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

DOCUMENT PARTIALLY ACCESSIBLE TO THE PUBLIC (04.06.2021)

Delegations will find attached the revised version of the 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 **12 May 2021**. Comments compared to the initial version (ST 7891/21 INIT) have been indicated in **bold-underline** or ~~strikethrough~~.

Delegations are invited to provide their comments by e-mail to the Presidency (**DELETED**) with a copy to the Council Secretariat (**DELETED**), **by Tuesday, 11 May 2021 at 12:00**. The Presidency kindly asks delegations to focus their comments on the most important issues in view of the finalisation of the work on the draft conclusions on 12 May.

Draft

COUNCIL CONCLUSIONS

on the

Sustainable and Smart Mobility Strategy

HAVING REGARD TO:

- The European Council conclusions of December 2019¹ and December 2020², in what concerns climate change;
- The European Council conclusions of October 2020³ and the statement of the Members of the European Council of March 2021, in what concerns digital issues⁴;
- The Council Conclusions on policy considerations for a pandemic and other major crisis contingency plan for the European freight transport sector⁵;
- The Council Conclusions on Compliance with the necessary hygiene and infection control measures to ensure cross-border collective passenger transport⁶;
- The Council Conclusions on the progress of implementation of the Trans-European Transport Network (TEN-T) and the Connecting Europe Facility (CEF) for transport;⁷
- 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";⁸
- The Council Conclusions on the digitalisation of transport;⁹
- The Council Conclusions on "EU Waterborne Transport Sector – Future Outlook": Towards a carbon-neutral, zero accidents, automated and competitive EU Waterborne Transport Sector";¹⁰

¹ EUCO 20/19

² EUCO 22/20

³ EUCO 13/20.

⁴ SN 18/21.

⁵ ST 12088/20.

⁶ ST 9699/20.

⁷ ST 15425/17.

⁸ ST 9976/17.

⁹ ST 15431/17.

¹⁰ ST 8648/20.

- The Council Conclusions "Towards a hydrogen market for Europe";¹¹
- The Council Conclusions on “the future of energy systems in the Energy Union to ensure the energy transition and the achievement of energy and climate objectives towards 2030 and beyond”;¹²
- The Council Conclusions on “Making the Recovery Circular and Green”;¹³
- *[forthcoming Council conclusions on rail]*

¹¹ ST 13976/20.

¹² ST 10592/19.

¹³ ST 13852/20.

1. WELCOMES the presentation by the Commission of the- Sustainable and Smart Mobility Strategy¹⁴, which includes a medium- to long-run vision for a more environment- and climate-friendly, digitalised, resilient, fair and competitive transport and mobility system.
2. SUPPORTS the Commission's vision to make European transport more sustainable, inclusive, intelligent, **safe** 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 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. In this respect, CONSIDERS that, in parallel to a shift to more sustainable modes, all transport modes should contribute to a substantial reduction in the transport sector's emissions by 2030 and 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, in line with the Commission Better Regulation requirements¹⁵, how each measure envisaged in the Sustainable and Smart Mobility Strategy will ensure that transport modes can best contribute to the above-referred 2030 and 2050 ~~GHG emission reduction~~ targets, including by conducting an in-depth examination of the environmental, economic and social impact at Member State level.
4. In addition, UNDERLINES that efforts to achieve such 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 **substantially** reducing ~~substantially~~ the current consumption and dependence on fossil fuels, IS OF THE VIEW that **an ambitious fast** but balanced shift towards zero-emission vehicles, vessels, **aircraft systems** and fleets, promoting **awareness among and** predictability for all involved parties, from suppliers to consumers, requires an update of the EU legislative framework, in line with principles of a functioning internal market, to facilitate the placing on the market and the uptake of alternative propulsion systems (such as electricity or hydrogen), complemented by an extensive roll-out of supporting infrastructure, including the deployment of recharging and refuelling points for alternative fuels. REMINDS in this context that low-emission solutions and low-carbon, renewable transport fuels may provide effective solutions for the transition phase, and that efforts to avoid the placing ~~in~~ **on** the market of the most polluting means of transport should be stepped up for each transport mode.
6. STRESSES that the "polluter pays" and "user pays" principles should be reflected in transport policy measures for **and across** all modes **of transport**, ~~including through mechanisms such as carbon pricing and infrastructure charging mechanisms~~. **EMPHASISES** ~~REMINDS~~ that incentives to promote the take up of more sustainable transport should be in place, including for the renewal and retrofitting of vehicles, vessels, **aircraft systems** and fleets.

¹⁴ Communication from the Commission on Sustainable and Smart Mobility Strategy – putting European transport on track for the future (ST 14012/20 + ADD 1).

¹⁵ Commission to provide document reference.

7. STRESSES that digitalisation and promoting innovation in green technologies are key driving forces behind the long-term global competitiveness of the EU transport system, as they can improve sustainability, including ~~less~~ **lower** pollution, and bring greater 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. RECALLS that multimodality requires multimodal and interoperable travel information, ticketing and payment.
8. RECALLS the importance of research and innovation activities to reinforce the sustainability, digitalisation and resilience of the transport and mobility system and WELCOMES in particular the contribution of the partnerships established under the Horizon Europe Programme shall give to concretising that aim, while reminding that, in addition to the development and deployment of innovative climate-neutral technologies, behavioural changes from the users of the transport and mobility system are also required to that end.
9. STRESSES that Co-operative Connected and Automated Mobility (CCAM) should be developed **in all transport modes** in a manner that results into improvement in transport safety and efficiency, reduces congestion and contributes to climate and environment objectives, while also privileging interoperability and data protection when deployed, and foreseeing inclusive, accessible and affordable use cases. RECALLS the need to prepare the infrastructure for supporting automation.
10. CALLS ON the swift presentation of an **initiative** ~~proposal~~ on an EU mobility data space, which should ensure **fair, trustful and secure** access to and interoperability of data for improved transport efficiency, including to promote seamless multimodal transportation for passengers and freight, **while also aiming at interoperability of data with other related data spaces**. ~~and~~ OBSERVES that the development of Intelligent Transport Systems should continue to be based on a broad set of electronic communication technologies (such as 5G ~~or~~ ITS-G5, ~~or long-range communication~~), as well as services and infrastructure which are strategically critical (such as Galileo and EGNOS).
11. REMINDS that completing the Single European Transport Area remains a cornerstone of the EU transport policy and STRESSES that a precondition to realising that goal and to achieving sustainable and smart transport and mobility is to have a resilient, 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 core and comprehensive trans-European transport network within the established timeframe, ~~with priority to addressing bottlenecks and missing links~~, and welcomes the further integration of urban nodes.

12. 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 such as cycling ~~and~~ walking, the use of public transport and new mobility services, **effective mobility management**, multimodality and sustainable ~~means~~ modes of transport **in all domains (ground, water and air)**, 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 public transport has been seriously 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.
13. UNDERLINES that, while becoming more sustainable, digitalised and automated, the transport and mobility system should remain user- and human-centric. **The** EU transport policy should be inclusive, promoting availability and accessibility to all, and affordability should be ensured to combat transport poverty, and transport safety should be stepped up, including in active mobility. It should also continue to improve social conditions across all modes, including working conditions, reskilling opportunities and enhancing job attractiveness in the sector. It SHOULD AIM at eliminating inequalities and promoting gender equality, as well as rights and equal opportunities for all. The mainstreaming of these objectives is expected to be taken into account and promoted throughout the preparation, implementation and monitoring of transport policy measures. HIGHLIGHTS the need for effective public engagement and social dialogue to adequately reflect in transport and mobility policies the changing needs of people and stakeholders.
14. STRESSES the need to ensure that transport and logistics fully recover from the current COVID-19 crisis; UNDERLINES that the economic response to that 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, as requested by the Council in its Conclusions on policy considerations for a pandemic and other major crisis contingency plan for the European freight transport sector.
15. STRESSES the importance to also bear in mind the international dimension of transport policy with a view to enhance the competitiveness of the EU transport sector, following global developments and playing an active role in international ~~for~~a, most notably in the context of establishing global standards and uphold a level playing field.
16. TAKES NOTE of the Commission’s estimate contained in its Sustainable and Smart Mobility Strategy for an overall financing gap of around 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, **including transition efforts**. UNDERLINES that an appropriate level of EU financing, as well as of 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 such financing policy with the **EU transport policy objectives along the lines set out in these Council conclusions** ~~this vision~~.

17. CALLS for the Commission to monitor on a regular basis whether the policy actions envisaged in the Sustainable and Smart Mobility Strategy are sufficient to the realisation of those objectives~~this vision~~, or if additional measures might be deemed necessary.
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