



European Commission - Speech [Check Against Delivery]



Sustainable smart mobility in our regions, cities and villages

Brussels, 27 January 2022

President, Honourable Members, ladies and gentlemen,

It is great to be with you again today to present the Commission's latest transport proposals - the Efficient and Green Mobility Strategy. This package follows up on our Strategy on Sustainable and Smart Mobility, in line with the European Green Deal's objectives. Ultimately, all of our proposals will help the EU meet its target of reducing transport emissions by 90% by 2050. But they will also improve our transport system in many other ways.

The December Efficient and Green Mobility package came hot on the heels of our Fit for 55 package adopted in July 2021. We will keep up this momentum – we have no time to waste in modernising transport and mobility.

[Fit for 55]

To recall, our Fit for 55 proposals target cleaner fuels for aviation and maritime transport in RefuelEU Aviation and FuelEU Maritime, as well as the infrastructure needed to power cleaner cars, lorries, ships, and planes.

Our proposal for an Alternative Fuels Infrastructure Regulation sets binding deployment targets to ensure we have sufficient infrastructure, including electric recharging and hydrogen refuelling for light and heavy-duty vehicles, shore-side electricity supply in maritime and inland waterway ports, and electricity supply for stationary aircraft.

Binding targets are needed to ensure we hit our goal of cutting CO2 emissions by 55% by 2030. And they are necessary so that we leave no region behind – in particular those in which uptake of electric vehicles is lower and where there is not yet a strong enough business case for recharging points. Our targets are intentionally flexible to take into consideration different regional realities.

Some of you may be concerned that the rapid deployment of infrastructure will be a financial burden for regions and that new zero-emission vehicles are also more expensive. Various EU financing instruments support regional investment, including the Connecting Europe Facility, the Recovery and Resilience Facility, and the European Structural Investment Funds.

Our proposals on aviation and maritime cleaner fuels are also crucial for remote islands and outermost regions that depend exclusively on those modes of transport to be connected. We don't want to reduce the mobility of our citizens. But we wish that all transport modes become cleaner and smarter. This is beneficial for people living in those areas and their economy.

All Fit for 55 proposals are currently being discussed in Parliament and in Council; we hope that soon we will be able to enter into inter-institutional discussion, and we can soon work towards greener mobility solutions

[Efficient & Green Mobility]

Moving onto the proposals in the Efficient and Green Mobility Package adopted in December, these aim to modernise the Trans-European Transport Network, address urban mobility challenges, boost long-distance and cross-border train travel, and further promote intelligent transport systems. Their impacts will be felt by many, from passengers and city-dwellers, to those living along our TEN-T network, and of course the transport sector itself.

[TEN-T]

I think the role of the TEN-T in EU connectivity and cohesion is often overlooked. It is the backbone of our transport system ensuring connectivity to all regions. It strengthens economic, social, and territorial cohesion and makes our internal market function smoothly.

Accessibility and connectivity for all regions are part of the priorities of the TEN-T policy, including connectivity for those territories where transport is crucial for them: in particular Union's outermost

regions and other remote, rural, insular, peripheral, and sparsely populated regions. These objectives are spelled out very clearly in our proposal.

I am also aware that the TEN-T is a sensitive issue for some regions and cities. Some would like to add new sections to the core network; others want their cities integrated into the transport corridors.

But we need to pay particular attention to the projects with added value: cross-border sections, missing links, and bottlenecks of our European Corridors.

However, I do agree to accelerate progress on other parts of the network. We cannot just wait for 2050. This is why we have proposed a new intermediate deadline of 2040 for an extended core network.

In our proposal, we also acknowledge the importance of urban nodes and their role in our transport system. Large parts of our citizens live in urban areas or travel daily to work. At the same time, citizens residing in cities suffer the most from negative externalities such as noise, congestion, and air pollutants.

In full respect to the principle of subsidiarity and to the competence of the authorities on the ground, mainly local and regional authorities, we want to help addressing these problems. We want to better integrate these cities into the wider TEN-T, and improve the interconnection between local, regional, interregional, and international transport. So, we are upgrading certain cities to 'urban nodes'. The entire TEN-T network now contains 424 such nodes.

[Urban]

Cities are working hard to adopt sustainable and smart transport solutions, and I do not want to leave them alone in this. We are enabling the EU framework for the Member States, regions, and cities to develop safe, accessible, inclusive, smart, resilient, and zero-emission urban mobility well ahead of 2050.

We set a more ambitious approach to sustainable urban mobility planning and related indicators. This links with new requirements in the revised TEN-T Regulation on the TEN-T network to adopt a sustainable urban mobility plan (SUMP) and collect relevant data.

SUMPs, with public transport and active mobility (walking, cycling) at their heart, have proven an effective and increasingly popular tool, implemented in many countries, and not only in the EU. We will support Member States, regions, and cities with the data collection needed for sustainable urban mobility indicators.

We also need to acknowledge that deliveries in urban areas have skyrocketed. This trend is set to continue, meaning more congestion and more pollution. That is why we are recommending that cities pay attention to sustainable logistics and the voluntary sharing of data between stakeholders.

We are asking that cities have– Sustainable Urban Logistic Plan. This plan should be integrated into their Sustainable Urban Mobility Plan.

New mobility services and devices are also likely here to stay, so we need to think about their integration into the overall urban mobility system. We are about to issue guidance on local passenger transport on demand, and recommendations have already been presented on the safe use of micro mobility devices like e-scooters.

[Rail]

The third proposal of the December package is the passenger Rail Action Plan – a concrete *finale* to the European Year of Rail. Thank you for the support shown by the cities and the regions that welcomed the Connecting Europe Express. It was an incredible journey.

Now the Rail Action Plan identifies 10 of the biggest obstacles that are holding us back from making Rail a more attractive option for long and cross-border journeys. They include redundant national rules, complicated ticketing, and the slow uptake of digital technologies. We set out concrete steps to remove these hurdles in the coming years.

[ITS]

From faster railway tracks to better roads and bigger multimodal hubs, this physical infrastructure connects Europe in all its different parts. But digital infrastructure brings us even closer together. Our proposal to update the current directive on intelligent transport systems, ITS, will increase efficiency in urban transport while stepping up road safety.

New developments such as Mobility as a Service (MAAS) and Cooperative, Connected, and

Automated Mobility (CCAM) are impossible without ubiquitous ITS deployment. The ITS Directive sets the overall policy framework.

Ladies and gentlemen,

Ultimately, these proposals will also bring us closer to our emissions targets. I count on your support for both packages as we move forward. I look forward to consulting you again regarding implementation, where regions, cities, municipalities are critical in our policy success.

Thank you very much for your attention; I look forward to your comments or answering any questions you may have.

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