Europe on the move: an agenda for the future of mobility in the EU

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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.