OPINION

of the Committee on the Environment, Public Health and Food Safety

for the Committee on Transport and Tourism

on the sustainable and smart mobility strategy (2021/2046(INI))

Rapporteur for opinion (*): João Pimenta Lopes

(*) Associated committee – Rule 57 of the Rules of Procedure
PA_NonLeg
The Committee on the Environment, Public Health and Food Safety calls on the Committee on Transport and Tourism, as the committee responsible, to incorporate the following suggestions into its motion for a resolution:

A. whereas an ambitious, sustainable and smart mobility strategy must reduce greenhouse gas (GHG) emissions across all transport modes, including international aviation and maritime transport, based on the latest scientific findings, thereby substantially reducing the sector’s overall environmental impact while making EU transport systems socially just and more accessible and affordable, with a view to maintaining and improving connectivity and helping to achieve sustainable development and social and territorial cohesion;

B. whereas mobility is a key structural factor in the development of societies; the ability to connect individuals, communities, the manufacturing and service sectors and different regions and cultures; the territorial, social and intergenerational cohesion of societies; economic dynamism, quality and environmental balance; and providing skilled employment, reliable incomes and safe and innovative mobility and transport solutions to millions of people; whereas sustainable mobility should be easily accessible, affordable and service-based and should provide non-motorised access to needed services;

C. whereas the harmful environmental consequences of the current mobility options can be minimised, particularly by improving the interconnectivity of national public transport networks and ensuring transport models are environmentally and socially sustainable; whereas there should be a greater focus on trans-EU networks by diverting the required investment to local, regional and national mobility, especially in areas such as metropolitan cities or for railways;

D. whereas the right to a healthy environment can be upheld through joint planning of all sectoral and spatial planning policies and analysis of their impacts on natural resources, biodiversity and the environment; whereas it can also be upheld by tackling desertification and the depopulation of rural areas, through the democratic and participatory management of natural resources, through urban policies ensuring a healthy urban environment and by avoiding transport policies that are centred around metropolitan areas; whereas a strategy for sustainable and smart mobility should contribute to this right;

E. whereas according to the 2021-2030 EU strategy for the rights of persons with disabilities, accessibility of transport and infrastructure is an enabler of rights and a prerequisite for the full participation of persons with disabilities in society on an equal basis with others; whereas barriers for persons with disabilities remain, hindering mobility within countries and across the EU, and preventing access to information, products, services and housing;

F. whereas past mobility trends have tended to promote individualised road transport; whereas rail transport of goods and passengers plays a minor role compared to maritime and particularly road transport, with rail being used to transport 7% of passengers and
11% of goods in the EU; whereas 75% of inland freight is carried by road; whereas increased climate targets add to the urgency of accelerating the path towards net-zero emissions for transport;

G. whereas disinvestment in collective public transport in several Member States has led to the deterioration of infrastructure, vehicles and services, increasing the use of more polluting forms of transport such as individual transport;

H. whereas the transport sector is responsible for around 27% of total GHG emissions in the EU; whereas transport is so far the only sector at EU level in which GHG emissions have risen since 1990, with a growth of 2.2% compared to 2016 emissions; whereas, according to the European Environment Agency (EEA), over 70% of overall GHG emissions from the transport sector as a whole are attributable to road transport; whereas achieving net-zero GHG emissions by 2050 at the latest will require the transport sector to reduce its emissions to close to zero by ending its dependence on fossil fuels and becoming sustainable;

I. whereas the pursuit of the emission reduction targets associated with a mobility strategy must take into account other environmental impacts related to the whole life cycle of mobility instruments;

J. whereas according to the World Health Organization, after air pollution, noise is the second greatest environmental threat to health in Europe; whereas traffic noise is associated with 50,000 premature deaths per year in Europe; whereas air pollution is responsible for about 417,000 premature deaths per year in the EU, to which road transport is a large contributor owing to the attributed emissions of nitrous oxide and particulate matters;

K. whereas the road system has impacts that go beyond direct environmental impacts, such as intense land use, with approximately 50% of urban land occupied by roads, parking areas, service stations and signalling, which constitutes a significant public budgetary burden; whereas on average, a light car spends 92% of its life cycle parked, 1% in traffic and 1.5% in search of parking, meaning that only 5% of its lifetime is used for effective driving;

L. whereas according to the International Energy Agency’s July 2021 report entitled ‘Net Zero by 2050: A Roadmap for the Global Energy Sector’, in order to reach net-zero emissions by 2050, all new passenger cars put on the market globally would need to be emission-free by 2035; whereas achieving the EU’s climate objectives will also require an overall strategy for the existing EU vehicle fleet;

M. whereas the promotion of renewables-based zero-emission fuels, including hydrogen and ammonia, will play a crucial role in the process of decarbonising the transport sector;

N. whereas renewables-based zero-emission fuels can help decarbonise the existing vehicles fleet, which can reduce the dependence on imports of fossil fuels and foster renewable energy production and consumption;

O. whereas it will still be some time before technologies such as hydrogen are able to make
a substantial positive impact on the environment;

P whereas mobility as a service (MaaS) can play a significant part in enhancing sustainable and smart mobility, provided it does not override social and environmental sustainability;

Q. whereas a sustainable and smart mobility strategy needs to promote accessibility for all in an inclusive manner, including with regard to gender, disability and reduced mobility, age and affordability; whereas this strategy should focus on the transport needs of low-income households and those living in remote and rural areas, and promote dialogue with those with least access to public transport;

R. whereas the difficult economic and social context resulting from the COVID-19 pandemic has had a significant impact on mobility, which means that the need to channel public support to this sector also represents an opportunity to move towards more sustainable, smarter and more resilient mobility; whereas the Commission recognises the need for a fundamental transformation instead of the existing paradigm of gradual change; whereas the Commission recognises in the strategy that the most serious challenge facing the transport sector is to significantly reduce its emissions and make the sector sustainable as a whole; whereas the strategy does not include immediate measures to significantly reduce emissions from the transport sector in the short term;

1. Welcomes the Commission’s communication of 9 December 2020 entitled ‘Sustainable and Smart Mobility Strategy – putting European transport on track for the future’ (COM(2020)0789) and points out that shortcomings need to be overcome; supports the goal of decarbonising and digitalising the transport sector and making it competitive, attractive, accessible, affordable, resilient, reliable and efficient; stresses that in order to exploit the sector’s potential to reduce its emissions, noise and air pollution and congestion, and a paradigm shift towards more sustainable transport modes, including greater investment in environmentally sustainable public transport systems, must be prioritised, and a large-scale roll-out of accessible alternative fuel infrastructure must be enabled; notes the challenges related to the broad application of new technological solutions when they do not yet exist on a marketable scale;

2. Welcomes the strategy’s focus on energy efficiency as a criterion for prioritising choices of suitable technologies based on their whole life cycles; calls, therefore, for measures to unlock the potential of the energy efficiency first principle and a system efficiency approach in relevant legislation, in particular by promoting zero-emission mobility based on cascading priorities for energy efficiency and savings;

3. Considers that sustainable mobility policies are crucial for improving quality of life and the functioning of the economy and reducing the human environmental footprint; stresses that investments in zero-emission transport should be stepped up to provide alternatives to fossil fuels; believes that in the area of transport, the European Green Deal can contribute to economic, social and environmental success by empowering industries, at Member-State level, to become less reliant on non-EU countries where possible, while securing and creating well-paid jobs throughout the EU and keeping mobility affordable;

4. Stresses that the social dimension of an inclusive, non-discriminatory, fully accessible
and affordable transport policy is key to ensuring the success of the whole strategy;
points to the need to swiftly apply equality mainstreaming to mobility policies at EU, national and local level;

5. Calls for the monitoring of ‘transport poverty’, which is when people travel less or not at all simply because they cannot afford it, and for concrete measures to reduce inequality in access to public transport, preserve affordability and enhance social inclusion;

6. Underlines the need to regulate working conditions, rights and access to social protection in the sector to ensure the success of the strategy;

7. Notes that people must be at the heart of the transition to sustainable mobility; calls on the Member States to introduce specific compensation schemes and effectively use taxation in order to reduce the costs of the most sustainable transport alternatives and ensure a socially and geographically fair transition, and to use incentives to send a clear signal to industry to up production of zero-emission vehicles and stimulate the transition towards a decarbonised resale market; considers that one of the keys to sustainable mobility is to better inform consumers about the environmental impact and efficiency of the mode of transport they choose and about the available alternatives;

8. Underlines the importance of engaging at all levels of government, especially with regional and local authorities, in order to give rise to a paradigm shift in mobility; calls for support to be given to rural, peripheral, sparsely populated, cross-border and remote areas in the shift towards sustainable and smart mobility to guarantee unhindered access to affordable mobility for all; stresses the need for better use of and synergies between various EU structural investment instruments in order to allow for the necessary public investment in regional and local transport networks, including through the creation of a POSEI (programme of options specifically relating to remoteness and insularity) transport programme;

9. Notes that in certain cases, local buses and coaches play an important role in ensuring the connectivity of remote and rural areas; calls on the Commission and the Member States to support local authorities in their efforts to decarbonise their vehicle fleets to ensure a just transition in those areas;

10. Underlines the potential of a transport system grounded in public transport to lower GHG emissions, improve air quality and tackle other environmental impacts; highlights the need to increase the incentives to move from private motoring to smart and sustainable public transport, and recommends that this modal shift be a priority for the Member States and the EU;

11. Stresses that in order to promote public transport, it is necessary to channel public investment and promote multimodal services based on cooperation between providers, interoperability, reliability, safety and low fares, and to evaluate the possibility of progressively establishing fare-free services, while taking into account the experiences of cities with free public transport; believes that this transition will help to reduce energy demand by taking vehicles off the road, promote better mobility and quality of life for present and future generations, promote the right to a healthy environment and reduce commuter traffic; calls for adequate financial and legislative incentives to be put
in place at EU level to help create efficient, well-organised, multimodal, user-friendly and zero-emission public transport systems capable of offering high-quality services to users, including ‘door-to-door’ services in urban and rural areas; stresses that such investments have the potential to enhance the quantity and quality of public transport services, particularly when coupled with a public policy of parking arrangements for urban centres that allow users to combine private and public transport;

12. Highlights that significant behavioural changes in transport and mobility uses are necessary to ensure modal shifts, which can namely be encouraged by promoting collective and/or soft mobility such as cycling and walking; stresses that multimodal travelling should be actively promoted, such as the possibility of transporting bicycles on urban, regional and long-distance trains and public transport; considers that much more action is needed in this regard, beyond what is laid down in the strategy, and calls on the Commission to put this into practice in the strategy and its planned policy actions; calls for cycling needs to be comprehensively taken into account in transport policy and infrastructure planning with the aim of creating safe cycling paths and lanes which avoid conflict with motorised traffic; calls on the Member States to significantly step up their efforts to increase the share of active mobility, particularly of walking and cycling in both urban and rural areas;

13. Calls on the Commission to further explore synergies between the Trans-European Transport Network and Trans-European Networks for Energy policies to support the efficient roll-out of alternative fuel charging and fuelling infrastructure along EU transport corridors while expanding infrastructure in transport hubs across the EU, including inland ports, all based on an energy system which must balance the requirements of affordability, sustainability and supply security at system level, without undermining the energy efficiency first principle;

14. Takes the view that a sustainable mobility strategy must encompass all modes of transport, including international aviation and maritime transport; considers that the strategy must increase the share of the most sustainable means of transport, such as collective public transport and soft mobility and all available sustainable and renewable solutions to decarbonise transport; notes that there is no one-size-fits-all solution and considers that the strategy should seek to maintain technology neutrality, but that this should not lead to inaction on eliminating fossil-fuel-based solutions; considers that the strategy should encompass all different levels of travel – local, regional, national and international – and should be inextricably linked to suitable spatial planning and land use, in line with other public interests such as nature conservation and agricultural and forest land conservation; underlines the different particular challenges of mobility in urban, rural and cross-border areas and advocates a public transport pricing policy that incentivises greater use thereof; urges the Commission to take rural mobility into account when implementing the strategy;

15. Calls for increased support, including through EU instruments, to increase sustainable urban mobility through the development of new cycle paths, sustainable urban planning and electric recharging stations and charging points;

16. Considers that the strategy for sustainable and smart mobility should respond to the social, economic and environmental needs of each Member State, which requires
adequate planning, the involvement of local actors, municipalities, people and public and private enterprises that provide mobility services, investment in scientific research and innovation and the incorporation and development of national production; recalls that no single mode of transport alone can satisfy all mobility needs, and that all transport modes must remain part of future mobility plans;

17. Strongly supports the strategy’s intention to end fossil fuel subsidies; calls for the uptake of sustainable transport fuels to be better incentivised in the revision of the Energy Tax Directive\(^1\) and supports the ending of tax exemptions for kerosene and maritime fuels;

18. Stresses that present sector-specific energy tax exemptions or reductions, notably for the aviation, maritime and road haulage sectors, may promote an inefficient and polluting mode of transport; calls on the Commission to provide a framework for minimum tax rates that differentiate fuels according to their climate performance, which would help to reduce GHG emissions in the transport sector;

19. Stresses that the transport sector has multiple environmental impacts, including GHG emissions, air biodiversity, noise pollution and water pollution; calls on the Commission to carry out an in-depth study on the impact of the EU transport sector on biodiversity; stresses the need for transport policies to be consistent with the Biodiversity Strategy for 2030;

20. Urges the Commission and the Member States to deliver on the zero pollution objective of the European Green Deal and to develop stringent Euro 7/VII emissions standards for air pollutants that pave the way for zero emissions; underlines that those standards should in due course be extended to all pollutants, including smaller particles and ammonia, as well as microplastics from brakes and tyres; stresses that new test procedures must be carried out under all possible driving conditions to ensure the accuracy of the results and effective application of the limits and to end all existing loopholes; acknowledges that there is specific EU legislation on air pollution; notes with concern that the EU thresholds are above the World Health Organization guidelines for most pollutants and lack a daily limit for PM2.5;

21. Stresses that much more needs to be done to significantly reduce traffic noise; considers that it could easily be reduced by 2030 with existing technologies if strict limits were set and complied with; notes the commitment of the zero pollution action plan to reduce the percentage of people chronically affected by transport noise by only 30% by 2030 and calls for ambitious action in this area;

22. Is alarmed by the fact that, according to the EEA\(^2\), average emissions from new passenger cars have increased every year since 2017, due in part to the surge in sales of sport utility vehicles (SUVs), which are incentivised by the heavy vehicle adjustment factor; is concerned by recent analysis suggesting that plug-in hybrid cars emit 2-4 times more pollutants than what is claimed by manufacturers\(^3\); calls on the Commission

\(^2\) EEA, Average car emissions kept increasing in 2019, final data show, 1 June 2021.
\(^3\) International Council on Clean Transportation White Paper of 27 September 2020 entitled ‘Real-world usage of
to develop life cycle assessment methodologies to measure the full climate impact of cars, taking into account the use of raw materials, the recyclability of components and the environmental impacts at every step of production; stresses the necessity of recyclability and calls for a dedicated EU programme for recycling vehicles;

23. Highlights the environmental impacts of existing energy storage technologies, such as lithium batteries; stresses, therefore, the need to ensure sustainable and ethical sourcing of those rare materials, eco design and enhanced recycling schemes for batteries in the new EU batteries regulation⁴;

24. Calls on the Commission to conduct a study that accurately reports on the environmental, social and economic impacts of the transition process, covering emissions associated with electricity production, water consumption, fleet substitution and the extraction and discarding of materials used in battery production;

25. Welcomes the commitment expressed in the strategy to take urgent action to significantly reduce emissions from the maritime and aviation sectors; recalls that the measures proposed by the International Maritime Organization and the International Civil Aviation Organization, even if implemented in full, would fall short of the necessary emissions reduction consistent with the EU climate neutrality objective, and stresses that the EU must be at the forefront of talks to achieve a much more ambitious agreement at global level on emission reductions in the aviation and maritime sectors; invites the Commission to review measures enacted through any other legislation in order to ensure that none of the measures envisaged in the strategy contradict the targets set out in the European Climate Law; calls for additional research into sustainable aviation fuels to be undertaken;

26. Stresses that measures should be taken to address rising methane and black carbon emissions from shipping; asks for retrofitting and fleet renewal schemes dedicated to inland waterway transport to be introduced; asks for a clear strategy for the EU maritime sector, including benchmarks for reducing emissions; strongly supports the establishment of emission control areas in all EU waters;

27. Calls on the Commission and the Member States to take measures to replace short-haul air services with high-speed rail services; calls on the Commission and the Member States to step up financing of rail infrastructure in that regard, paying attention to the social dimension;

28. Notes that inland freight transport continues to be dominated by road transport (73 %) and is concerned that the share of road freight transport in the EU has increased in recent years; stresses the importance of the shifting freight to rail and inland waterways, for example by enhancing intermodality between different transport modes and reducing the negative externalities inherent in road traffic, especially over long distances; underlines that combined transport of goods contributes to reducing transport emissions plug-in hybrid electric vehicles: Fuel consumption, electric driving, and CO2 emissions⁷.

by encouraging a shift from road freight transport to lower-emission transport modes;

29. Calls on the Commission to consider all sustainable and renewable technologies that make a substantial contribution to the need to reduce GHG emissions from the transport sector to close to zero by 2050 at the latest, in line with the EU’s climate-neutrality objective and its intermediary targets;

30. Calls on the Commission and the Member States to support investment and research in new innovative green technologies in order to encourage the development of eco-designed green ships, ranging from hull and engine design technologies, to better waste and water management systems, to cutting-edge paints and materials, and to encourage technology transfer in these areas; advocates the use of speed optimisation, renewable energy and technologies, digitalisation, and voyage, port and logistics optimisation;

31. Points out that the sustainable use of biogas produced from unavoidable waste in line with the waste hierarchy can contribute, alongside other alternatives to fossil fuels, to reducing emissions in the transport sector;

32. Calls for an accelerated EU-wide introduction of electronic turning assistants for lorries and heavy-duty vehicles; underlines that transport digitalisation technologies such as more advanced navigation systems and automatic identification systems can be used to carry out technical operations and maintenance; stresses the need for additional funding under the 2021-2027 multiannual financial framework for the deployment of intelligent transport systems for road transport, and for the development of secure and resilient cybersecurity solutions in the field of connected and automated mobility, inter alia through the dedicated funds under the Horizon Europe and Digital Europe programmes;

33. Underlines the need to take into account the future impacts e-fuels will have on energy demand and use them in accordance with the energy efficiency first principle and a system efficiency approach; notes that the International Council on Clean Transportation calculates the overall energy efficiency of battery-electric vehicles to be about six times higher than vehicles fuelled with e-fuels;

34. Believes that renewables-based hydrogen and electronic fuels should be considered as a means of decarbonising transport modes for which no alternatives currently exist, such as aviation and maritime transport and heavy-duty vehicles; calls on the Commission to foster the greater uptake of renewables-based alternative fuels and associated infrastructure development in the EU for these hard-to-abate sectors and underlines the urgency of sending out investment signals for the production of these fuels, given that it will be a relatively long time before they can be produced on an industrial scale; highlights the great potential of operational measures such as slow steaming and of alternative propulsion systems in reducing shipping emissions;

35. Stresses that the Renewable Energy Directive should promote sustainable renewable energy and not, either directly or indirectly, energy from fossil or nuclear sources; notes

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5 International Council on Clean Transportation study of 27 September 2020 entitled ‘Analysis of plug-in hybrid electric passenger car data confirms real-world CO2 emissions are two to four times higher than official values’.
the proposals on sustainable fuels for the aviation and maritime sectors; underlines that these proposals should apply both to international voyages and voyages within the European Economic Area, and should focus on the uptake of hydrogen and ammonia produced from additional renewable energy and privilege fuels that are sourced in a sustainable way and respect the waste hierarchy;

36. Advocates the retrofitting of older municipal and public vehicles with zero-emission technologies, which can offer a cost-effective short- to medium-term solution to allow fleets to be used beyond their current lifespan;

37. Stresses that considerations regarding the pace of requirements to roll out electric vehicles must take into account the capacity of charging infrastructure, particularly along motorways; calls on the Commission and the Member States to set ambitious binding targets for public recharging points and hydrogen stations, where appropriate, and provide support for the adequate deployment of infrastructure for which ambitious investments are needed; stresses that the accessibility of charging infrastructure of different providers within and across Member States is still a major obstacle and calls on the Commission and the Member States to facilitate easy open access, inter alia by promoting the use of digital payment services and increasing transparency on prices;

38. Stresses that CO₂ emission performance standards are an efficient tool to incentivise both technical and operational measures to reduce emissions and underlines that environmental standards should be accompanied by supportive measures; welcomes the Commission’s efforts to accelerate the uptake of zero-emission vehicles and calls for a comprehensive policy framework to stimulate the demand for zero-emission vehicles and improve the efficiency of engines, considering that half of the vehicles that will be in use worldwide in the following decade are already in circulation⁷;

39. Believes that EU manufacturers should be given a clear policy signal, investment certainty and the right incentives to lead this transformation, and therefore supports performance-based standards and calls for measures to support the transition to zero-emission vehicles throughout the automotive value chain in all parts of the EU, focusing on small and medium-sized suppliers, in particular through a dedicated transition fund for the automotive sector that helps mitigate the negative effects of the just transition on employment and local economies; calls on the Commission to promote a ‘Vehicles of the future’ programme with a focus on basic research, standardisation and digitalisation to contribute to zero-emission mobility;

40. Recalls that Parliament has declared a climate and environmental emergency and in the same resolution called on the Commission to address inconsistencies in the EU’s current climate and environmental emergency policies, including through a thorough reform of transport policy and other policies⁸; considers it of utmost importance to provide the means to achieve the EU’s targets; stresses that EU climate policy should be science-based and take into account life cycle emissions; considers also that, in setting targets, the specific situation in each Member State must be taken into account, as well as the

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⁷ European Automobile Manufacturers’ Association, *Average age of the EU vehicle fleet, by country*, 1 February 2021.
relevant economic, environmental and social situations and different mobility needs;

41. Calls on the Commission to consider proposing a new zero-emission fleets regulation which could incentivise companies with fleets of a certain size to make them emission-free; urges the Commission to also revise the Clean Vehicles Directive9 to bring it in line with the EU’s new climate goals; highlights the importance of carrying out an ambitious revision of the EU’s heavy-duty vehicle CO\textsubscript{2} targets (Regulation (EU) 2019/1242\textsuperscript{10}) to bring them in line with the European Climate Law, and underlines the need to introduce ambitious post-Euro 6 emission standards for cars, buses, coaches, lorries and vocational vehicles; stresses the need to substantially increase the ambition of the CO\textsubscript{2} standards for cars and vans, and supports an end date of 2035 at the latest, by which time all new cars and vans on the EU market should be zero-emission;

42. Emphasises the benefits for the EU economy of an early transition to zero-emission vehicles that life cycle assessment findings have found to have the lowest climate impact; calls on the Commission to improve CO\textsubscript{2} standards and air pollutant emission standards for all road vehicles;

43. Believes that economic, social and territorial cohesion must take account of mobility needs at the local, regional and national levels, using land use planning and urban design to encourage use of public transport; underlines that poorly planned cities and territories generate more mobility challenges; emphasises that stakeholders’ involvement should be maximised from the planning stage;

44. Stresses the need for quality public space in our cities and respect for the UN Habitat (Human Settlement Programme) goal of turning 15\% of land in cities into public open spaces; invites the Commission to look at the good practices in some cities, which are already showing the beneficial effects of reclaiming public space by restricting the presence of cars to minimum or essential numbers in several parts of their urban areas and promoting the use of alternative, clean and sustainable transport; calls on the Commission and the Member States to extend land and marine ecological corridors serving urban areas, for example through the development of a Trans-European Green Infrastructure Network linked to a Trans-European Nature Network;

45. Stresses that the New European Bauhaus can provide a theoretical basis for the implementation of sustainable and inclusive urban mobility solutions in our cities and territories, taking into account design, energy efficiency and quality criteria;

46. Highlights the need for appropriate urban planning that guarantees the complete accessibility of all mobility services and public spaces for all groups, for example families with children, the elderly or people with disabilities; calls on the Commission and the Member States to ensure that category B driving licence holders, including people with disabilities, are permitted to drive certain types of alternative fuel vehicles whose maximum authorised mass is above 3 500 kg but does not exceed 4 250 kg, to account for the extra weight of the alternative power train as well as the mobility


equipment needed by persons with reduced mobility; emphasises the need of all passengers with specific mobility requirements to travel in comfort on accessible means of transport;

47. Calls on the Commission to come forward with guidelines to clarify the rights and obligations of MaaS operators and promote cooperation with other transport service providers, ensuring a level playing field; calls for the planning and development of on-demand and circular mobility services; highlights that MaaS has the potential to contribute to decarbonising road transport in the EU and to increase mobility offerings for people living in the Member States, especially in urban areas; underlines the importance of speeding up the application and use of artificial intelligence to identify mobility needs;

48. Underlines that as vehicles become autonomous and hyper-connected, they will collect and analyse vast amounts of data (including real-time location, personal identifiable information and commercial (meta)data), which will be able to be exploited for malicious purposes, raising serious security and privacy concerns; stresses that the strategy needs to identify and promote the deployment of tools and services enabling a continually high level of cybersecurity resilience; stresses the need to ensure that all private and public operators that process such data are fully meeting their obligations as defined in EU data protection and cybersecurity legislation;

49. Takes the view that the decarbonisation of societies can be facilitated by shortening production-consumption circuits, reducing the impact of long distribution chains through life cycle analysis and promoting local production where socially and economically desirable, with trade policies designed to reduce dependence levels and the need to transport goods; stresses that investment in a capillary transport network focusing on rail and its electrification and the decarbonisation of maritime and inland waterway transport of passengers and goods will encourage territorial, social and economic cohesion with reduced environmental impacts;

50. Considers that the upstream environmental impact of mobility can be reduced by increasing regional capacity to produce zero-emission rolling stock and vessels and service them; calls on the Commission, as part of its NextGenerationEU recovery plan, to promote and invest in a green ship industry on its territory, including the development of new eco-designed ships, the renovation and modernisation of existing vessels and their dismantlement; calls on the EU to modernise and green its shipbuilding yards;

51. Calls for the promotion and stimulation of battery production in the EU, as well as for the creation of a coherent and supportive regulatory framework for sustainable batteries, in line with the circular economy principle and wider EU decarbonisation objectives; notes the intention to set up a value chain alliance for renewable and low-carbon fuels, the scope of which should cover all modes of transport, including road transport;

52. Stresses that State aid rules in the transport sector should be reviewed in order to ensure that they favour sustainable transport modes; believes that State aid guidelines for airlines and airports must be aligned with the European Green Deal, meaning aid should be conditional upon greater sustainability and the protection of workers’ rights; calls on
the Commission to make every effort to pandemic-proof the EU transport sector where possible;

53. Believes that the revision of the Trans-European Transport Network guidelines should make the comprehensive shift to sustainable transport modes one of its priorities in order to guarantee greater access to sustainable transport; considers that the EU must continue to work with all relevant international organisations, as well as with non-EU countries, to promote the adoption of stricter environmental standards in the field of international transport, while promoting the adoption of good practices beyond the EU’s borders;

54. Believes that the reduction of emissions from the transport sector should be grounded in a regulatory approach that relies on ambitious and binding emission standards across all transport modes, is economically, socially and environmentally sustainable, makes each economic agent responsible, and paves the way for the rapid adoption of a mix of the best available technologies and best practices, while providing incentives to decarbonise operations in the most efficient and economical way;

55. Recalls its position against extending the EU Emissions Trading Scheme (EU ETS) to road transport, including the setting up of any kind of parallel scheme;11

56. Believes that the upcoming revision of the EU ETS should curb aviation emissions in order to bring the sector in line with the EU’s increased economy-wide emissions reduction targets for 2030 and 2050, and, in particular, takes note of the Commission’s proposal to phase out the number of licences issued free of charge and to move to full auctioning for the intra-EU aviation sector under the EU ETS; recalls that international offset credits are no longer accepted for compliance as part of the EU ETS and are excluded from the EU nationally determined contribution;

57. Notes the Commission’s proposal to extend the EU ETS to maritime emissions, including international maritime emissions; recalls its position expressed in its amendments of 16 September 2020 on the proposal for a regulation of the European Parliament and of the Council amending Regulation (EU) 2015/757 in order to take appropriate account of the global data collection system for ship fuel oil consumption data;12 insists, furthermore, on complementary proposals to reduce emissions from the maritime sector such as ambitious and binding emissions efficiency standards and binding requirements to ensure zero pollution from ships berthed in EU ports;

58. Notes that to raise the funds necessary for the transition while ensuring effective and efficient societal decarbonisation, the EU climate policy toolbox should incentivise the decarbonisation of operations, investment and innovation in all sectors, including through a carbon price, while guaranteeing cost-effective emission cuts, providing a clear path to zero emissions and making decarbonisation a requirement for international cooperation on a global carbon pricing regime;

59. Notes that the transition to sustainable mobility could be supported by appropriate economic stimuli or the application of the polluter-pays principle; stresses the

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importance of well-designed economic instruments, such as taxes and tax benefits, carbon pricing mechanisms and charging for the use of transport infrastructure;

60. Emphasises that users, workers and small and medium-sized enterprises should not bear the costs of the ‘internalisation’ of external costs where there are no alternatives to more polluting forms of transport;

61. Recognises the cultural heritage of historic vehicles and the need to safeguard our common EU fleet of historical vehicles; therefore urges the Commission to actively preserve the value of historical vehicles when adopting future legislative proposals in the field of transport;

62. Takes the view that eco-driving is effective and should be included in EU driver training standards and training programmes.
INFORMATION ON ADOPTION IN COMMITTEE ASKED FOR OPINION

Date adopted | 12.10.2021
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Result of final vote | +: 40  
 | –: 31  
 | 0: 7
Substitutes present for the final vote |KateřinaKonečná,DaniloOscarLancini,DaceMelbärde,JoãoPimentaLopes,ManuelaRipa,SusanaSolísPérez,RózaThunundHohenstein
### FINAL VOTE BY ROLL CALL IN COMMITTEE ASKED FOR OPINION

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**Key to symbols:**
- **+** : in favour
- **-** : against
- **0** : abstention