Presentation of the Efficient and green Mobility package

Brussels, 24 January 2022

Dear Chair, honourable Members, ladies, gentlemen,

Thank you for this opportunity to present to you the Commission's Efficient and Green Mobility, adopted on 14 December last year.

The four proposals in the latest package are designed to modernise our transport system by upgrading some of its core components: the Trans-European Transport Network, intelligent transport systems, long-distance and cross-border train travel and urban mobility. The positive impact of these cross-cutting proposals will be felt by passengers, city-dwellers, and of course the transport sector itself.

Allow me to introduce the main elements of each proposal.

[TEN-T]

First, our revised TEN-T proposal.

We all agree that transport infrastructure forms the backbone of our Internal market, of our supply chains, and of our freedoms to travel and do business all over Europe.

To be efficient, this backbone requires a common European network and good coordination. Otherwise, we are left with an inoperative patchwork of 27 national networks. This is the very essence of TEN-T policy.

But we cannot stop at that. We need our transport infrastructure to be an enabler for more sustainable transport connectivity and decarbonisation. We need a transport system that takes full advantage of the digital transition to make our mobility systems smarter, better integrated and more multimodal. And we need a transport system that it is resilient to crisis and new challenges.

These are the main drivers of our very ambitious new proposal.

[N*ew standards, new ambition*]

Let me mention some of the measures we are proposing to achieve this.

To make rail more attractive to both passengers and business, we introduce new speed standards of 160 km/h for the core passenger lines, and 100 km/h for core freight lines by 2030.

To make the rail network more interoperable, we will progressively eliminate outdated national rail signalling systems and introduce new technical standards to harmonise our rail network across borders. This will reduce the costs for business and help create a real Single Market for rail.

We also place particular focus on better integrating different modes, connecting our main airports with long-distance rail and High-Speed where available, as well as improving our rail hinterland connections with ports, while the new concept of a "European maritime Space" will boost short-sea shipping connections.

We will accelerate the deployment of alternative infrastructure along Union's roads, ports and airports, to make zero-emissions mobility a reality in the EU.

Finally, we want to improve links with urban transport, by integrating long-distance transport flows with last mile connections to local and regional networks.

Of course, all of this will need efforts and will bear costs. The investments needed to implement all measures are estimated at €247 billion until 2050, €16 billion per year.

But the benefits are evident: Fewer emissions, less pollution and congestion, and a better functioning of the Single Market. Overall, we expect the revised regulation to boost EU GDP by €467 billion, and create 840,000 new jobs. So: well worth the investment!

[Maps]

In practice, our TEN-T proposal comes with detailed maps and a project-pipeline of potential projects. While our priority remains to complete our core network by 2030, we need also 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.

Rail – and high-speed rail in particular – is a key focus of our accelerated pipeline of projects. The goal is to consolidate the already significant network in the West, expanding it towards the North, with ambitious plans for high-speed deployment in Finland and Sweden, but also in Poland. A new line will link Berlin to Vienna through the Czech Republic in central Europe. And last but not least, a new connection will see the light from the heart of Europe to the Black Sea, through Budapest and Bucharest.

Finally, we are also reorganising and simplifying existing instruments in terms of transport corridors and governance: We have reinforced the connectivity of continental Europe with Ireland. We are also living up to our commitments to candidate countries in the Balkan region, with a new West Balkans corridor that connects all of these countries with Central Europe down to Bulgaria and Greece. Finally, responding to a historic demand to improve the North-South connections in Eastern Europe, we are proposing connecting the Baltic, Black and Adriatic seas through a new north-south corridor.

[ITS]

This covers the physical aspects of our transport infrastructure connecting Europe from east to west, and north to south. But of course, digital infrastructure can bring us even closer together.

Recent developments such as Mobility as a Service (MaaS), urban mobility apps and Cooperative, Connected and Automated Mobility (CCAM) are not possible without full ITS deployment.

Our proposal to update the 2010 Directive on Intelligent Transport Systems aims to dismantle barriers to data availability and sharing and foster effective coordination and monitoring mechanisms between ITS stakeholders.

This will increase the interoperability and cross-border functioning of a wide range of ITS services; such as road-safety traffic information services, multimodal mobility apps, navigation services, eCall, safe and secure parking for trucks or V2X communication services to name a few.

I want to see key road safety data available in digital format, such as that on speed limits, road closures, traffic circulation plans and parking areas. Having this information to hand will cut congestion costs, which currently account for more than 1% of EU GDP – and stretches to more than 2% in some areas.

Citizens and workers alike will welcome the time saved, as will the companies benefitting from more reliable and efficient logistics systems that make them more competitive. Improved efficiency will also make investing in the EU more attractive.

[Rail]

The third proposal I want to present to you is the passenger **Rail Action Plan** – a concrete *finale* to the European Year of Rail.

We all agree that rail should play a key role in the future sustainable transport mix, but we also all know that rail needs to become more attractive to become the "first choice" or to be considered as "part of the route" when someone thinks how to get from point A to B.

Our Action Plan focuses on how to boost long-distance, cross-border passenger services. Currently such services constitute only around 10% of collective cross-border passenger transport in Europe.

That is why we have put forward a concrete roadmap to tackle 10 of the biggest obstacles, which are holding back rail from becoming more attractive on long and cross-border journeys. These obstacles include redundant national rules, complicated ticketing and the slow uptake of digital technologies. Additional challenges relate to infrastructure, rolling stock, operations and cost effectiveness, access to rail, but also affordability, level playing field, work force and skills.

[Urban]

The fourth proposal in this package is our new **Urban Mobility Strategy**.

We are putting forward an enabling EU framework to help cities, regions and Member States develop modern and clean urban mobility well ahead of 2050.

This includes a more ambitious approach to sustainable urban mobility planning – directly linked to the new requirement put forward in the revised TEN-T Regulation for more than 420 cities on the

TEN-T network to adopt sustainable urban mobility plans and collect key relevant data needed for sustainable urban mobility indicators, for instance on congestion, emissions or road deaths and injuries.

Sustainable Urban Mobility Plans, with public transport and active mobility at their heart, have proven an effective and increasingly popular tool, implemented already in many cities and countries. And we will actively accompany Member States, regions and cities in collecting the data needed.

Our new Strategy also reflects the new developments and challenges facing urban areas, such as, deliveries in urban areas. They have skyrocketed, and this trend is set to continue, meaning more congestion and more pollution. That is why we need cities to pay more attention to sustainable logistics and the voluntary sharing of data between stakeholders.

At the same time, the landscape of available urban mobility services and devices is constantly evolving and diversifying- from drones to e-scooters. Choice is good for the consumer and the economy. But we need to think about their safe integration into the overall urban mobility system.

We are also about to issue guidance on local passenger transport-on-demand, namely taxi and PHV services, to ensure well-functioning, integrated and sustainable services.

Finally, it is clear how important multimodal mobility apps have become in helping commuters to seize all the diversity of options available to them. However, booking and buying multimodal tickets is still a challenge. This is why, I will come out with a new legislative on the provision and use of commercially sensitive data for multimodal digital mobility services later this year, to make such services efficient, by increased data sharing.

Ladies and gentlemen,

Each of these proposals will strengthen Europe's transport backbone, and also bring us closer to reaching objectives of the European Green Deal and our Sustainable and Smart Mobility Strategy, by making transport greener and more efficient.

I understand that TRAN co-ordinators will discuss the attribution of files on these proposals tomorrow and I count on your support for the entire package as we move forward.

In the meantime, I would welcome your comments and look forward to your questions.

Thank you.