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# **DRAFT REPORT**

on the sustainable and smart mobility strategy  
(0000/0000(INI))

Committee on Transport and Tourism

Rapporteur: Ismail Ertug

**CONTENTS**

**Page**

MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION.....3

## MOTION FOR A EUROPEAN PARLIAMENT RESOLUTION

### on the sustainable and smart mobility strategy (0000/0000(INI))

*The European Parliament,*

- having regard to the Commission communication of 9 December 2020 entitled ‘Sustainable and Smart Mobility Strategy – putting European transport on track for the future’ (COM(2020)0789),
  - having regard to the Commission communication of 20 July 2016 entitled ‘A European Strategy for low-emissions mobility’ (COM(2016)0501),
  - having regard to the Commission White Paper of 28 March 2011 entitled ‘A Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system’ (COM(2011)0144),
  - having regard to the planned revision of Regulation (EU) No 1315/2013 of the European Parliament and of the Council on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU<sup>1</sup> (TEN-T regulation),
  - having regard to the Commission report on the application of Directive 2014/94/EU on the deployment of alternative infrastructure (COM(2021)0103),
  - having regard to Rule 54 of its Rules of Procedure,
  - having regard to the opinions of the Committee on the Environment, Public Health and Food Safety, the Committee on Legal Affairs, the Committee on Industry, Research and Energy and the Committee on Women’s Rights and Gender Equality,
  - having regard to the report of the Committee on Transport and Tourism (A9-0000/2021),
- A. whereas the Green Deal outlines that the transport sector needs to cut at least 90 % of its emissions by 2050;
- B. whereas the White Paper ‘Roadmap to a Single European Transport Area’ identified the main shortcomings of mobility in the Union already in 2011, most of which are still present today;
- C. whereas transport is the only major economic sector in the Union where greenhouse gas emissions have increased since 1990, and even with the measures currently planned, emission levels will remain above 1990 levels in 2030; whereas inland freight transport could increase by over 50 % between now and 2050;
- D. whereas the decarbonisation of transport will reduce the Union’s dependence on imports

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<sup>1</sup> OJ L 348 20.12.2013, p. 1.

of fossil fuels and strengthen Europe's energy security;

- E. whereas road transport is still dominant in freight transport and accounts for more than 73 % of all land transport while rail has only around a 17 % share and inland waterways a bit more than 5 %;
- F. whereas some automotive manufacturers have announced a phase-out date for internal combustion engines for light-duty vehicles; whereas the industry has indicated that there will be 200 000 zero-emission heavy-duty-vehicles on European roads by 2030;
- G. whereas only 22 % of the total transport workforce are women;
- H. whereas the Commission report on the application of Directive 2014/94/EU on the deployment of alternative infrastructure identified shortcomings that could undermine the overall uptake of zero-emission vehicles;

### **Sustainable mobility**

- 1. Welcomes the Commission's sustainable and smart mobility strategy and supports its ambition to achieve a climate-neutral, digitalised, competitive and efficient transport sector;
- 2. Calls on the Commission and the Member States to support the sustainable and smart mobility transformation through the Next Generation EU recovery package;

### **Flagship 1 – Boosting the uptake of zero-emission vehicles, renewable fuels and related infrastructure**

- 3. Welcomes the Commission's efforts to accelerate the uptake of zero-emission vehicles and zero-emission fuels; calls on the Commission to aim for higher numbers of zero-emission light- and heavy-duty vehicles by 2030 and to propose more stringent CO<sub>2</sub> standards and air-pollutant emission standards;
- 4. Calls on the Commission to propose binding targets for public charging points as well as for hydrogen refuelling stations; believes that Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure<sup>2</sup> should be transformed into a regulation;
- 5. Underlines that zero-emission fuels, such as clean hydrogen and synthetic fuels, should be used in accordance with the 'energy efficiency first' principle, mainly for those transport modes where direct electrification is not possible or not yet market-ready;
- 6. Calls on the Commission to further support industrial alliances like the European Battery Alliance and the European Clean Hydrogen Alliance; stresses that the State aid rules relevant to transport should be revised to enable more public support to develop and deploy clean and smart mobility technologies and their related industries; calls on the Commission and the Member States to support strategic value chains;

### **Flagship 2 – Creating zero-emission airports and ports**

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<sup>2</sup>OJ L 307 28.10.2014, p. 1.

7. Welcomes the announced proposals on sustainable fuels for aviation and maritime; underlines that any use of biofuels needs to meet the EU sustainability criteria, which take life-cycle greenhouse gas emissions into account;
8. Calls on the Commission to provide incentives for, and support research into and the development of alternative propulsion systems that use direct electricity or fuel cells in the maritime and aviation sectors;

### **Flagship 3 – Making interurban and urban mobility more sustainable and healthy**

9. Welcomes the Commission's idea to offer consumers carbon-neutral choices for scheduled collective travel by 2030, but underlines that these choices should be available for journeys up to 1 000 km;
10. Stresses the need to complete missing cross-border links to improve interurban cross-country connections;
11. Calls on the Member States to significantly increase their efforts to increase the share of walking and cycling in urban and rural areas;
12. Calls on the Commission to propose mobility solutions that include the first and the last mile, thereby integrating the use of sustainable public transport and private mobility solutions;

### **Flagship 4 – Greening freight transport**

13. Welcomes the Commission's continued support to shift freight transport towards rail and inland waterways; regrets the fact that, despite these efforts, the share of road freight transport has increased in recent years;

### **Flagship 5 – Pricing carbon and providing better incentives for users**

14. Stresses the need to complete the internalisation of external costs for all modes of transport;
15. Welcomes the inclusion of the maritime sector in the EU emissions trading system (ETS) and the planned reduction of allowances allocated for free to the aviation sector;
16. Rejects the direct inclusion of emissions from road transport in the EU ETS, including the setting up of any kind of parallel scheme;
17. Insists on the phasing-out of direct and indirect fossil fuel subsidies by 2022 in the Union and in each Member State, and considers the revision of the Energy Taxation Directive as the best possibility to achieve a stable and predictable carbon price;
18. Highlights that carbon pricing is not the sole way forward to tackle CO<sub>2</sub> emissions from road transport modes and stresses the importance of the Climate Action Regulation;

### **Smart Mobility**

### **Flagship 6 – Making connected and automated multimodal mobility a reality**

19. Welcomes the initiative to implement multimodal ticketing, and encourages the Commission to include public service obligations stakeholders in the process from the very beginning;
20. Welcomes the strategy's backing of ongoing efforts to further roll out the European Rail Traffic Management System, the Single European Sky initiative, train automation and air traffic management;
21. Stresses the need for further funding and an accelerating rollout of digital coupling and automation technology;
22. Encourages the Commission to commit strongly to the Shift2Rail and SESAR Joint Undertakings as well as the development of the Vessel Traffic Monitoring and Information Systems;
23. Highlights that all means of digitalisation should be used to decrease greenhouse gas emissions and increase transport safety; believes that it is of vital importance to ensure that every step of digitalisation contributes to a lower overall transport volume;

#### **Flagship 7 – Innovation, data and artificial intelligence for smarter mobility**

24. Notes that the shift towards sustainable and smart mobility requires the sharing of data and proper data-integration between all relevant stakeholders;
25. Stresses that the Union data protection acquis needs to be fully respected in all future legislation;
26. Welcomes the Commission's willingness to explore the benefits and possibilities of new transport modes, such as Hyperloop;

#### **Resilient Mobility**

#### **Flagship 8 – Reinforcing the single market**

27. Believes that transport is the backbone of a well-functioning internal market and is of utmost importance for European socioeconomic and territorial cohesion;

#### **Flagship 9 – Making mobility fair and just for all**

28. Stresses that the shift towards sustainable and smart mobility can create new high-quality jobs; believes that possible negative consequences that this shift may have for workers should be mitigated via social funding and a specific strategy for re- and upskilling as well as the redeployment of workers, thereby ensuring a just transition;
29. Calls for the strengthening of social dialogue in order to eliminate any form of discrimination and unequal treatment in the transport sector;
30. Calls on the Commission and the Member States to encourage the diversification of the transport workforce, in particular to attract women and young workers;
31. Believes that the Union's industrial strategy, in particular the European Battery and Hydrogen Alliance, will help to create well-paid and secure jobs throughout the Union;

## **Flagship 10 – Enhancing transport safety and security**

32. Supports the Commission's efforts to either establish a European Road Safety Agency or task an existing agency with supporting sustainable, safe and smart road transport;
33. Encourages the Commission to adopt harmonised health and safety standards for the European tourism sector as soon as possible and to work towards the creation of a European Tourism Union;
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34. Instructs its President to forward this resolution to the Council and the Commission.