



The Sustainable and Smart Mobility Strategy of the European Commission – A critical assessment

BMU Cluster Transport & PtX | Ronja Kwasniok & Ann-Margret Bolmer | 28/01/2021

Structure

- 1. Background:** The Smart and Mobility Strategy is part of the EU Green Deal and aims to reduce transport emissions by 90% until 2050.
- 2. Content:** How does the European Commission plan to achieve this?
- 3. Critical Assessment:** Does the Sustainable and Smart Mobility Strategy initiate necessary climate action within Europe's transport sector?
- 4. Discussion**



1. Background

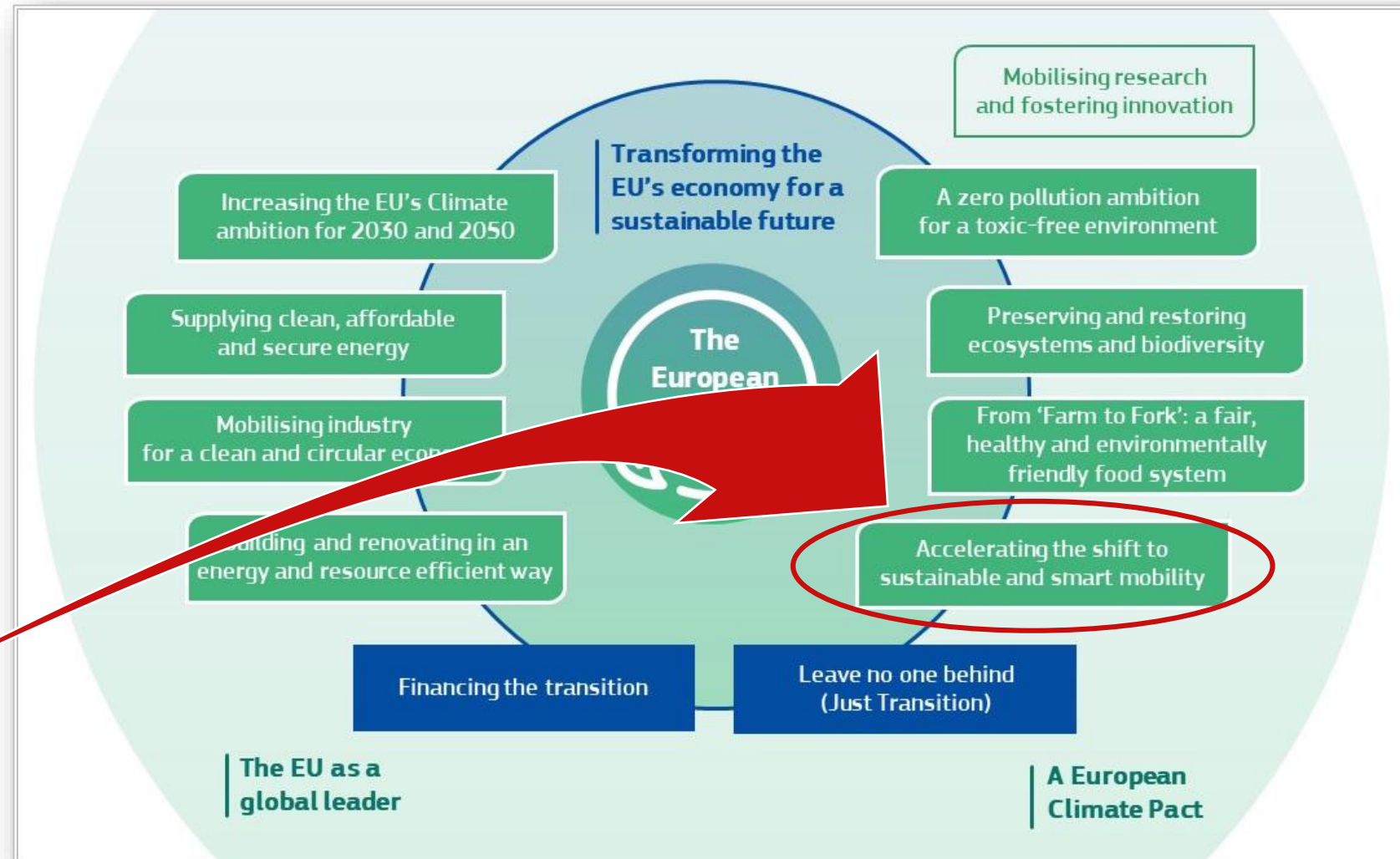
The Smart and Mobility Strategy is part of the EU Green Deal and aims to reduce transport emissions by 90% until 2050.

The Sustainable and Smart Mobility Strategy is part of the EU Green Deal.

- Transport sector of high economic and social importance for the EU:
 - 5% of the EU's GDP
 - 10 million people
 - 13.2 % of every household's budget

 **BUT it's responsible for almost a quarter of EU's GHG emissions!**

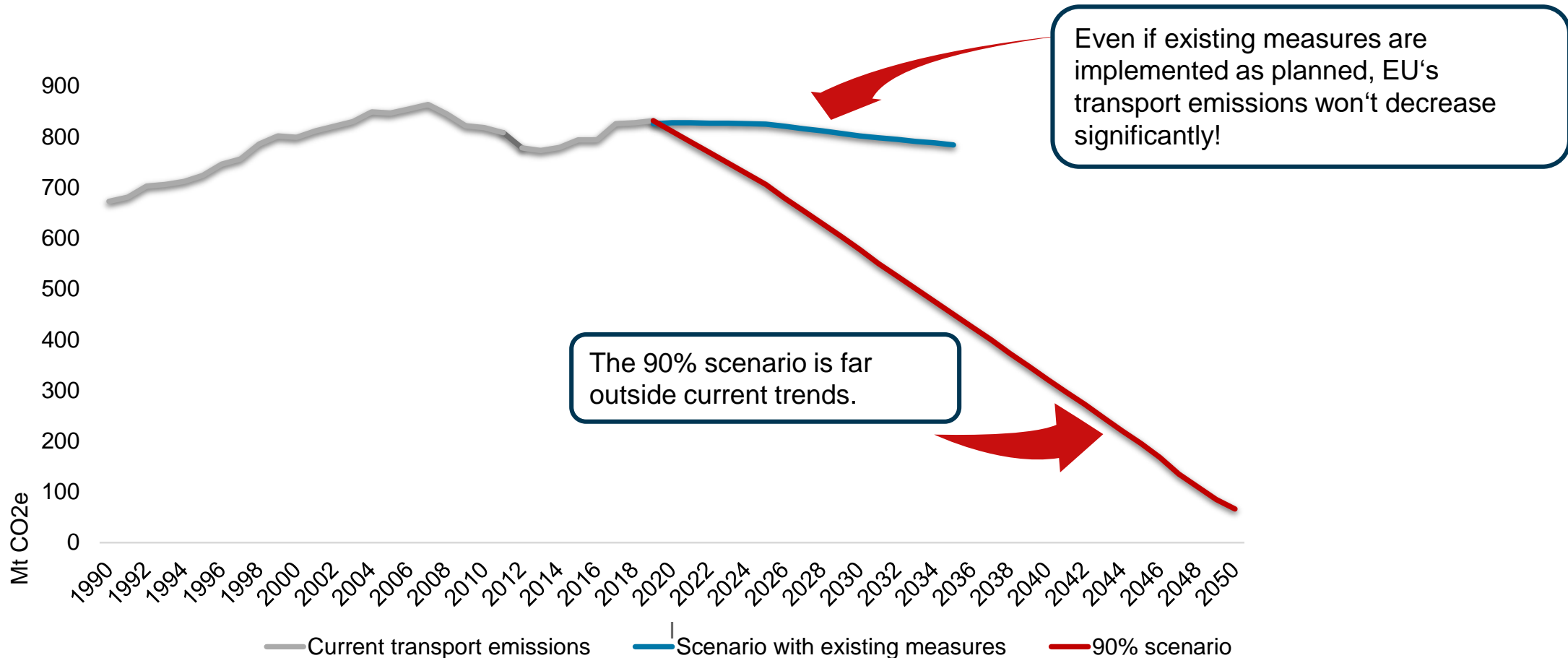
- **EU Green Deal** (2019) Action plan: *Accelerating the shift to sustainable and smart mobility*



Source: EC 2019a ([EUR-Lex - 52019DC0640 - EN - EUR-Lex \(europa.eu\)](#))
EC 2020. [Mobility Strategy | Mobility and Transport \(europa.eu\)](#)

The EU Green Deal includes the target to reduce transport-related GHG emissions by 90% until 2050.

To meet this, the European Commission adopted the Sustainable and Smart Mobility Strategy.



Source: Own chart based on EEA 2020, [Greenhouse gas emissions from transport in the EU — European Environment Agency \(europa.eu\)](https://www.eea.europa.eu/en/press-releases/2020/07/greenhouse-gas-emissions-transport)



SUSTAINABLE & SMART MOBILITY STRATEGY

2. Content



How does the European Commission plan to achieve this?

The Sustainable and Smart Mobility Strategy includes an action plan interlinking 3 objectives, 10 flagships, 14 milestones and 82 initiatives.

Example of Flagship 5. The full action plan and strategy can be found [here](#).

M.10: Fully covered external costs by transport users

M.9: Equal competitiveness between rail and water traffic and road transport

FLAGSHIP 5 - PRICING CARBON AND PROVIDING BETTER INCENTIVES FOR PASSENGERS

29. Revision of the EU Emissions Trading System (ETS), with respect to maritime transport; aviation; and CORSIA ¹¹	2021
30. Revision of the Energy Taxation Directive ¹²	2021
31. Review VAT exemptions for international passenger transport	2022
32. Put forward market-based measures for shipping at IMO	2022
33. Establish EU framework for harmonised measurement of transport and logistics emissions	2022
34. Issue guidelines for operators and platforms to inform passengers about the carbon footprint of their trip and to enable passengers to voluntarily offset it, and for wider use of eco-routing for (in-built) navigation software	2023
35. Development of an environmental label programme for aviation by EASA	2022


Source: EC 2020 ([resource.html \(europa.eu\)](#))





An irreversible shift to zero-emission mobility.

Reduce dependence on fossil fuels


By 2030:

 M1: 30 mio. cars & 80.000 lorries with zero-emissions


 M6: 100 climate-neutral cities in Europe

 M4: Carbon neutral scheduled collective travel under 500 km

By 2035:


 M3: Zero-emission large aircraft ready for market

By 2050:

 M2: Nearly all vehicles will be zero-emissions

Make alternative choices available


By 2030:

 All large and medium-sized cities put in place their own SUMP's.

 M.8: Transport by inland waterways and short sea shipping will increase by 25%


 M.5: Traffic on high-speed rail will double

By 2050:


 M.7: Rail freight traffic will double

Internalise external costs of transport

By 2030:

 M.9: Equal competitiveness between rail and waterborne intermodal transport with road traffic in the EU

By 2050:

 M.10: All external costs of transport covered by transport users

Achieving seamless, safe and efficient connectivity.

2

Smart
Mobility



Unleash full potential
of data.

By 2030:



**M.11: Paperless freight
transport** and seamless
multimodal passenger
transport through
electronic ticketing



**M.12: Deploying
automated mobility** on
large scale



A more resilient single European transport area for inclusive connectivity.

Build a strong and resilient single market

By 2030:



Core network of the multimodal Trans-European Transport Network (**TEN-T**) with high speed connectivity (M13)

By 2050:



Comprehensive network of the TEN-T (M13)

Ensure the highest safety and security standards

By 2050:

Zero deaths by all modes of transport in the EU by **2050** (M14)

Create a mobility system that is fair and just for all:



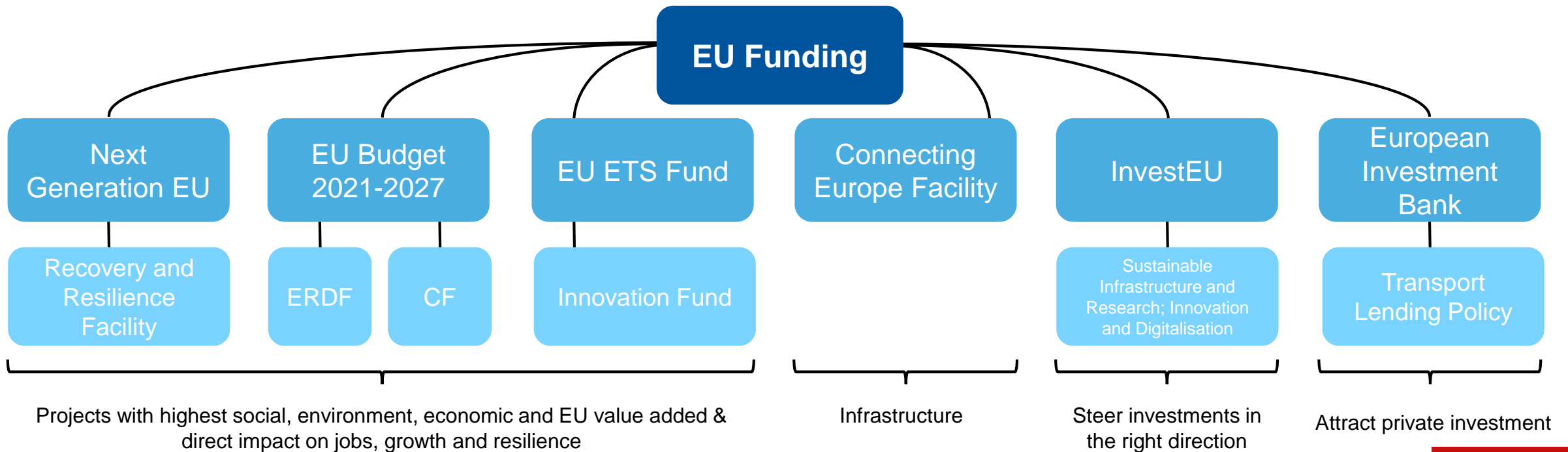
Affordable and accessible mobility in all regions and for all passengers



Improved conditions for workers

Massive investments are required for Europe's transformation to sustainable and smart mobility.

- **Public and private investments** required at national level from 2021- 2030:
 - **€130 bn./ year** for **vehicles** and the deployment of **renewable and low carbon fuels infrastructure**
 - **€100 bn./ year** to close the „green and digital transformation investment gap“ for **infrastructure** (incl. €30 bn./ year to complete the TEN-T core network)



Source: Own illustration based on [European Commission 2020a](#), p. 17f.)



3. Critical Assessment

Does the Sustainable and Smart Mobility Strategy initiate necessary climate action within Europe's transport sector?

Yes. In some areas, the strategy provides useful and promising approaches.



Simplified mobility data exchange through the creation of a European mobility data space.



The Rail Freight Corridor Regulation will be revised to improve a EU-wide rail (freight) network.

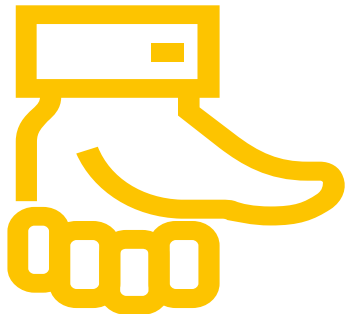


Carbon Pricing mechanisms are increasingly promoted.



Direct and indirect fossil fuel subsidies should end.

Kind of. On one hand, some targets are not ambitious enough, on the other concrete implementation strategies are missing.



30 mio. cars and 80.000 lorries with zero-emissions by 2030 are not enough.



Increasing rail freight traffic by 200% until 2050 is unambitious.

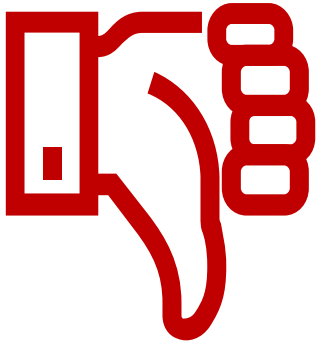


No proper shift to more sustainable and already accessible modes of transport initiated.



The full potential of cities in the transition to climate-friendly transport is not exhausted.

No. Binding measures are missing and one key area of action remains unaddressed.



No phase-out is scheduled for the sale of cars and vans with internal combustion engines.



Strategy is based on a „tank-to-wheel“ approach only measuring CO2 emissions at the tailpipe.



Building a “Fair and just mobility” is not considered in any initiative or milestone.



Carbon neutral scheduled collective travel does not include a ban for short-haul flights.

Sources: [IRU 09/12/2020](#); [Greenpeace 09/12/2020](#)

The conclusion is mixed.

Overall, the strategy is a step in the right direction but concrete implementation strategies are missing to initiate necessary climate action in the transport sector.

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Images

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