

## ***Partnering for emissions-free mobility in Europe***

### ***How regulations can allow for innovations to provide solutions contributing to a green and digital recovery?***

Ladies and Gentlemen,

It is a great pleasure to share my thoughts with you today on how regulation can allow for innovation to provide solutions contributing to a sustainable and smart recovery.

The effects of the coronavirus still reverberate across the transport sector today, as the impact on our mobility systems has been dramatic during this crisis, with mobility nearly coming to a standstill during the lockdowns across Europe. On the other hand, this crisis is also an opportunity for us to rethink. We need to set out much needed reforms, policies and actions to support the sector, modernise it and make it future-proof.

The challenge is huge but we have also a clear pathway: the Green Deal sets the goal of reducing transport emissions by 90% in 2050, and with our 2030 climate target plan, we intend to achieve an EU-wide and economy-wide greenhouse gas emissions reduction target by 2030 of at least 55%.

What can be done to respond to that challenge and how can innovation help us address our needs in the most efficient way?

There are many complementary aspects to answer this question. Let me focus today on enhancing multimodality and supporting the uptake and use of the most sustainable transport and mobility solutions. Innovation, digitalisation and new technologies, where necessary supported by regulation, should be geared to that objective.

The upcoming Strategy for Sustainable and Smart Mobility will be at the heart of these efforts. It will set a pathway for the sector to master the twin sustainable and smart transitions, building a resilient and crisis-proof transport system based on well functioning Single European Transport Area for generations to come

In urban areas, **public transport has played a key role** during the pandemic and kept going despite the obvious drop in users, which meant that operators suffered - and are still suffering - important financial loss. Innovation, including digital innovation, will be key to help public transport in the recovery, enhancing the trust and facilitating health and safety measures to be properly applied. Travel information applications exist but could serve user's need better for example by showing them how busy a bus or a tram is, whether they can pay its ticket digitally, if any disruptions are to be expected on the line. Much more can be done as we want public transport solutions be more attractive, restore and boost their image, make them better adapted to user's needs. **Sharing more, and more accurate data** to enhance users' experience will continue to be pursued.

Digitalisation and innovation are equally important to improve railway services. Those services are core to the success of the European Green Deal and have demonstrated their crucial role in securing the flows of goods during COVID crisis. During the last months, rail freight performance has been maintained through the **Green lanes**, squeezing the border-crossing lead times and accepting electronic exchange of documents. We are working hard with the sector to eliminate other barriers, which still hinder cross border rail traffic. Including the implementation of 4<sup>th</sup> Railway Package and opening up markets for competition.

To further improve the smooth transfer of trains at borders, we will shortly update the EU Regulation (the Telematics Applications for Freight TSI) to ensure the **electronic exchange of key data** – when the train is expected to arrive and what it consists of. The new electronic Freight Transport Information Regulation (**eFTI**) ensures commercial consignment information can now be exchanged on a paperless basis accepted by all public authorities. Beside the COVID-related measures, here too we need to further **open the data** (and remove cultural) silos: e-tickets, real-time information on local transport services, but also the possibility to bundle sales of different tickets (local and long-distance, for example) must be unleashed – and the main barrier is lack of information. We want to encourage more people to use rail, especially as **2021 will be celebrated as the European Year of Rail**. Improving connections between rail and other modes will help make rail a more attractive option. By this, I mean physical infrastructure such as terminals and stations, and digital infrastructure.

**Active modes of transport** are increasing their lion's share in the mobility mix. **Personal mobility (cycling, e-scooters etc) in particular has demonstrated its huge potential**, including during the last months. As has innovation and digitalisation; because relying on ITS solutions to improve accessibility, flows and safety in traffic, making users aware of their emissions savings, through carbon footprint calculators and conscious about the beneficial impact on their health is contributing to continuous successful uptake of these solutions.

**On top of this, new innovative ways are complementing our transport system. They should be properly integrated.**

Ride sharing/hailing as well as micro-mobility are new, flexible offers with great potential to enhance sustainability and efficiency of our transport

system. In our view, it should be an additional service to local public transport providing first/last mile solutions.

We are looking with interest at the developments in the field of taxis and Private Hire Vehicles with driver (PHV's), not just from a market perspective but also from an environmental perspective. Innovative companies have had a big impact on the transport-on-demand sector and the traditional way taxis and PHV used to operate. The deployment of technological developments have led to increased efficiencies in matching passengers and drivers as well as in matching supply and demand of drivers. This has led to improved quality of services and more customer satisfaction. On the downside of it, we should be cautious to avoid, as some reports have pointed, an increase in car traffic since the arrival of ride-hailing platforms and preserve the employment status and social conditions of drivers. There is room for improvement on the regulatory side. It seems that – at least in some Member States – all parties (PHV's, platforms and taxis) are dissatisfied with the current situation. It is difficult for market players to adapt to a panoply of different rules in different Member States. There is nowadays an increasingly European dimension to the matter. Increasingly mobile citizens expect safe and reliable transport wherever they are.

**In this entire endeavour, there is also an important role for the EU:** to support national, regional and local authorities but also undertakings active in our sector to push and accelerate the transformation of the transport and mobility offer.

We have already started facilitating data exchange and data re-use between all private and public stakeholders through legislation, and the ITS Directive in particular. This constitute a major building block of the

**Common European Mobility data space and a direct contribution to the data economy.**

The Recovery and Resilience Facility (560 bn), the enhanced InvestEU and the new Solvent Support Instrument, which will already be available as of second half 2020, for the sector most hit by the crisis will help Europeans to recover through the green and digital transitions.

I am eager to read in the **national recovery plans** planned investments, included on transport, especially in areas vital for sustainable urban mobility such as fleet renewal, smart mobility solutions, active mobility infrastructure and support for public transport.

Many thanks once again for the invitation, I look forward to hearing our panellist tonight and get their views on how we can together move Europe in a green way post COVID-19.

Thank you for your kind attention.

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