

SUMMARY on Sustainable and Smart Mobility Strategy by Fuensanta Martinez, ACEA

On 9.12.2020 the [Sustainable and Smart Mobility Strategy](#) was released by the European Commission. This strategy includes an [action plan with 82 concrete initiatives](#) and is accompanied by an [Impact Assessment](#) which provides the background for the Strategy proposed actions.

The [82 initiatives of the action plan](#) are directly linked to the 10 key areas for action (“flagships”) highlighted in the Strategy, each with concrete measures:

SUSTAINABLE

For transport to become sustainable, in practice this means:

1. Boosting the uptake of **zero-emission vehicles, renewable & low-carbon fuels and related infrastructure** – for instance by revising CO2 standards, proposing more stringent air pollutant standards, revising the weights and dimensions rules, adjusting roadworthiness legislative framework, promoting high performance tyres or revising the AFID (installing 3 million public charging points by 2030).
2. Creating **zero-emission airports and ports** – for instance through new initiatives to promote sustainable aviation and maritime fuels.
3. Making **interurban and urban mobility healthy and sustainable** - for instance by providing better information on low and zero emission zones and common labels, by doubling high-speed rail traffic and developing extra cycling infrastructure over the next 10 years.
4. **Greening freight transport** – for instance by doubling rail freight traffic by 2050 and by including the freight dimension through dedicated sustainable urban mobility plans.
5. **Pricing carbon and providing better incentives for users** – for instance by pursuing a comprehensive set of measures to deliver fair and efficient pricing across all transport, revising the Energy Taxation Directive and establishing a European framework for the harmonised measurement of transport and logistics GHG emissions;

SMART

Innovation and digitalisation will shape how passengers and freight move around in the future if the right conditions are put in place. The strategy foresees:

6. Making **connected and automated multimodal mobility** a reality – for instance by making it possible for passengers to buy tickets for multimodal journeys and freight to seamlessly switch between transport modes.
7. Boosting **innovation and the use of data and artificial intelligence (AI)** for smarter mobility – for instance by fully supporting the deployment of drones and unmanned aircraft and further actions to build a European Common Mobility Data Space.

RESILIENT

Transport has been one of the sectors hit hardest by the COVID-19 pandemic, and many businesses in the sector are seeing immense operational and financial difficulties. The Commission therefore commits to:

8. **Reinforce the Single Market** – for instance through reinforcing efforts and investments to complete the Trans-European Transport Network (TEN-T) by 2030 and support the sector to build back better through increased investments, both public and private, in the modernisation of fleets in all modes.
9. Make **mobility fair and just for all** – for instance by making the new mobility affordable and accessible in all regions and for all passengers including those with reduced mobility and making the sector more attractive for workers.
10. Step up **transport safety and security** across all modes – including by bringing the death toll close to zero by 2050.

The [Strategy](#) sets 14 milestones:

On reducing the current dependence on fossil fuels:

- 1) By 2030, there will be at least 30 million zero-emission cars and 80 000 zero-emission lorries in operation.
- 2) By 2050, nearly all cars, vans, buses as well as new heavy-duty vehicles will be zero-emission.
- 3) Zero-emission ocean-going vessels and large zero-emission aircraft will become market ready by 2030 and 2035, respectively.

On shifting more activity towards more sustainable transport modes:

- 4) Scheduled collective travel under 500 km should be carbon-neutral by 2030 within the EU.
- 5) Traffic on high-speed rail will double by 2030 and triple by 2050.
- 6) By 2030, there will be at least 100 climate-neutral cities in Europe.
- 7) Rail freight traffic will increase by 50% by 2030 and double by 2050.
- 8) Transport by inland waterways and short sea shipping will increase by 25% by 2030 and 2050 by 50% by 2050.

On internalising the external costs of transport, including via the EU ETS:

- 9) By 2030, rail and waterborne-based intermodal transport will be able to compete on equal footing with road-only transport in the
- 10) All external costs of transport within the EU will be covered by the transport users at the latest by 2050.

On smart mobility

- 11) By 2030, seamless multimodal passenger transport will be facilitated by integrated electronic ticketing and freight transport will be paperless.
- 12) By 2030, automated mobility will be deployed on large scale.

On resilient mobility

- 13) A multimodal Trans-European Transport Network equipped for sustainable and smart transport with high speed connectivity will be operational by 2030 for the core network and by 2050 for the comprehensive network.
- 14) By 2050, the death toll for all modes of transport in the EU will be close to zero.