

ROADMAP

Roadmaps aim to inform citizens and stakeholders about the Commission's work in order to allow them to provide feedback and to participate effectively in future consultation activities. Citizens and stakeholders are in particular invited to provide views on the Commission's understanding of the problem and possible solutions and to make available any relevant information that they may have.

TITLE OF THE INITIATIVE	Communication from the Commission on the EU Strategy for a Sustainable and Smart Mobility
LEAD DG – RESPONSIBLE UNIT	MOVE - Unit 01 (Strategy and Communication)
LIKELY TYPE OF INITIATIVE	Non-legislative: Communication from the Commission to the European Parliament and the Council
INDICATIVE PLANNING	Q4 2020
ADDITIONAL INFORMATION	-

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A. Context, Problem definition and Subsidiarity Check

Context

President von der Leyen tasked Commissioner Vălean in her mission letter to put forward a comprehensive strategy for sustainable and smart mobility to ensure that we have a transport sector fit for a clean, digital and modern economy.

The Communication on the European Green Deal¹ announced that the Commission would adopt a strategy for sustainable and smart mobility in 2020. A key objective is to deliver a 90% reduction in transport-related greenhouse gas emissions by 2050 to support the EU's aim to become the first climate neutral continent. The Strategy should also aim to provide more affordable, accessible, healthier and cleaner transport alternatives and contribute to mitigating the impact of transport on our natural environment, including by reducing air, water and noise pollution.

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. The Communication "Europe's Moment: Repair and Prepare for the Next Generation"² 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 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.

As part of the European Green Deal, the Sustainable and Smart Mobility Strategy will give that certainty of direction and show a roadmap towards the mobility of the future. The Strategy will set a pathway for the sector to master the twin green and digital transitions, building a resilient and crisis-proof transport system for generations to come. The Strategy will fully heed the importance of transport for the Single Market and Europe's industrial leadership. It will identify actions to revitalise and strengthen the Single Market in transport, ensuring connectivity for citizens and businesses, and set new milestones for Europe to be a leading industrial force in transport, in

¹ COM(2019) 640 final

² COM (2020) 456 final.

both sustainable and connected mobility. It will identify actions to ensure that European mobility is affordable, safe and secure for all and that the transition leaves nobody behind.

The Strategy will build on the Communication on the European Green Deal, the 2030 Climate Target Plan and the evaluation of the 2011 White Paper 'Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system.'³ Other relevant evaluations and studies (e.g. evaluations of the Alternative Fuels Infrastructure Directive, Energy Taxation Directive) will also feed into the analysis. The Communication will be accompanied by a Staff Working Document presenting the data and analysis underpinning the policy objectives and selected policies and initiatives for action.

The Strategy will set out high-level objectives and list key areas for policy actions. It will include an action plan with a list of measures that the Commission will take to achieve the objectives of the strategy.

Problem the initiative aims to tackle

In 2017,⁴ transport accounted for almost a quarter of all EU greenhouse gas emissions (road transport alone represents 20%). Transport is the only economic sector whose greenhouse gas emissions are higher than in 1990 and where emissions are growing despite the mitigation efforts undertaken. Transport is also a major contributor to air pollution and noise, and has significant effects on our oceans, rivers and lakes. Road, rail, aviation and waterborne transport are making efforts to decarbonise but these efforts must be increased and sustained, for a clean, prosperous future and to strengthen Europe's strategic autonomy. The European Green Deal has set the key objective to deliver a 90% reduction in transport-related greenhouse gas emissions by 2050 to support the EU's aim to become the first climate neutral continent. Investments in sustainable alternative fuels and clean technologies as well as renewals of transport fleets by public authorities and companies are essential to achieve the transition that is needed.

In addition, digitalisation, automation, the emergence of shared, collaborative economy, and innovative mobility platforms are all disruptive trends challenging the current mobility and transport landscape, while also offering great possibilities for its enhancement. Investments in 5G, artificial intelligence, block-chain and common databases can also benefit the transport sector.

To boost the resilience of the transport system to future pandemic and other crises, it must also secure under all circumstances the smooth cross-border flow of citizens and goods. A fair and functioning internal market for transport is still not a reality. Obstacles remain to free mobility of persons, goods and services, including their accessibility, and to competition that is needed to boost innovation, service quality and ensure affordable mobility for all. Against this background, lessons can be learnt from the COVID-19 crisis to design and invest in critical infrastructure for a flexible and resilient transport system that can withstand future crises and that is fit for the greener and digital future. The analysis will take into account possible mid-term fluctuations in demand caused by the COVID-19 outbreak and their impact on connectivity and future mobility patterns and behaviour.

Additionally, whereas European mobility enjoys today an unprecedented high level of safety and security, it must further improve to secure the confidence of passengers and workers in all transport modes and to successfully address challenges, such as the development of new technologies (e.g. drones) and rising impact of new threats (e.g. cyber security incidents). Finally, with other global powers being increasingly affirmative in extending their economic and regulatory reach, the EU is confronted with a more diverse set of geopolitical challenges, ranging from security and safety considerations, to sustainability and economic interests. The EU should strive to assert its transport agenda at the global stage with a strong voice.

Basis for EU intervention (legal basis and subsidiarity check)

The key areas to be covered by the Communication, in particular transport and environment are areas of shared competence. The EU exercises its competence in the domains to be covered by the strategy, including on reducing the emissions resulting from transport activities. In order to reach the sustainability objectives of the European Green Deal action at EU level is necessary to ensure efficient and strong initiatives that can deliver the needed climate and environmental impacts. Furthermore, climate change and certain negative environmental impacts are a trans-boundary problem, where coordinated EU action can effectively supplement and reinforce national and local action. Moreover, mobility and transport keep Europe moving and the economy growing: people need to commute and travel, while businesses must be able to deliver goods and services. Without transport, the internal market would not function, nor would European industry be competitive. Action at

³ COM(2011) 144 final:

<https://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:en:PDF>

⁴ latest data from Eurostat, https://ec.europa.eu/eurostat/statistics-explained/index.php/Greenhouse_gas_emission_statistics

EU level is therefore necessary and cannot be replaced by initiatives at national or sub-national levels. EU added value has been demonstrated in mobility and transport, as well as environment and climate action.

B. What does the initiative aim to achieve and how

The comprehensive strategy on “Sustainable and Smart Mobility” will build on the other Green Deal initiatives and actions that the Commission already deployed for the recovery of the sector. It will set a roadmap towards a European mobility that is fit for a green and digital future, resilient and that leaves nobody behind. To unlock investments and empower European mobility to flourish, clarity and predictability are needed. That is why the Strategy will set a clear policy framework to:

- Reap the benefits of clean mobility for citizens and Europe’s industrial competitiveness by reducing the sector’s GHG emissions by 90% by 2050 and significantly reducing air pollution and overall environmental footprint of transport activities, by inter alia:
 - (i) boosting the uptake of lower and zero-emission vehicles, vessels and aircraft; (ii) incentivising large scale market deployment of new technologies, including production capabilities and use of sustainable alternative fuels and associated charging and refuelling infrastructure; (iii) facilitate a shift towards low-emission transport modes by moving passengers and freight transport to more sustainable alternatives, (iv) improving efficiency across the whole transport system, including through multimodality; (v) incentivising sustainable consumer choices and zero and low emission practices, for example through internalisation of external costs, such as carbon pricing, and (vi) revamping the European agenda for sustainable urban and regional mobility, including cycling, intermodal transport and transport-on-demand.
- Take full advantage of the opportunities digitalisation and automation present to achieve sustainable, efficient, seamless, smart and safe mobility across the transport modes;
- Identify actions to revitalise and strengthen the Single Market for transport and smooth connectivity for citizens and businesses in order to give a further boost to industrial competitiveness; actions to build a flexible, resilient transport system that can maintain the cross-border flow of persons and goods during future crises;
- Mobilise research and foster innovations and set the right regulatory and non-regulatory framework for a leading European transport industry, both in clean and connected mobility;
- Ensure a just transition and mobility that is fair, attractive, accessible and affordable.

Whilst pursuing these specific objectives, it will be necessary to maintain the highest standards for the safety and security of transport and strengthen the EU’s capacity to act on mobility and transport issues on the global stage.

In addition to its contribution to the 'A European Green Deal' priority, the strategy will contribute also to the following priorities of the Commission: an economy that works for people, a Europe fit for the digital age, promoting our European way of life and a stronger Europe in the world.

C. Better regulation

Consultation of citizens and stakeholders

A Eurobarometer survey on current mobility patterns, challenges and willingness to switch behaviours was conducted in September 2019. An open public consultation will take place from July 2020 (for 12 weeks) to which replies could be made in any of the 24 official EU languages and which will be accessible via the Commission’s central public consultations page and DG MOVE website.

Taking into account the constraints on meetings and events caused by the current epidemiological situation, the Commission will complement the open public consultation with targeted consultations to ensure a broad consultation with Member States’ authorities, social partners, and other stakeholders, including trade associations, industry, consumer and relevant non-governmental organisations.

Evidence base and data collection

The results of the 2030 Climate Target Plan and the evaluation of the 2011 White Paper “Roadmap to a Single European Transport Area- Towards a competitive and resource efficient transport system”⁵ will feed into the Strategy.⁶ The Strategy will link with other European Green Deal work strands such as the Industrial Strategy

⁵ COM(2011) 144 final:

<https://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0144:FIN:en:PDF>

⁶ The evaluations of the Trans European Network – Transport Regulation and Alternative Fuels Infrastructure Directive and the report on the state-of-the-art on sustainable alternative fuels 2019 will also contribute to the analysis. The Staff Working Document accompanying the Long-Term Climate Strategy Communication (COM/2018/773 final) analyses two

including the Circular Economy Action Plan, and the forthcoming Communication on Smart Sector Integration and the Hydrogen Strategy.

A Staff Working Document will accompany the strategy and present the data and analysis to underpin the actions it contains. In line with the Better Regulation Guidelines, an impact assessment will not be prepared as the strategy is not intended to commit on specific policy measures but it will announce policy objectives and areas for intervention. Impact assessments will be prepared, as appropriate, for the specific policy initiatives that the strategy envisages to reach its objectives.

scenarios reaching a climate-neutral economy by 2050, which will also provide a framework for the objectives and the proposed initiatives.