

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

Mher

* Surname

Hakobyan

* Email (this won't be published)

mher.hakobyan@edf-feph.org

* Organisation name

255 character(s) maximum

European Disability Forum (EDF)

* 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.

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|---|--|--|--|
| <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 |
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| <input type="radio"/> Azerbaijan | <input type="radio"/> France | <input type="radio"/> Mayotte | <input type="radio"/> Solomon Islands |
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| <input type="radio"/> Bahrain | <input type="radio"/> French Polynesia | <input type="radio"/> Micronesia | <input type="radio"/> South Africa |

- 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
- Cambodia
- 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
- Hungary
- 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
- North Korea
- 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
- Trinidad and Tobago

- 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
- Iceland
- India
- Indonesia
- Iran
- Iraq
- Ireland
- Isle of Man
- Israel
- Italy
- Jamaica
- Japan
- Jersey
- Jordan
- Kazakhstan
- Kenya
- Kiribati
- Kosovo
- Kuwait
- Kyrgyzstan
- Laos
- Latvia
- 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
- 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) 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
helped reduce the use of oil in transport.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
helped reduce the congestion on the roads in daily traffic.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" 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?

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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Individual transport activities produce less negative effects for other people and the environment.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Safety of transport services across the EU has improved.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Security of transport services across the EU has improved.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Booking tickets for buses/trains/planes online has become easier.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Consulting transport timetables online has become easier.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input 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:

There should be a separate goal for making the EU transport system accessible and future-fit in light of the increased need for sustainability, also in relation to demographic change. If now more funding is being invested in making transport more sustainable, accessibility needs to be part of the works to make sure that the EU transport system is fit for future where accessibility will be important for many more persons. This will be in line with UN 2030 Agenda for sustainable development (leaving no one behind!) and the European Disability Strategy where accessibility is a main priority.

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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing transport's dependency on oil	<input 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 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 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 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 type="radio"/>

Improved competitiveness of EU transport industries in the global market	<input type="radio"/>					
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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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing transport's dependency on oil	<input 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving access to transport services	<input 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 type="radio"/>	<input 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>
Minimising external costs of transport activities to society	<input 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 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 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing transport's dependency on oil	<input 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving access to transport services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" 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 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 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 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 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing transport's dependency on oil	<input 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving access to transport services	<input 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 type="radio"/>	<input 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>
Minimising external costs of transport activities to society	<input 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 type="radio"/>

Improved competitiveness of EU transport industries in the global market	<input type="radio"/>					
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6.5 Are there any other trends or developments not listed above? (please specify and assess it):

1000 character(s) maximum

Demographic change is a societal development that should not be undermined. To ensure sustainable mobility for all, transport systems in the EU must be made fit for future by ensuring accessibility of transport infrastructure, vehicles, and well as new technological and other mobility solutions for growing number of persons for whom accessibility is crucial, including persons with disabilities and older persons, which are steadily growing demographic groups in the EU. To this end, accessibility should be seen as core aspect of (social) sustainability. This approach is in line with the UN 2030 Agenda for sustainable development (leaving no one behind!) and the European Disability Strategy where accessibility is a main priority.

Other

	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 type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reducing transport's dependency on oil	<input 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improving access to transport services	<input 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 type="radio"/>	<input 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>
Minimising external costs of transport activities to society	<input 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 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 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"/>					
Drastically reduce the oil-dependency ratio of transport-related activities	<input type="radio"/>	<input type="radio"/>					
Limit the growth of congestion	<input 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 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 checked="" type="radio"/>	<input type="radio"/>				
Offer safe, secure and reliable transport services of high quality	<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 checked="" type="radio"/>	<input type="radio"/>				
Promote high quality employment in the transport sector	<input 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"/>					

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 type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
The headline targets are realistic (neither too ambitious nor not ambitious enough).	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

To improve the aspects mentioned above and especially the implementation of existing transport legislation, intermediate targets should be set. This will facilitate the measurement of progress, which is often difficult to show when accessibility is concerned. Together with this approach, it would be useful to develop separate indicators for accessibility, service quality, etc. to facilitate the compilations of statistics and to monitor the progress made. Sharing of this data between Member States, including complaints made by passengers with disabilities, should also be mentioned in the White Paper.

Finally, it would be clearer if the White Paper mentioned “accessibility for persons with disabilities” specifically as this is often confused with accessibility in terms of proximity or geographic situation.

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 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Level of integration of transport services within and across modes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of service for transport users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" 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

Improving accessibility of transport infrastructure, vehicles, ICT and other mobility solutions in relation to all modes of transport, including intermodal and urban transport, for passengers with disabilities. Strengthening their right to equal access to transport by further improving EU passenger rights legislation, including its uniform and effective enforcement in Member States.

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 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 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For transport equipment manufacturers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
For transport operators /service providers	<input 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 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

EDF and our members have played an active role, advocating for strengthening passenger rights through relevant EU legislation and its uniform and effective application throughout Member States. We have also actively contributed to improving accessibility of infrastructure and ICT elements of transport, through EU legislation (e.g. TSI-PRM; TEN-T, European Accessibility Act), EU funds (e.g. CEF) and standardisation mandates (ICT accessibility, built environment accessibility, etc.).

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)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>							
Mid term (up to 2030)	<input type="radio"/>	<input checked="" 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

Passenger Rights have been greatly compromised due to the COVID crisis. In addition to general breach of passenger rights, such as right to full reimbursement of cancelled flights, passengers with disabilities have been disproportionately effected due to cancellation of assistance services for persons with disabilities deemed as non-essential services, inaccessibility of communication by public authorities and transport services about changing restrictions and safety rules, discrimination against persons with disabilities not able to wear protective equipment such as face masks while travelling, assistance and other transport service personnel not being able to ensure safety of passengers with disabilities while ensuring their equal right to transport and high quality service due to lack of appropriate training and awareness. See EDF recommendations on exit measures for transport services in light of COVID-19 for more details (<http://www.edf-feqh.org/newsroom/news/edf-recommendations-exit-measures-transport-services-light-covid-19>).

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 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 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 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 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 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 ensuring the efficient integration of electric vehicles into the electricity grid	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase the uptake of sustainable alternative fuels (e.g. developing recharging/refuelling infrastructure, blending mandates)	<input 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 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 type="radio"/>	<input checked="" 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

Making the whole transport system sustainable means also making it socially sustainable. To achieve this, accessibility must be considered a core inalienable aspect of sustainability. There are currently 100 million persons with disabilities in the EU, and this number is steadily growing, in parallel to growing number of older persons in Europe for whom accessibility is often crucial as well. Accessibility of greener transport modes, and mentioned alternative solutions like inter-city trains, high quality public transport, will allow more than 100 million EU citizens to contribute to cutting greenhouse gas emissions and reaching EU's climate and environmental targets. Awareness raising activities in relation to human impact on climate must be accessible for persons with disabilities, by using accessible technologies and language. But awareness-raising itself will not be sufficient to change mobility patterns if sustainable and intelligent transport systems and digital solutions, are not accessible and affordable for persons with disabilities, and their rights as

passengers, are not strengthened and enforced. For example, today, persons with disabilities are not able to travel spontaneously and independently by rail, due to inaccessibility of infrastructure and vehicles, and requirement to pre-book assistance 48h ahead of their trip. This means EU misses the opportunity to potentially include 100 million passengers in its efforts to reduce greenhouse gas emissions.

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

First and foremost, accessibility of sustainable transport modes must be ensured. Otherwise, millions of people will not be able to take advantage of them and contribute to the aim of cutting emissions even if they would like to. Accessibility with a universal design approach is vital to ensure improved accessibility serves as diverse needs of users as possible.

It is also important that accessibility is considered from the very first step of the conceptualization and development of sustainable solutions, as experience shows that ensuring accessibility from the start reduces costs and leads to better outcomes for everyone. So, persons with disabilities should be included at all levels of planning and development of policies and initiatives, and measures should be put in place to ensure accessibility and inclusiveness of participation.

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

Measures to ensure accessibility include the construction and renovation of transport infrastructure and vehicles, the development of multi-modal transport terminals, the development of strategies such as the

Sustainable Urban Mobility Plans (SUMP), investment in connected mobility including Intelligent Transport Systems and real-time passenger information, allocating the necessary EU funding under programmes such as the Connecting Europe Facility or the Structural Funds, and other measures.

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

National and local authorities should ensure that EU rules are effectively implemented and enforced, and where possible strengthen EU measures on domestic level. They should engage in meaningful dialogue with organisations of persons with disabilities as important stakeholders for ensuring accessibility and equal right to mobility during development, adoption, and enforcement of relevant EU or local policies and legislation, as well as monitoring activities.

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

not only accessibility of stations but also vehicles is important, as well as digital solutions and infrastructure (e.g. ticketing machines, apps, websites, real-time travel information, time-table screens).

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"/>				
Further incentivise the market uptake of sustainable alternative transport fuels	<input type="radio"/>				
Support the deployment of recharging / refuelling infrastructure along the land infrastructure of the trans-European transport network	<input 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"/>				
Introduce carbon pricing for fossil fuels	<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"/>				
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"/>				
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"/>				
Promote consumer awareness of available low-carbon vehicles and mobility solutions	<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"/>				
Enabling framework to support investment and financing in sustainable technologies including the fleet renewal with cleaner vessels	<input type="radio"/>				
Measures to support energy efficiency improvements	<input type="radio"/>				

Measures to support the deployment of sustainable alternative fuels	<input type="radio"/>				
Measures on pricing	<input type="radio"/>				
Measures at port level (e.g. use of shore-side electricity, regulating access of the most polluting ships)	<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"/>				
Enabling framework to support investment and financing in sustainable technologies	<input type="radio"/>				
Measures to support the deployment of sustainable alternative fuels in aviation	<input type="radio"/>				
Measures to improve air traffic management (Single European Sky)	<input type="radio"/>				
Measures on pricing	<input type="radio"/>				
Measures at airport level (e.g. deployment of sustainable alternative fuels in ground movements)	<input type="radio"/>				
Enabling more sustainable consumer choices	<input type="radio"/>				
Promote modal shift towards rail and coach transport	<input 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

Accessibility of transport, including digital infrastructure, vehicles, and alternative solutions

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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Removing barriers to testing and deployment of new solutions	<input 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facilitating availability and access to data within and across modes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Setting social standards	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input 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 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

ensuring automation and innovation equally benefit persons with disabilities by supporting accessibility goals for transport systems, and ensuring that new technological solutions do not create and increase barriers to transport systems for persons with disabilities. This can be done if persons with disabilities are active participants in the development of new solutions. Many persons with disabilities are early adopters of new technologies and have lived expertise in relation to accessibility and possible solutions.

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 type="radio"/>	<input checked="" 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 type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Insufficient reliability	<input checked="" type="radio"/>	<input type="radio"/>	<input 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 type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of EU social standards	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Divergent rules on access to restricted areas (UVARs) in different European cities	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other, please specify:

1500 character(s) maximum

lack of accessibility of transport systems; lack of uniform and effective application of EU passenger rights regulations; gaps in existing EU passenger rights regulations not ensuring equal access to transport by passengers with disabilities.

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 type="radio"/>	<input checked="" 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 type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lack of mobility options (e.g. night trains)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Insufficient level of passenger protection	<input checked="" type="radio"/>	<input type="radio"/>	<input 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 type="radio"/>	<input type="radio"/>	<input checked="" 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 checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Divergent rules on access to restricted areas (UVARs) in different European cities	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other, please specify:

1500 character(s) maximum

In relation to the above points, for persons with disabilities the issue is not as much the lack of certain modes, solutions, options, but their lack of accessibility. In relation to UVARs, different rules in relation to accessing restricted areas with a disability parking card can create confusion and barrier for drivers with disabilities. In the absence of accessible urban transport, UVARs restrictions can result in persons with disabilities not having any means of accessing certain urban areas.

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

Ensuring accessibility of transport management infrastructure is equally important so that persons with disabilities are able to be employees in transport services, and to avoid breaching Directive 2000/78/EC which establishes a general framework for equal treatment in employment and occupation on the grounds of religion or belief, disability, age and sexual orientation.

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 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"/>				
Improving road safety, in particular at rail level-crossings	<input type="radio"/>	<input 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 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 type="radio"/>
Improving aviation safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Addressing terrorist threats	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Addressing cybersecurity threats	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Addressing extreme weather conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other, please specify:

1500 character(s) maximum

Accessibility is also relevant when considering safety issues. For example, tactile markings are important for blind persons in busy transport hubs or pedestrian crossings to make sure they can navigate independently and safely. Similarly, emergency warnings, evacuation procedures, instructions need to be accessible for deaf, hard of hearing users, be available in easy to read formats for persons with intellectual disabilities to mention a few examples. Safety measures are often used by transport services, especially in air travel, to arbitrarily violate right to travel by persons with disabilities. While relevant EU law needs to be upgraded to solve this issue, airlines and other transport services should put in place safety measures and procedures that are accessible for everyone.

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

EDF reply: Smart and sustainable mobility will contribute to a more connected and fairer Europe. When investing in intelligent transport systems or focusing on greener transport, measures need to be taken to ensure accessibility for persons with disabilities. Accessibility is a right enshrined in Article 9 of the UN Convention on the Rights of Persons with Disabilities (CRPD), signed and ratified by the EU and all Member States. Accessibility is also a precondition for equal participation of persons with disabilities in society. It will become even more important in the coming years with demographic change in Europe.

Measures to ensure accessibility include the construction and renovation of transport infrastructure and vehicles, the development of multi-modal transport terminals, the development of strategies such as the Sustainable Urban Mobility Plans (SUMP), investment in connected mobility including Intelligent Transport Systems and real-time passenger information, allocating the necessary EU funding under programmes such as the Connecting Europe Facility or the Structural Funds, and other measures.

To allow passengers with disabilities to make sustainable choices such as switching from using a private car to rail travel, special attention shall be paid to making rail travel accessible and affordable for everyone. Connectedness, multimodality, and integrated mobility planning are very important to allow everyone to travel independently and spontaneously. It is vital that accessibility is ensured from the very first step of the conceptualization and development of sustainable solutions, as experience shows that ensuring it from the start reduces costs and leads to better outcomes for everyone. So, persons with disabilities should be included at all levels of planning and development of initiatives, and measures should be put in place to ensure accessibility and inclusiveness of participation.

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

Two general remarks: 1. Inaccessibility of EU online public consultations remain a considerable barrier for many citizens with disabilities in contributing to EU policy-shaping. As a network, this means we are unable to share the consultations' contents with our members and seek their input in an efficient manner. The EU Ombudsman has raised this issue with the Commission previously. EU login as part of the online consultation process creates an additional accessibility barrier for many persons. As it stands, the online

consultation tool is entirely inaccessible to deafblind citizens - as well as many other citizens with other disabilities. The first (and new) hurdle they will come across is the CAPTCHA to create an EU login. All citizens with disabilities must be able to respond to consultations independently should they wish to do so. The availability of an accessible word format of the questionnaire and possibility to submit feedback through it would allow many more persons with disabilities to participate on equal basis in EU policy-making. The obligation to ensure this lies on the EU as State Party to the UN CRPD.

2. the webpage leading to the questionnaire creates some confusion regarding its content because it only mentions the sustainable mobility strategy and not White Paper-related questions.

In relation to the White-Paper on transport here are our brief recommendations:

- 1) Facilitate the implementation of existing legislation on national level by making concrete suggestions to improve the monitoring and enforcement mechanisms, including for the use of EU funds.
- 2) Include a coherent and systematic approach to the mainstreaming of accessibility for persons with disabilities as well as Universal Design principles a priority, including in the monitoring of the allocation of EU funds such as the CEF.
- 3) Focus on the improvement of service quality for example by mentioning measures on staff training and by aiming at eliminating pre-notification for requesting assistance under the passengers' rights legislation.
- 4) Urban public transport should be included from the point of view of accessibility as an important part of the seamless travel chain
- 5) Set intermediate targets concerning transport accessibility for persons with disabilities, introducing measures to facilitate compiling statistics and exchanging data between the different Member States.
- 6) Suggest indicators that facilitate the measuring of progress made in terms of accessibility.
- 7) Introduce a specific mention of "accessibility for persons with disabilities" as opposed to accessibility in a sense of proximity and geographic situation.

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

d89a2f14-6a0e-4a54-8445-d53f5c8ec06d/EDF_PositionPaper_InclusiveGreenDeal_2020.pdf

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