infrastructure should be increased. However, the European funds should not have any distorting effects on the market.

8. What factors have stimulated the implementation of the White Paper strategy? Have the proposed approach and tools been optimal?

E. Way forward

Considering the review of the 2011 White Paper, we would like to receive your feedback on the focus of the strategy for its further implementation and improve its effectiveness and efficiency.

1. What would best be done at the EU level to ensure that the strategy delivers results? What would best be done at the Member States level?

- The introduction of Roadmaps / Directives to support the implementation of the White Paper would help to ensure that the strategy delivers results.
- GIE encourages a stronger cooperation between public-private initiatives in the transport sector. At EU level there should be a higher degree of impulse to favour industrial partnerships. A strong synergy between public and private is crucial to receive good results.
- To favour the mobility across boundaries, the coordination of national policy frameworks and their coherence at Union level should be supported by a closer

cooperation between Member States and EU Commission along with an assessment and a regular report made by the Commission.

2. How could Member States be better encouraged to follow and implement the common transport policy set in the White Paper?

By means of active coordination and exchange of information:

- In this sense, the participation of Member States in initiatives such as the Sustainable Transport Forum (lead by the Commission) would facilitate to follow and implement a common transport policy.
- A regular reporting coordinated by the EU could be made mandatory for each Member State to encourage the implementation of the White Paper.

3. What adjustments within the strategy would you suggest to improve its efficiency and effectiveness?

More specific short and medium term objectives should be listed for each transport mode.

4. How could the strategy be better linked with other EU policies?

The strategy laid out in the white paper should be in line with the directive on the deployment of alternative fuels infrastructure (Directive 2014/94/EU) and choose the technologies which are the most cost-efficient, such as LNG and CNG.

F. Other questions

1. Are there any other issues you would like to highlight in relation to the White Paper?

There should be an increased coordination and cooperation in terms of transport legislation and exchange of best practices at national and EU level.

2. Please give reference to any studies or documents that you think are of relevance for this consultation, with links for online download where possible.

2013 Shell study "Natural gas - a bridging technology for future mobility?"

<http://s08.static-shell.com/content/dam/shell-new/local/country/deu/downloads/pdf/shell-erdgaskraftstoffstudie-2013-english.pdf>

3. Please upload any additional contribution (e.g. position papers).

GasNaturally Air Quality 2013 Infographic

<http://www.gasnaturally.eu/uploads/Modules/Publications/air-qualityfinal.pdf>