EU MOBILITY PACKAGE: EUROPE ON THE MOVE

BRIEFING NOTE

On 31 of May, the European Commission released the first part of its mobility package “Europe on the move” on clean, competitive and innovative mobility. The overall ambition is for the EU to be a leader in shaping current trends for change related to mobility at global level. To this end, the package comprises a number of initiatives and outlines plans for more proposals for the end of the year.

The initiatives out now focus on road transport, with a particular emphasis on improving the road haulage market and providing workers with better social and employment conditions. Further proposals planned for end-2017 and early 2018 include emission standards for heavy-duty vehicles, measures to tackle congestion in cities and a road charging based on distance.

The mobility package has strong links with a number of other strategic initiatives at EU level, such as the Energy Union, including the Strategy for Low-emission Mobility, the Digital Single Market concerning data ownership and sharing, and the European Pillar on Social Rights with regards to skills developments and working conditions in the automotive sector.

Setting the scene - key figures and challenges

In the EU, the transportation and storage sector employs more than 11 million people. Transport is responsible for almost a fifth of the total GHG (green-house gases) emissions in Europe. Transport activity across Europe is expected to grow. From 2010 and 2050, passenger transport is predicted to grow by 42% and freight transport by 60%.

Clearly, achieving a sustainable mobility system is vital to reaching EU’s goals for a low carbon economy. The European Commission aims to reduce the GHG emission from transport by at least 60% before the 2050. The Commission regrets the limited progress so far on moving towards notably more sustainable road transports. However, it is noted that efforts to discourage car use in urban areas have increased consumers’ awareness of the impact of private transport on air quality, climate change and health.

Other challenges ahead for the EU, according to the Commission, are related to the need for new skills in the automotive industry, improve road safety and maximise the potential of digital technologies, including new business models giving rise to innovative mobility services as well as transforming vehicles themselves.

The Commission highlights the need to stimulate both public and private infrastructure investments with an estimated 130 billion per year needed to cover total investment needs of TEN-Ts and urban transport.
Cities and urban areas

The communication recognises that many cities in Europe have decided to tackle the challenge posed by air pollution, climate change and congestion through an integrated approach. The measures include largely clean public transport, multimodal travel information services which allow to use different mobility options, as car-sharing or bicycle highways.

Furthermore, to tackle congestion many cities are introducing restricting access measures for cars and vans in urban areas. Although car sharing and other alternatives are gaining ground, a big share of the population still consider the private car as the primary vehicle for daily transport. Congestion in urban areas remains one of the most important issue to solve, according to the communication.

The Commission highlights that cities have specific mobility investment needs. It is working with the European Investment Bank (EIB) to establish a specific framework for regulatory and financial support for cities. The aim is to enhance cooperation between cities to aggregate and scale up projects to be attractive for private investors.

The communication also makes reference to the urban mobility partnership, launched under the urban agenda for the EU. The partnership between EU, member states and cities focus on public transport, soft mobility and accessibility. The action plan from the partnership, expected by 2018, will taking advantage of the experience with numerous CIVITAS projects and the sustainable urban mobility plans.

Accelerating the shift to clean and sustainable mobility

To make rapid progress towards having a clean, competitive and connected mobility system, the Commission outlines a number of existing and forthcoming initiatives.

This includes the revision of the post 2020/2021 carbon dioxide standards for cars and vans. In addition, the Commission highlights the need to tackle also emissions from heavy duty vehicles (responsible for 25% of road transport carbon dioxide emissions), currently not subject to fuel efficiency standards.

The Commission will support financially initiatives that help consumers make informed choices about low polluting cars, e.g. via car labelling. As regards urban areas, the Commission will consider producing guidance on vehicles’ access restrictions to urban areas. The Commission also wants to propose adjustments to the regulatory framework for road charging based on distance rather than time and generally reinforce the polluter pays principle by broadening the scope.

The Commission will revise the EU rules on access to the road haulage market and on hired vehicles to reduce the number of empty runs, adequate level playing field among transport companies and to eliminate unnecessary administrative requirements.

Furthermore, the Commission announces a review EU rules for buses and coaches, adopting measures aimed at improving the application of social legislation in road transport (i.e. revise driving and resting times for transport operators).

In terms of road safety, the Commission will review the general safety requirements for cars, lorries and buses with a view to upgrading them, maximising the benefits of automated and
connected driving in terms of improving safety.

The Commission supports the coordinated roll out of mass market partially automated and connected vehicles by 2020. A final report of an expert group on automated vehicles (GEAR 2030) is expected end of 2017 with longer term recommendations for the EU.

Financing a modern mobility infrastructure

The Commission highlights EU structural and investment funds, Connecting Europe facility, Horizon 2020 and the European fund for strategic investment as the main investment tools. In addition, it is a fundamental role of member states, cities and other local authorities to attract significant private and public investment for a modern infrastructure.

Areas for investment to support zero-emission mobility include alternative fuel infrastructure and the development and scaling up of batteries as key enabling technologies for electric mobility and achieving Energy Union objectives.

Next steps

The proposals out now will go through the ordinary legislative procedure. The Brussels office will monitor developments and keep members informed as appropriate. In addition, the following initiatives are planned:

- Revision of the post-2020/2021 carbon dioxide standards for cars and vans (end 2017)
- Revision of EU legislation on procurement rules for clean vehicles (end 2017)
- Review of the general safety requirements for cars, lorries and buses (end 2017)
- GEAR 2030 report on automated vehicles published (end 2017)
- Consideration of EU standards for heavy duty vehicles (early 2018)
- Urban agenda partnership on mobility, launch of action plan (2018)

More information

[Communication from the European Commission: Europe on the move](#)
[Proposal to revise measures for a smart road charging](#)
[Proposal on the monitoring and control the CO2 emissions for heavy-duty vehicles](#)
[Proposal to revise rules for buses and coaches](#)
[Europe on the move: Question and Answers](#)