Public consultation on the evaluation of the 2011 White Paper ‘Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system’ and on the announced future European Strategy for a Sustainable and Smart Mobility

Introduction

The first part of this questionnaire addresses the EU’s past actions on transport policy, and in particular those implemented in the context of the Commission’s White Paper for transport adopted in 2011, which defines a long-term vision until 2050 for the transport sector. To date, the Commission has acted upon almost all of the 40 action points listed in the White Paper and delivered on the large majority of the 132 initiatives planned.
An evaluation of the White Paper was launched in February 2019 with the publication of an evaluation roadmap (https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/2080-Evaluation-of-the-2011-White-Paper-on-Transport). It covers all areas in which activities have taken place since the adoption of the 2011 White Paper. It looks at the transport needs identified in the paper, the objectives and goals that were set, the proposed initiatives and the outcomes that have been achieved, as well as the overall impact of the strategy since it was put in place.

The second part of this questionnaire looks at future EU actions in the field of transport and mobility, notably in the context of the Communication on the European Green Deal adopted by the European Commission in December 2019 and the preparation of a new Strategy for a Sustainable and Smart Mobility, to be put forward by the European Commission before the end of 2020.

The COVID-19 pandemic has had a severe impact on Europe’s mobility and its transport sector. The economic shutdown has meant jobs, incomes and healthy companies have been put at risk in ways not seen in previous crises. The Commission took unprecedented actions that also helped the transport sector, including full flexibility under EU budgetary rules also to give sectoral support, a Temporary State aid framework for liquidity and recapitalisation aid, a European support scheme to keep people at work (SURE) and a European Solvency Instrument. Subsequently, the Communication “Europe’s Moment: Repair and Prepare for the Next Generation”[1] set the direction for Europe’s recovery, including in transport. In line with this Communication, Europe must invest in protecting and creating jobs and in the competitive sustainability of its transport sector by building a fairer, greener and more digital and resilient future for it. Europe must repair the short-term damage from the crisis in a way that also invests in the long-term future of mobility. To achieve this aim, the EU must show clarity of purpose and certainty of direction in its policies.In this context, the questions in this section enquire about the challenges and necessary policy responses for transport and mobility to master the twin green and digital transitions and to transform itself into a resilient transport system that can withstand future crises, that is fit for the future and backed up by an industrial supply chain that can lead in a modern world. Against this backdrop, the European Green Deal states that in order for the EU to meet the ambition of climate neutrality by 2050, the transport sector must decrease its emissions by 90% by 2050 and should become drastically less polluting, especially in cities. In parallel, please note that the European Commission is also running an open public consultation on increasing the EU’s climate ambition for 2030 as well as on the design of certain climate and energy policies of the European Green Deal, which also address transport and mobility

(https://ec.europa.eu/info /law/better-regulation/have-your-say/initiatives/12265-2030-Climate-Target-Plan/public-consultation). This is part of the preparation for the 2030 Climate Target Plan, foreseen to be adopted by the Commission in the third quarter of 2020, which will also have a significant impact on EU transport and mobility policies.

The sector should contribute to the zero-pollution ambition of the European Green Deal, focusing on mitigating the impact of transport on our climate and natural environment, from emissions reductions to air, water and noise pollution. Road, rail, aviation, and waterborne transport all have to make a significant effort to reduce emissions and negative environmental impacts in order to contribute to this transition. This transition should be an opportunity to improve the health and well-being of our citizens, but also to increase the European Union's strategic autonomy, including in transport and mobility. At the same time, the transition must be just, affordable and inclusive, by putting people first. It also needs to maintain the highest safety and security standards in the transport sector.

The European Commission therefore plans to adopt in 2020 a comprehensive "EU Strategy for a Sustainable and Smart Mobility" aimed at delivering on these objectives. It will set out the key areas and initiatives in transport and mobility where the Commission will consider policy actions to be taken in the coming years and beyond.

It will focus on measures to reduce the impact on greenhouse gases emissions, on the environment and on the health of our citizens in general, and accelerate the shift towards more sustainable mobility. The strategy will also emphasise that these objectives will need to be met whilst modernising the transport sector and making it smarter, more digital, more inclusive and an innovative leading industry at the same time. It will also cover areas such as safety and security, social aspects (including accessibility, availability and affordability), connectivity and Single Market issues, and the external dimension where changes are needed to enable a transport sector fit for a clean, digital, inclusive and modern economy.

Structure of the survey

This open public consultation focuses on both the evaluation of the White Paper and on future EU strategy for a Sustainable and Smart Mobility. (https://ec.europa.eu/eusurvey/runner/EUtransport2020survey)

The first part of the survey focuses on the evaluation of the White Paper and will feed into the analysis of its effectiveness, efficiency, relevance and EU added value. The second part of the survey concerns future strategy. It looks at current and future major challenges for transport and mobility, and possible areas for intervention at European level. It also leaves space for your views on possible measures to address the challenges identified. You may choose to answer both parts of the questionnaire or only one of them. If you have questions and remarks, please contact:

- with regards to the White Paper evaluation: MOVE-WHITE-PAPER-CONSULTATION@ec.europa.eu
  with regards to the future Sustainable and Smart Mobility strategy: MOVE-MOBILITY-STRATEGY@ec.europa.eu

Part II Future Transport and Mobility Strategy

Introduction

The EU Strategy for a Sustainable and Smart mobility announced as part of the Commission's European Green Deal[1] will set out a vision for Europe's future mobility.

This section of the questionnaire aims at gathering stakeholders' views on key objectives and possible areas of intervention at EU-level to enable a shift towards sustainable transport (including greenhouse gas and other pollutant emissions reduction) as well as to modernise the sector and make it smarter and more inclusive. The questionnaire also enquires how to address these challenges together with the ones related to safety, security, social aspects (including accessibility, availability and affordability), connectivity and Single Market issues, as well as the external dimension of EU policies.

The public consultation forms part of the Commission's broader efforts to consult citizens, Member States' authorities and other stakeholders, including trade associations, industry, consumer and relevant non-governmental organisations.

For more details please consult the future strategy Roadmap (https://ec.europa.eu/info/law/better-regulation /have-your-say/initiatives?&frontEndStage=PLANNING_WORKFLOW).

[1] COM(2019) 640 final

1. How severe do you expect the impact of the COVID-19 on connectivity and mobility patterns to be in the short and mid-term? (Please rate from 1 – no impact, to 10 – very severe)

	1 = no impact	2	3	4	5	6	7	8	9	10 = very severe
Short term (1-2 years)	○	○	○	○	○	○	○	○	⊗	○
Mid term (up to 2030)	○	○	○	○	○	○	⊗	○	○	○

2. Which lessons should be learnt from the COVID-19 crisis and its impact on connectivity and mobility patterns and behaviour to build a resilient transport system that is fit for the future? If possible, please identify areas for follow up actions (maximum 1500 characters)

1500 character(s) maximum

- Electromobility remains the best solution to achieve the climate and industrial ambition of the European Green Deal for transport. This ecosystem is crucial to Europe's economic relaunch in the aftermath of COVID-19 and will create over 1 million jobs in vehicle and rail manufacturing, charging infrastructure deployment and supply chains such as batteries by 2030.
- The new strategy must support the e-mobility ecosystem, including the continued demand for zero emission vehicles, green investments into e-mobility supply chains and

stimulus to accelerate the roll-out of charging infrastructure across Europe, notably workplace and residential schemes.
The Commission should not delay the enabling policies key to e-mobility's success, including the urgently needed review of the Alternative Fuels Infrastructure law, the Sustainable Battery package and the revision of the Energy Taxation Directive.

COVID crisis and in particular lock down have shown the importance of critical infrastructure to be accessible and operational in such timings. EV charging infrastructure should to some extend be available for drivers to allow them to travel and commute despite such circumstances.

[Extract from the Platform for electromobility paper, "European Green Deal and Green Recovery: time to focus on Electromobility", June 2020]

3. Transport accounts for a quarter of the EU's greenhouse gas emissions, and still growing. It is also a major source of air and noise pollution and has a number of negative impacts on the environment. How important are the following principles for guiding EU action to address these environmental issues?

	Important	Somewhat important	Not very important	Not important at all	No opinion
Making the transport system as a whole – each and every transport mode - more sustainable	⊗	○	○	○	○
Making sustainable alternative solutions available to EU citizens and businesses (e.g. competitive inter-city train services, high quality public transport, shared mobility services)	⊗	○	○	○	○
Respecting fully the polluter-pays principle in all transport modes through measures such as taxes and charges	⊗	○	○	○	○
Fostering connectivity and access to transport and mobility for all	⊗	○	○	○	○
Raising awareness about climate and environmental impact of transport and mobility	⊗	○	○	○	○
Fostering affordability of transport and mobility	⊗	○	○	○	○

4. In view of climate and environmental challenges, how important is it for EU action to focus on the following areas?

	Very important	Somewhat important	Not very important	Not important at all	No opinion
Increasing the share of more sustainable transport modes (e.g. supporting multimodality, active transport mode such as walking and cycling)	⊗	○	○	○	○
Improving the efficiency of the whole transport system (g. through better traffic management systems)	⊗	○	○	○	○
Increasing the uptake of clean vehicles (e.g. by strengthening the					

CO2 emission standards) and ensuring the efficient integration of electric vehicles into the electricity grid	○	⊗	○	○	○
Increase the uptake of sustainable alternative fuels (e.g. developing recharging/refuelling infrastructure, blending mandates)	○	○	○	○	○
Incentivising sustainable consumer choices and low-emission mobility practices (e.g. increased application of the 'polluter-pays' and 'user-pays' principles, better consumer information on carbon footprint)	○	⊗	○	○	○
Increasing investment in sustainable transport infrastructure and solutions (e.g. high-speed rail, inland waterways, recharging and refuelling infrastructure)	⊗	○	○	○	○
Fostering the deployment of innovative digital solutions in transport	⊗	○	○	○	○
Improving affordability and accessibility of sustainable transport	⊗	○	○	○	○

Other, please specify:

1500 character(s) maximum

The strategy for a sustainable and smart mobility must support the e-mobility ecosystem, including the continued demand for zero emission vehicles, green investments into e-mobility supply chains and stimulus to accelerate the roll-out of charging infrastructure across Europe, notably workplace& residential schemes.

Extract from the Platform for electromobility paper, “European Green Deal and Green Recovery: time to focus on Electromobility”, June 2020

5. What are in your view the main drivers which can accelerate the reduction of negative environmental impacts of transport, with the aim of reducing greenhouse gas emissions by 90% until 2050?

at most 3 choice(s)

- ⊗ Increasing investment in new technologies
- ☐ Lifting barriers in the Single Market to reduce inefficiencies in transport services
- ☐ Making traffic management more seamless and efficient in all modes to eliminate unnecessary emissions
- ☐ Incentivizing a modal shift for freight and passengers through investment in multimodal infrastructure
- ☐ Maintaining technological neutrality
- ⊗ Internalizing environmental external costs of transport across all modes

⊗ Addressing behavioural change when it comes to consumers choice for transport services

☐ Digitalizing all transport modes and infrastructures

Other, please specify:

1500 character(s) maximum

Internalizing environmental external costs of transport across all modes is an ongoing principle of the Eurovignette directive. It is part of the solution to reduce the negative environmental impacts of transport. Therefore, it is important to further implement this system to all modes of transport, to ensure a level-playing field among the stakeholders.
It is also key to rebalance the modal shares with a view to encouraging a greater use of energy-efficient modes with the highest electrification rates such as rail as well as measures to ensure the modal shift to rail as set out in the White Paper.

[Extract from the "Platform input Transport White Paper", February 2016]

6. In the areas that you identified as (very or somewhat) important in Question 3, which would be the key measure that the EU should take?

1500 character(s) maximum

- The new strategy should create a green stimulus to accelerate the uptake of electric cars, vans and trucks by public and business fleets across Europe.
- It should turn the directive on Alternative Fuels Infrastructures in the cornerstone of charging infrastructure deployment in Europe and support the roll-out of charging infrastructures.
- It should also include as a key measure the development and integration of clean energy technologies such as EV batteries and smart charging infrastructure.
- The Trans-European Network for Transport (TEN-T) is crucial for rail, but massive infrastructure investment programmes into rail is needed and should be part of the strategy, including a shift to rail freight in line with the Commission's Green Deal strategy.
- EU strategy should also promote successful residential or workplace charging schemes and support toward incentives and fundings some of the up-front grid, cabling and installation costs. These should be subject to simple permitting procedures and streamlined to cut red tape and therefore indirectly save costs for companies.
- We believe it should be attractive and easy for citizens to switch from fossil to electrified mobility. Charging infrastructure needs to be readily available, easy to find.

[Extract from the Platform for electromobility paper, "European Green Deal and Green Recovery: time to focus on Electromobility", June 2020]

7. In the areas that you identified as (very or somewhat) important in Question 3, which would be the key measure that national and/or local authorities should take?

1500 character(s) maximum

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- National authorities must develop incentives schemes for zero emissions mobility solutions, and they should particularly commit to deploy charging infrastructures.
- They should design a green stimulus to accelerate the uptake of electric cars, vans, trucks by public and business fleets. They have a key role to play in the promotion of sustainable transport behaviour.
- At city level, multimodality based on a broad range of public and private electric transport modes, such as electric scooters, bikes, cars, buses, trains, trams, and metros will help citizens reach their destination in the most cost-effective way, while reducing both congestion and local air pollution. Multi-modal shared electric mobility schemes should be sought in close cooperation with local authorities.
- Last mile deliveries for local logistics should incentivize zero emissions vehicles.

[Extract from the Platform for electromobility paper, “European Green Deal and Green Recovery: time to focus on Electromobility”, June 2020, “Contribution to the EC strategic long-term vision for a prosperous, modern, competitive and climate-neutral economy by 2050”, April 2019]

8. What conditions are most important for you (as an individual or as an organisation) to switch to a more sustainable way to commute, travel or to transport goods for your business?

at most 3 choice(s)

- ⊗ Availability of environmentally friendly alternatives (e.g. ride-sharing, zero-emission vehicles, public transport)
- ⊗ Availability of convenient alternatives (adapted to your needs)
- ☐ Availability in general (e.g. connectivity, frequency)
- ☐ Travel (transport) time
- ⊗ Accessibility of infrastructure (e.g. stations)
- ☐ Safety (with respect to accidents)
- ☐ Security (with respect to potential thefts and aggressions)
- ☐ Quality of service
- ☐ Price (alternatives comparable in terms of pricing)
- ☐ Innovation and digital access (to the service)
- ☐ Magnitude of environmental impact
- ☐ Ease of use and payment

☐ You are ready to switch/promote the switch within your organisation regardless of the conditions

Other, please specify:

1500 character(s) maximum

9. How important are the following EU-level policies and actions for land transport decarbonisation in contributing to meet the EU long-term objective to achieve climate neutrality by 2050?

Please rate the items in the table below from 5 (most important) to 1 (least important). Not all options need to be rated.

	1	2	3	4	5
Further strengthen the ambition of CO2 and pollutant emission standards for new vehicles	○	○	○	○	○
Further incentivise the market uptake of sustainable alternative transport fuels	○	○	○	○	○
Support the deployment of recharging / refuelling infrastructure along the land infrastructure of the trans-European transport network	○	○	○	○	⊗
Support and incentivise the development of low- and zero-emission mobility (e.g. purchasing incentives to make clean mobility affordable for all)	○	○	○	○	⊗
Introduce carbon pricing for fossil fuels	○	○	○	○	○
Enhance the integration of transport modes (road, rail, inland waterways) and stimulate their efficient use through smart and digital mobility solutions	○	○	○	○	⊗
Promote modal shift towards urban public transport and active modes such as walking and cycling, and coaches, rail and waterborne transport for long-distance transport	○	○	○	⊗	○
Adapt and develop pricing measures (e.g. road charging, vehicle taxation, etc.) so that more polluting vehicles are taxed higher and less polluting vehicles lower	○	○	○	⊗	○
Promote consumer awareness of available low-carbon vehicles and mobility solutions	○	○	○	○	⊗

10. What complementary measures to the possible inclusion in the EU Emission Trading System should be considered to reduce greenhouse gas emissions from

maritime transport?

Please rate the items in the table below from 5 (most important) to 1 (least important). Not all options need to be rated.

	1	2	3	4	5
Research and innovation actions	○	○	○	○	○
Enabling framework to support investment and financing in sustainable technologies technologies including the fleet renewal with cleaner vessels	○	○	○	○	○
Measures to support energy efficiency improvements	○	○	○	○	○
Measures to support the deployment of sustainable alternative fuels	○	○	○	○	○
Measures on pricing	○	○	○	○	○
Measures at port level (e.g. use of shore-side electricity, regulating access of the most polluting ships)	○	○	○	○	○

11. What complementary measures to the inclusion in the EU Emission Trading System should be considered to reduce greenhouse gas emissions from aviation? *Please rate the items in the table below from 5 (most important) to 1 (least important). Not all options need to be rated.*

	1	2	3	4	5
Research and innovation actions	○	○	○	○	○
Enabling framework to support investment and financing in sustainable technologies	○	○	○	○	○
Measures to support the deployment of sustainable alternative fuels in aviation	○	○	○	○	○
Measures to improve air traffic management (Single European Sky)	○	○	○	○	○
Measures on pricing	○	○	○	○	○
Measures at airport level (e.g. deployment of sustainable alternative fuels in ground movements)	○	○	○	○	○
Enabling more sustainable consumer choices	○	○	○	○	○
Promote modal shift towards rail and coach transport	○	○	○	○	○

12. Beside the key challenges to reduce greenhouse gas emissions by 90% by 2050 and to become drastically less polluting, what other transport and mobility challenges would need to be tackled by the EU in the next decade?

at most 5 choice(s)

- ☐ Other impacts of the sector on the environment (e.g. habitat damage)

- [ ] Congestion and lack of capacity
- [x] Digitalisation of the transport sector
- [ ] Need for transport infrastructure to connect European citizens (connectivity)
- [ ] Need for infrastructure for active transport modes (e.g. walking, cycling)
- [ ] Impact of demographic challenges related to an ageing society on transport needs
- [x] Discrepancies in access to transport services between rural and urban areas
- [ ] Swift access to transport and mobility services in a Member State other than the one you live in
- [x] Availability and access to charging and refuelling points (e.g. for electric or hydrogen-powered cars)
- [x] Availability of shared mobility solutions (e.g. car, micromobility or bike sharing)
- [ ] Safety (e.g. accidents)
- [ ] Security (e.g. terrorism)
- [ ] Affordability of transport services (the cost of mobility)
- [ ] Quality of transport services
- [ ] Fair working conditions for transport workers
- [x] Need for an adequately skilled workforce
- [ ] Effective protection of consumer and passenger rights
- [ ] Gender differences in use or access to mobility
- [ ] Global competition

Other, please specify:

1500 character(s) maximum

13. Given the magnitude of the sustainability and modernisation challenge, where is an EU action needed to take advantage of the benefits of automation and innovation in the transport sector (e.g. in the field of connected and automated mobility, emerging technologies such as e.g. drones.)?

	Needed	Neutral	Not needed	No opinion
Ensuring a coherent regulatory framework	⊗	○	○	○
Ensuring a cross-modal approach to regulations and policies	○	○	○	⊗

Removing barriers to testing and deployment of new solutions	⊗	○	○	○
Supporting research and innovation	⊗	○	○	○
Setting interoperability standards	○	⊗	○	○
Setting safety and security standards	⊗	○	○	○
Setting appropriate pricing, taxation and financial incentives	⊗	○	○	○
Facilitating availability and access to data within and across modes	○	⊗	○	○
Setting social standards	○	○	○	⊗
Supporting development of skills	⊗	○	○	○
Helping alleviate security concerns	⊗	○	○	○
Supporting deployment of new technologies and fair market solutions	⊗	○	○	○
None of the above	○	○	○	○

Other, please specify:

1500 character(s) maximum

14. To what extent do you agree that the factors below remain barriers to achieving truly sustainable, cross-border mobility of passengers and freight in the EU?

	Definitely	To a large extent	Not so much	Not at all	No opinion
Lack of sufficiently well-developed and connected infrastructure	⊗	○	○	○	○
Lack of interoperability between Member States' infrastructures and services	⊗	○	○	○	○
Lack of multi-modal infrastructure (e.g. transhipment terminals)	⊗	○	○	○	○
Insufficient reliability	⊗	○	○	○	○
Barriers for providers to offer services in different Member States	○	○	○	○	⊗
Lack of EU social standards	○	○	○	○	⊗
Divergent rules on access to restricted areas (UVARs) in different European cities	○	○	○	○	○

Other, please specify:

1500 character(s) maximum

We believe that measures should be put in place to ensure a better visibility and knowledge of UVARs for the consumers.

15. To what extent do you agree that the factors below remain barriers to cross-border, in particular public or collective, passenger transport and mobility as a service options in the EU?

	Definitely	To a large extent	Not so much	Not at all	No opinion
Lack of sufficiently well-developed and connected infrastructure	⊗	○	○	○	○
Lack of interoperability between Member States' infrastructures and services	⊗	○	○	○	○
Lack of options to buy different tickets across modes and across borders	○	○	○	○	⊗
Lack of mobility options (e.g. night trains)	⊗	○	○	○	○
Insufficient level of passenger protection	○	○	○	○	⊗
Barriers for providers to offer services in different Member States	⊗	○	○	○	○
Barriers to new and collaborative services/ mobility as a service options that offer the use of multiple transport modes such as taxis, public transport and cycling).	○	○	○	○	⊗
Lack of EU social standards	○	○	○	○	⊗
Divergent rules on access to restricted areas (UVARs) in different European cities	○	○	○	○	○

Other, please specify:

1500 character(s) maximum

16. In light of the sustainability and modernisation transition facing the transport sector, what do you see as the main challenges from the transport workforce perspective for the next 10-15 years?

at most 3 choice(s)

☐ Potential transformation or loss of existing jobs

⊗ Need for reskilling of current workers

- ⊗ Availability of (qualified) workforce
- ☐ Fair working conditions for transport workers
- ☐ Gender gap within the transport sector workforce
- ☐ Access to profession, including mutual recognition of licences
- ☐ Transfer of staff

Other, please specify:

1500 character(s) maximum

European industry can benefit from an increased demand for the production, installation, operation & maintenance of charging points, public transport systems, batteries and other related infrastructure, resulting in a net increase in employment in the construction, electricity, services and most manufacturing sectors.

With the right enabling policies, e-mobility can also gradually replace the decreasing jobs in manufacturing of diesel and petrol engines with new jobs and new skills required in electric powertrain manufacturing and key supply chains such as batteries.

Additional jobs can thus be created in the industrial value chain and lead to net economic benefits in battery and charger manufacturing, installation and operation, maintenance of recharging points, rail vehicle manufacturing, zero-emissions public transport systems, grid connection, grid reinforcement and increased electricity generation.

[Extract from the Platform for electromobility paper, “European Green Deal and Green Recovery: time to focus on Electromobility”, June 2020]

17. Achieving sustainable transport means putting users first and ensuring they trust different mobility solutions. What do you see as the main safety and security issues in the transport sector for the next 10-15 years?

	Very relevant	Relevant	Somewhat relevant	Not very relevant	Not relevant at all	No opinion
Improving road safety, in particular reducing the impact of unsafe behaviour (e.g. use of alcohol or drugs, speeding, distractions due to smartphone use, etc.)	○	○	○	○	○	○
Improving road safety, in particular the safety of vulnerable road users (pedestrians, cyclists, etc.)	○	○	○	○	○	○
Improving road safety, in particular at rail level-crossings	○	○	○	○	○	○
Improving rail safety	○	○	○	○	○	○
Improving safety of waterborne transport	○	○	○	○	○	○
Improving aviation safety	○	○	○	○	○	○
Addressing terrorist threats	○	○	○	○	○	○
Addressing cybersecurity threats	○	○	○	○	○	○
Addressing extreme weather conditions	○	○	○	○	○	○

Other, please specify:

1500 character(s) maximum

18. Please shortly describe any specific measures at EU level that you think would be particularly effective in addressing the challenges highlighted by you in the previous questions

2000 character(s) maximum

Further information

If you wish to add further information or comments – relevant to the scope of this questionnaire – please feel free to do so here:

3000 character(s) maximum

Electromobility is the best solution to achieve the climate and industrial ambition of the European Green Deal for transport. Therefore, the sustainable and smart mobility strategy must emphasise the e-mobility ecosystem within a long-term and ambitious policy framework and support the further electrification of all modes of transport.

It needs particularly to support the roll-out of an accessible charging infrastructure network for all modes of transport. The urgent revision of the TEN-T and AFI directive for road and rail must occur without any delay and will ensure the decarbonisation of both modes of transports. The revision of the AFI Directive should clearly set binding targets for the deployment of public charging infrastructure solely for zero emission transport technologies in order to reach the 2050 climate neutrality goal.

Smart charging will therefore constitute a key enabler to strengthen future synergies between transport, digital, and energy sectors, supporting Europe's energy transition and fostering technological innovation. The Platform for Electro-Mobility recommends that EU and Member States' policy-makers encourage and develop policies in support of smart charging to unlock all the benefits it can deliver to the electricity system and to society at large.

The Commission must also make sure that the synergies between energy and mobility are maximised with adequate financial cross-sectoral schemes. Funding and support for electrical upgrades (within buildings as well as grid connections) necessary to install charging equipment should be also be made available to consumers, for instance through the upcoming Renovation Wave initiative.

Support for zero emission mobility will address the behavioural changes and answer the growing demand. Therefore, it would be important for the Commission to design mechanisms to support the consumers' uptake of electro-mobility innovations and ensure social inclusion of lower income households.

The new strategy should also support innovative and competitive businesses models for the second life and recycling of EV batteries.

The Smart and Sustainable Mobility Strategy should recognise the vital role of businesses in stimulating the EV market and providing EV charging, to help make e-mobility a more affordable and viable option for citizens across the EU.

New mobility zero emission shared services alongside public transport (bus, rail, tram and metros) have a key part to play in the electrification of urban transport.

In cities, the development of a sustainable and efficient urban freight, with a focus on urban zero emissions trucks as well as last-mile delivery services, are long-term solutions which need to be stimulated.

To conclude, taxation is a central driver for the decarbonisation of transport and it is essential that the EU's taxation rules are aligned with its decarbonisation commitment.

Please feel free to upload a concise document, such as additional evidence supporting your responses, or a position paper. Please note that the uploaded document will be published alongside your response to the questionnaire, which is an essential input to this public consultation. The document serves as additional background reading that will help readers better understand your position.

Platform for electromobility paper, “European Green Deal and Green Recovery: time to focus on Electromobility”, June 2020