








Procedure file

Basic information	
INI - Own-initiative procedure	2017/2257(INI)
Procedure completed	
Europe on the move: an agenda for the future of mobility in the EU	
Subject	
3.20.05 Road transport: passengers and freight	
3.20.11 Trans-European transport networks	
3.70.02 Atmospheric pollution, motor vehicle pollution	

Key players			
European Parliament	Committee responsible	Rapporteur	Appointed
	 Transport and Tourism	 UJHELYI István	21/09/2017
		Shadow rapporteur	
		 DALUNDE Jakop	
	Committee for opinion	Rapporteur for opinion	Appointed
	 Environment, Public Health and Food Safety	 ZOFFOLI Damiano	06/12/2017
European Commission	Commission DG	Commissioner	
	Mobility and Transport	BULC Violeta	

Key events			
31/05/2017	Non-legislative basic document published	COM(2017)0283	Summary
14/12/2017	Committee referral announced in Parliament, 1st reading/single reading		
21/06/2018	Vote in committee, 1st reading/single reading		
28/06/2018	Committee report tabled for plenary, single reading	A8-0241/2018	Summary
12/09/2018	Debate in Parliament		
13/09/2018	Results of vote in Parliament		
13/09/2018	Decision by Parliament, 1st reading/single reading	T8-0355/2018	Summary
13/09/2018	End of procedure in Parliament		

Technical information	
Procedure reference	2017/2257(INI)
Procedure type	INI - Own-initiative procedure

Procedure subtype	Strategic initiative
Legal basis	Rules of Procedure EP 52
Modified legal basis	Rules of Procedure EP 150
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/8/11552

Documentation gateway

Non-legislative basic document		COM(2017)0283	31/05/2017	EC	Summary
Committee draft report		PE618.014	26/02/2018	EP	
Amendments tabled in committee		PE618.058	09/04/2018	EP	
Committee opinion	ENVI	PE617.993	17/05/2018	EP	
Committee report tabled for plenary, single reading		A8-0241/2018	28/06/2018	EP	Summary
Text adopted by Parliament, single reading		T8-0355/2018	13/09/2018	EP	Summary
Commission response to text adopted in plenary		SP(2018)829	11/03/2019		

2017/2257(INI) - 31/05/2017 Non-legislative basic document

PURPOSE: propose a programme for the future of mobility in the EU and the modernization of European transport: Europe on the move.

BACKGROUND: the mobility sector plays a vital role in the EU economy and society. It employs more than 11 million people, accounting for more than 5% of total employment and almost 5% of EU GDP. It accounts for about 20% of EU exports to the EU's main trade partners.

Profound changes in how we enjoy mobility are under way. Europe's ambition must be to make rapid progress towards having a clean, competitive and connected mobility system integrating all means of transport in place by 2025. This system must span the entire Union and connect it to its neighbours and to the world. The Commission priorities regarding the Energy Union, the Digital Single Market and the Jobs, Growth and Investment agenda all contribute to transport and mobility.

The [Energy Union Strategy](#) of February 2015 identified the transition to an energy efficient, decarbonised transport sector as one of its key areas of action. The measures that were outlined in the [Strategy for Low-Emission Mobility](#) adopted in July 2016 are now being implemented.

Investment in infrastructure under the Investment Plan for Europe provides a powerful stimulus for Europe's clean, competitive and connected mobility of the future.

Lastly, as set out in the [European Pillar of Social Rights](#), building a fairer Europe and strengthening its social dimension is a key priority for the Commission. These objectives must also apply in the mobility sector and support a fair and well-functioning labour market.

CONTENT: the communication focuses on the key contribution that must be made by road transport. It is accompanied by a series of proposals targeting this sector whose aims include supporting:

1) The rollout of infrastructure for road charging: the Commission considers that road charging based on distance (as opposed to time) better reflects actual usage, emissions and pollution. It is therefore proposing adjustments to the regulatory framework for road charging, which will broaden the scope of the framework to include coaches and light vehicles including cars, support the shift to applying the "user and polluter pays" principles for all vehicles, and modernise road charging methods. The Commission is also proposing to update the rules to enable the introduction of congestion charges applicable to all vehicles.

2) Alternative fuels and connectivity: market development of alternative fuel-powered vehicles largely depends on the wide availability of alternative fuel infrastructure, such as electric charging and maintenance facilities.

The Commission will address the issue of investment financing in the context of an Alternative Fuels Infrastructure Action Plan to support the deployment of an EU backbone charging infrastructure, with the aim of providing full coverage of the trans-European networks-transport (TEN-T) corridors' core network with charging points by 2025.

The deployment of a network of recharging points, together with the development of energy storage technologies, such as batteries, represents another key enabling condition for zero emission mobility.

3) Better information for consumers: the Commission will revise emission standards, including on post-2020 emissions standards for cars and vans as well as for heavy-duty vehicles. The new emission standards framework will provide tools for the adoption of measures such as improving the information given to consumers in the areas covered by car labelling.

4) A stronger internal market and improved working conditions for the road haulage sector: the Commission is revising the EU rules on access to the road haulage market and on hired vehicles with the aim of ensuring an adequate level playing field among transport operators, reducing the number of unnecessary empty runs, improving the clarity of the rules to tackle market fragmentation, and better enforcement

Other measures should enable better application of social legislation in the field of road transport in order to improve the social conditions of drivers in the international transport sector. These measures will help combat illegal employment practices. The aim is to ensure a high level of social protection for all transport workers in the Union, while avoiding fragmentation and removing administrative burdens for companies.

The Commission is also proposing more clarity on the application of EU rules on the posting of workers to the road transport sector.

5) Steps to lay the ground for cooperative, connected and automated mobility: the Commission will strengthen its support for large-scale cross-border projects and trials for connected and automated driving and the deployment of cooperative intelligent transport systems by 2019.

The proposed measures are designed to avoid fragmentation of the internal market and to address the most critical issues, such as cybersecurity and data protection, which are essential for operational effectiveness and public acceptance.

2017/2257(INI) - 28/06/2018 Committee report tabled for plenary, single reading

The Committee on Transport and Tourism adopted an own-initiative report by István UJHELYI (S&D, HU) in response to the Commission's communication entitled Europe on the Move: an agenda for a socially fair transition towards clean, competitive and connected mobility for all.

Mobility sector plays a key role in the European economy and society. With the development of automated cars, digitalisation and the necessity to develop cleaner transport, the sector is undergoing profound changes which affect all aspects of societies.

This report deals in particular with the following aspects:

Impact of the transition in transport on skills and working methods: changes in the automotive industry linked to digitalisation, automation or cleaner cars will require new expertise and modes of working. Members stressed that these changes should give rise to new opportunities to make the transport sector more attractive and end labour shortages in the sector.

The report called on the Member States to take appropriate measures in anticipation of this shift in the job market, which should be accompanied by a stronger social dialogue. It also called on the Commission to develop an EU strategy which embraces the new employment opportunities that the digitalisation of the transport sector will create and to take account of the Member States best practices, with the aim of fostering job creation in the transport sector, including as a priority fair transitional arrangements for employees whose jobs become obsolete as the transport sector is digitalised.

They welcomed the Commissions New Skills Agenda for Europe and initiatives such as the Blueprint for Sectoral Cooperation on Skills and the Digital Skills and Jobs Coalition, which promote cooperation between trade unions, training institutions and private sector actors to anticipate, identify and address skills mismatch. Members called on the Commission to present a mid-term evaluation of the projects launched on skills in the automotive sector.

Research and innovation: the European transport sector must develop, invest, innovate and renew itself in a sustainable way in order to maintain its technological leadership and competitive position. Sustainable and innovative transport technologies and mobility solutions will be needed to enhance road safety, limit climate change and carbon dioxide emissions, air pollution and congestion.

In this context, Members called for more funding for interlinked cross-sectoral research and development regarding connected and driverless cars, electrification of rail and road infrastructures, alternative fuels, vehicle design and manufacturing, network and traffic management as well as smart mobility services and infrastructure.

The report called for the provision of further transparent financial support for research, innovation and training and for funding in the next Multiannual Financial Framework (MFF) to foster the rapid development and deployment of systems, services and digital solutions for transport in the future.

Members called for a specific publicprivate partnership for connected and automated driving. They supported the Commissions work for the creation of the European battery alliance and called for further financial support for the development of sustainable batteries and battery cell production and recycling in the EU for future low- and zero-emission vehicles.

The report also called for increased use of digital technologies in the implementation of the polluter pays principle, such as eTolling and eTicketing based on the environmental performance of vehicles. It underlined the importance of financing transport infrastructure projects and significant investments in the most environmentally responsible low-carbon fuels.

Highlighting the current financial and non-financial barriers that consumers face when purchasing a low-emission vehicle, Members called on the Commission (i) to take all necessary measures to facilitate roaming and accessibility of charging infrastructure in Europe; (ii) to further support Member States' efforts in expanding their alternative fuel infrastructure.

Transport transition that works for all users: zero casualties on European roads should be the overarching goal. However, transitional period will be challenging as it entails not only integrating automated transport into the current environment, including the provision of the necessary connectivity and infrastructure, but also enabling the safe coexistence with traditional means of transport, which are likely to remain in use for a long time.

The Commission is called on to make a thorough and technologically neutral assessment of the safety implications of the use of automated systems with a holistic focus on the safety repercussions of all intermodal transport systems.

The report emphasised that upcoming changes should not come at the expense of social inclusion and connectivity in the Member States and areas where there are mobility gaps. It noted the need to upgrade network capacity, taking advantage of existing network infrastructure and significant future innovations to enable deeper integration of digital technologies and to address the major disparities of connectivity between Member States and also between urban and rural, central and remote areas.

Members recalled that safer public transport for freight and passengers on major cross-border corridors and in metropolitan areas should be promoted. They invited the Commission and the Member States to promote sustainable urban and rural mobility plans.

Lastly, in the context of the collaborative economy, Members called for regulatory measures to address consumer protection, shared responsibility, taxation, insurance schemes, social protection for workers and data protection. They called to ensure that the collaborative economy does not give rise to unfair competition, cause social and fiscal dumping and supplant regulated public transport.

2017/2257(INI) - 13/09/2018 Text adopted by Parliament, single reading

The European Parliament adopted by 525 votes to 32, with 78 abstentions, a resolution entitled Europe on the Move: an agenda for a socially fair transition towards clean, competitive and connected mobility for all.

Mobility sector plays a key role in the European economy and society. With the development of automated cars, digitalisation and the necessity to develop cleaner transport, the sector is undergoing profound changes which affect all aspects of societies.

This resolution concerns the following aspects:

Impact of the transition in transport on skills and working methods: changes in the automotive industry will require new expertise and modes of working. Parliament stressed that these changes should give rise to new opportunities to make the transport sector more attractive and end labour shortages in the sector.

Parliament called on the Member States to take appropriate measures in anticipation of this shift in the job market, which should be accompanied by a stronger social dialogue. It also called on the Commission to develop an EU strategy which embraces the new employment opportunities that the digitalisation of the transport sector will create and to take account of the Member States best practices, with the aim of fostering job creation in the transport sector, including as a priority fair transitional arrangements for employees whose jobs become obsolete as the transport sector is digitalised.

Members welcomed the Commissions New Skills Agenda for Europe and initiatives such as the Blueprint for Sectoral Cooperation on Skills and the Digital Skills and Jobs Coalition, which promote cooperation between trade unions, training institutions and private sector actors to anticipate, identify and address skills mismatch. They also called on the Commission to present a mid-term evaluation of the projects launched on skills in the automotive sector.

Research and innovation: the European transport sector must develop, invest, innovate and renew itself in a sustainable way in order to maintain its technological leadership and competitive position. Sustainable and innovative transport technologies and mobility solutions will be needed to enhance road safety, limit climate change and carbon dioxide emissions, air pollution and congestion.

In this context, Parliament called for:

- more funding for interlinked cross-sectoral research and development regarding connected and driverless cars, electrification of rail and road infrastructures, alternative fuels, vehicle design and manufacturing, network and traffic management as well as smart mobility services and infrastructure ;
- the provision of further transparent financial support for research, innovation and training and for funding in the next Multiannual Financial Framework (MFF) to foster the rapid development and deployment of systems, services and digital solutions for transport in the future;
- a specific publicprivate partnership for connected and automated driving. They supported the Commissions work for the creation of the European battery alliance and called for further financial support for the development of sustainable batteries;
- for increased use of digital technologies in the implementation of the polluter pays principle, such as eTolling and eTicketing based on the environmental performance of vehicles. It underlined the importance of financing transport infrastructure projects and significant investments in the most environmentally responsible low-carbon fuels.

Highlighting the current financial and non-financial barriers that consumers face when purchasing a low-emission vehicle, Members called on the Commission to take all necessary measures to facilitate roaming and accessibility of charging infrastructure in Europe.

Transport transition that works for all users: zero casualties on European roads should be the overarching goal. However, transitional period will be challenging as it entails not only integrating automated transport into the current environment, including the provision of the necessary connectivity and infrastructure, but also enabling the safe coexistence with traditional means of transport, which are likely to remain in use for a long time.

The Commission is called on to make a thorough and technologically neutral assessment of the safety implications of the use of automated systems with a holistic focus on the safety repercussions of all intermodal transport systems.

The resolution emphasised that upcoming changes should not come at the expense of social inclusion and connectivity in the Member States and areas where there are mobility gaps. It noted the need to upgrade network capacity, taking advantage of existing network infrastructure and significant future innovations to enable deeper integration of digital technologies and to address the major disparities of connectivity between Member States and also between urban and rural, central and remote areas.

Members stressed the importance of promoting collective and safer public transport for goods and passengers on major cross-border corridors and in metropolitan areas and promoting sustainable urban and rural mobility plans.

Lastly, in the context of the collaborative economy, Parliament called for regulatory measures to address consumer protection, shared responsibility, taxation, insurance schemes, social protection for workers and data protection. It called to ensure that the collaborative economy does not give rise to unfair competition, cause social and fiscal dumping and supplant regulated public transport.