



Commissioner Adina Vălean

EUROBOARD MEETING, FIA

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Location

Member of Cabinet responsible:

Member accompanying:

DG participant(s): (including contact number):

Ladies and gentlemen,

Many thanks for inviting me to join you today. I unfortunately wasn't able to join you in November.

Since then, we have launched our Strategy for Sustainable and Smart mobility, so I am able to tell you much more about it today than would have been possible last year!

The **aim of the Strategy is to ensure that our transport sector is fit for a clean and digital future**, and to set out a pathway, which brings everyone along with us – all EU citizens, passengers, drivers, the transport sector as the whole, the Member States and their regions.

Future-proofing road mobility means simultaneously making it more sustainable, smarter, and resilient. Success on all three fronts will equip road transport for the challenges ahead.

In terms of sustainability, technological developments such as digitalisation, ITS, automation and the emergence of shared, collaborative economy and platforms are changing the current mobility landscape.

These solutions increase the time efficiency, improve the safety and help to reduce transport emissions. So **digitalisation** is key to improve how the whole transport system works, while supporting our sustainability, competitiveness, resilience and safety ambitions.

To increase **sustainability** within road transport, we included important and ambitious milestones in our Strategy:

- By **2030**, we want to see at least **30 million zero-emission cars** on our roads. And as these cars would not take us far if we don't have the right charging infrastructure in place, we have also the goal of having **3 million public charging points by 2030**.
- Adapting powertrains is important, but should be complemented by an increased transport efficiency. So we want to see **automated mobility deployed at large scale by 2030**.
- The Strategy also sets the milestone of making **100 cities climate-neutral by 2030**.

Our Strategy is accompanied by an Action Plan of 82 policy measures, the first of which will be presented before the summer, including also under the umbrella of the **Fit for 55** package. I will just draw your attention to few of them that may be the most relevant for you.

We will propose to revise the current **CO2 standards for cars and vans**, and will follow this up with a **review of CO2 standards for heavy-duty vehicles in 2022**.

We will propose changes to the **Alternative Fuels Infrastructure Directive** to ensure that we have enough publicly accessible recharging and refuelling

infrastructure in place to encourage clean vehicle uptake. And we plan to revise the **TEN-T guidelines** to support this objective. We are also looking at the **Energy Performance of Buildings Directive** with a view to potentially adding requirements on charging points in certain buildings.

Addressing users' **behaviour** is equally important – I very much want the people and businesses of Europe to be able to access information on the impact of their mobility choices.

[CCAM]

At the beginning of the speech, I shortly tackled the importance of digitalisation but let me develop this point further.

We have only uncovered the tip of the iceberg in terms of what cooperative, connected and automated mobility solutions can do for us.

To go further, we are finalising arrangements for a **new partnership under Horizon Europe**, dedicating half a billion euros to this topic, and making sure to maximise synergies with several other partnerships.

I am optimistic that investment and synergies will together improve mobility in ways that we haven't even dreamed of yet – as well as in ways that we are already picturing, such as: feeder services for other sustainable modes of transport; smaller fleets with higher occupancy rates and faster renewal rates; and sustainable door-to-door mobility services for all. And I mean for all.

Those days will come, but until then, we are certainly not sitting idly by. Funding from the Connecting Europe Facility – CEF – has supported the deployment of intelligent transport systems for many years. The **C-ROADS** platform opened a whole new chapter in connected ITS, ensuring coordinated deployment across the EU. Today it counts 18 EU countries as members.

As I'm sure you know, **European vehicles are now also equipped with C-ITS as standard**, enabling them to 'talk' to each other, to road infrastructure, and to other road users – for instance about dangerous situations, road works and the timing of traffic lights.

The imminent review of the **TEN-T regulation will reinforce the importance of making infrastructure smarter**, as will the revision of the **Intelligent Transport Systems Directive** and its Delegated Regulations on real-time traffic and multimodal travel information.

And we are working on a stronger coordination mechanism for national access points established under the Intelligent Transport Systems Directive. This will contribute to the creation of a **Common European Mobility Data Space**. Let's collect, connect and make data available, within and across sectors, confidentially and reliably. And then share it, as we are sharing services, vehicles and rides.

Ladies and gentlemen,

It is clear that to meet the European Green Deal objective of cutting transport emissions by 90% by 2050, every transport mode must play a role. It is equally clear to me that all of our transport modes will remain part of Europe's transport system of tomorrow. All are vital for our connectivity.

I hope that I can count on your support as we prepare our transport system to not only fit into a clean and digital economy, but to drive it.