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From: General Secretariat of the Council
To: Delegations
Subject: Draft Council conclusions on the "Sustainable and Smart Mobility Strategy"

DOCUMENT PARTIALLY ACCESSIBLE TO THE PUBLIC (04.06.2021)

Delegations will find attached the first Presidency draft of Council conclusions on the above-mentioned subject to be examined at the informal videoconference of the members of the Working Party on Transport - Intermodal Questions and Network on 20 April.

Delegations are invited to **provide their comments by e-mail** to the Presidency (**DELETED**) with a copy to the Council Secretariat (**DELETED**), by **Friday, 23 April 2021**.

Draft

COUNCIL CONCLUSIONS
on the
Sustainable and Smart Mobility Strategy

HAVING REGARD TO:

- The European Council conclusions of December 2019 and December 2020;
- The Council Conclusions on policy considerations for a pandemic and other major crisis contingency plan for the European freight transport sector¹;
- The Council Conclusions on Compliance with the necessary hygiene and infection control measures to ensure cross-border collective passenger transport²;
- The Council Conclusions on the progress of implementation of the Trans-European Transport Network (TEN-T) and the Connecting Europe Facility (CEF) for transport;³
- The Council Conclusions on "Priorities for the EU's maritime transport policy until 2020: Competitiveness, Decarbonisation, Digitalisation to ensure global connectivity, an efficient internal market and a world-class maritime cluster";⁴
- The Council Conclusions on the digitalisation of transport;⁵
- The Council Conclusions on "EU Waterborne Transport Sector – Future Outlook": Towards a carbon-neutral, zero accidents, automated and competitive EU Waterborne Transport Sector"⁶.
- The Council Conclusions "Towards a hydrogen market for Europe"⁷
- *[forthcoming Council conclusions on rail]*

¹ ST 12088/20.

² ST 9699/20.

³ ST 15425/17.

⁴ ST 9976/17.

⁵ ST 15431/17.

⁶ ST 8648/20.

⁷ ST 13976/20.

THE COUNCIL OF THE EUROPEAN UNION:

1. WELCOMES the **presentation** by the Commission of the Sustainable and Smart Mobility Strategy⁸, which proposes a medium- to long-run vision for a more environment- and climate-friendly, digitised, resilient and competitive transport and mobility system.
2. SUPPORTS its **vision** to make European transport more sustainable, intelligent and resilient, and to ensure a major contribution of transport to meeting the objective of a climate-neutral EU by 2050 in line with the objectives of the Paris Agreement, as well as the interim binding target of a net domestic reduction of at least 55% in greenhouse gas (GHG) emissions in the EU by 2030 compared to 1990.
3. CONSIDERS that **all transport modes** should contribute to a substantial reduction in the transport sector's emissions by 2050 in a way that preserves their competitiveness and takes into account their emission reduction potential. In this context INVITES the Commission to assess how the measures envisaged in its Sustainable and Smart Mobility Strategy will ensure that transport modes can best contribute to the above-referred 2030 target, including by conducting an in-depth examination of the environmental, economic and social impact at Member State level.
4. In addition, UNDERSTANDS that efforts to achieve emission reduction targets should be delivered collectively in the most cost-effective manner possible, with **all Member States** participating in those efforts, taking into account considerations of fairness and solidarity, and of Member States' different starting points and specific national circumstances, while leaving no one behind.
5. With a view to reducing current **dependence on fossil fuels**, IS OF THE VIEW that a fast but balanced shift towards **zero-emission vehicles and fleets**, promoting predictability for all stakeholders, requires an update of the EU legislative framework to facilitate the placing on the market and uptake of vehicles and vessels using alternative propulsion systems (such as electricity or hydrogen), complemented by an extensive roll-out of infrastructure supporting zero-emission vehicles, including the deployment of recharging and refuelling points for **alternative fuels**. REMINDS in this context that low-emission solutions may provide effective solutions for the transition phase.

⁸ Communication from the Commission on Sustainable and Smart Mobility Strategy – putting European transport on track for the future (ST 14012/20 + ADD 1).

6. STRESSES that **digitalisation** and promoting innovation in green technologies are the driving forces behind the long-term global **competitiveness** of the EU transport system, as they can improve efficiency, safety, security and comfort, and promote an integrated multimodal transport ecosystem, and in this context CALLS for taking up the approach identified in the Passau declaration “Smart Deal for Mobility - Shaping the mobility of the future with digitalisation - sustainable, safe, secure and efficient” of 29 October 2020 when developing transport and mobility policies; REMINDS that, in addition to the development and deployment of innovative climate-neutral **technologies**, achieving those goals also requires **behavioural** changes from the side of the users of the transport and mobility system.
7. LOOKS FORWARD to the presentation by the Commission of the forthcoming **Urban Mobility** initiative and UNDERLINES in this context the importance of promoting active mobility, the use of public transport and new mobility services, multimodality and sustainable modes of transport, as called for in the Graz Declaration on “Starting a new era: clean, safe and affordable mobility for Europe” of 30 October 2018. RECALLS in this context that **collective transport** was considerably affected by the COVID-19 crisis and that the policy response to the crisis should aim at restoring the confidence and reinforcing the resilience of public transport, accelerating its sustainable transformation and modernisation, while ensuring transport affordability.
8. STRESSES that **Co-operative Connected Automated Mobility (CCAM)** should be developed and deployed in a manner that improves transport safety, reduces congestion and contributes to climate objectives.
9. CALLS ON the swift presentation of a proposal on an **EU mobility data space**, which should ensure access to and interoperability of data for improved transport efficiency, and OBSERVES that the development of **Intelligent Transport Systems** should continue to be based on a broad set of electronic communication technologies (5G, ITS-G5), services and infrastructure (such as Galileo and Egnos).
10. REMINDS that completing the **Single European Transport Area** remains a cornerstone of European transport policy and STRESSES that a precondition to realising that goal and to achieving sustainable and smart sustainable transport and mobility is to have an up-to-date, **multimodal high-performance transport infrastructure** to help connect and integrate the Union and all its Member States and regions, including remote, outermost, insular, peripheral, mountainous and sparsely populated ones, with a view to improving the free movement of persons, goods and services. In this context RECALLS the importance of the completion of the **trans-European transport network** within the established timeframe and welcomes its further integration with urban nodes.

11. REMINDS that the EU transport policy should promote **availability, accessibility and affordability** to all, as well as good **social conditions** in the sector, including by aiming to eliminate inequalities and to promote gender equality, as well as rights and equal opportunities for all, and EXPECTS that the mainstreaming of these objectives be taken into account and promoted throughout the preparation, implementation and monitoring of transport policy measures.
 12. STRESSES that the economic response to the **COVID-19** crisis offers the opportunity to accelerate the sustainable transformation and modernisation of the transport and mobility system, and INVITES the Commission to swiftly present the progress made in preparing a contingency plan for transport to better address pandemic and other major crises.
 13. TAKES NOTE of the Commission's estimate contained in its Sustainable and Smart Mobility Strategy for an overall **financing** gap of EUR 230 billion per year until 2030 to support the measures needed to achieve the vision for a more resilient, sustainable and smarter digital transport and mobility system. UNDERLINES that EU financing, as well as public funding at national, regional and local levels and private resources are crucial in addressing the significant investment needs stemming from an increased smart and sustainable ambition across modes. In this context WELCOMES the EIB Group's ongoing revision of its financing policy for transport [*in the broader framework of the Climate Bank Roadmap 2021-2025*] and stresses the need to align it with the EU transport policy objectives.
 14. CALLS for the Commission to monitor on a regular basis whether the policy actions proposed in the Strategy are sufficient to the realisation of this vision, or if additional measures might be deemed necessary.
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