



European Transport Policy

5th EUSALP Mobility Conference, 13 May 2022

EU policy objectives for transport

European Green Deal of December 2019

- ✓ to make Europe climate-neutral by 2050
- ✓ 90% reduction in GHG and zero-pollution ambition → e.g. 75% of inland freight carried today by road to be shifted to rail and inland waterways

2030 Climate Target Plan of September 2020

- ✓ 2030 target of a 55% net emissions reduction, compared with 1990 levels

EU policy objectives for transport

Sustainable and Smart Mobility Strategy of December 2020

- ✓ rail freight traffic should increase its market share by 50% by 2030 and double it by 2050
- ✓ transport by IWW and SSS should increase its market share by 25% by 2030 and by 50% by 2050
- ✓ traffic on high-speed rail should double by 2030 and triple by 2050
- ✓ scheduled collective travel under 500 km to be carbon-neutral by 2030 within the EU
- ✓ at least 100 climate-neutral cities in Europe by 2030

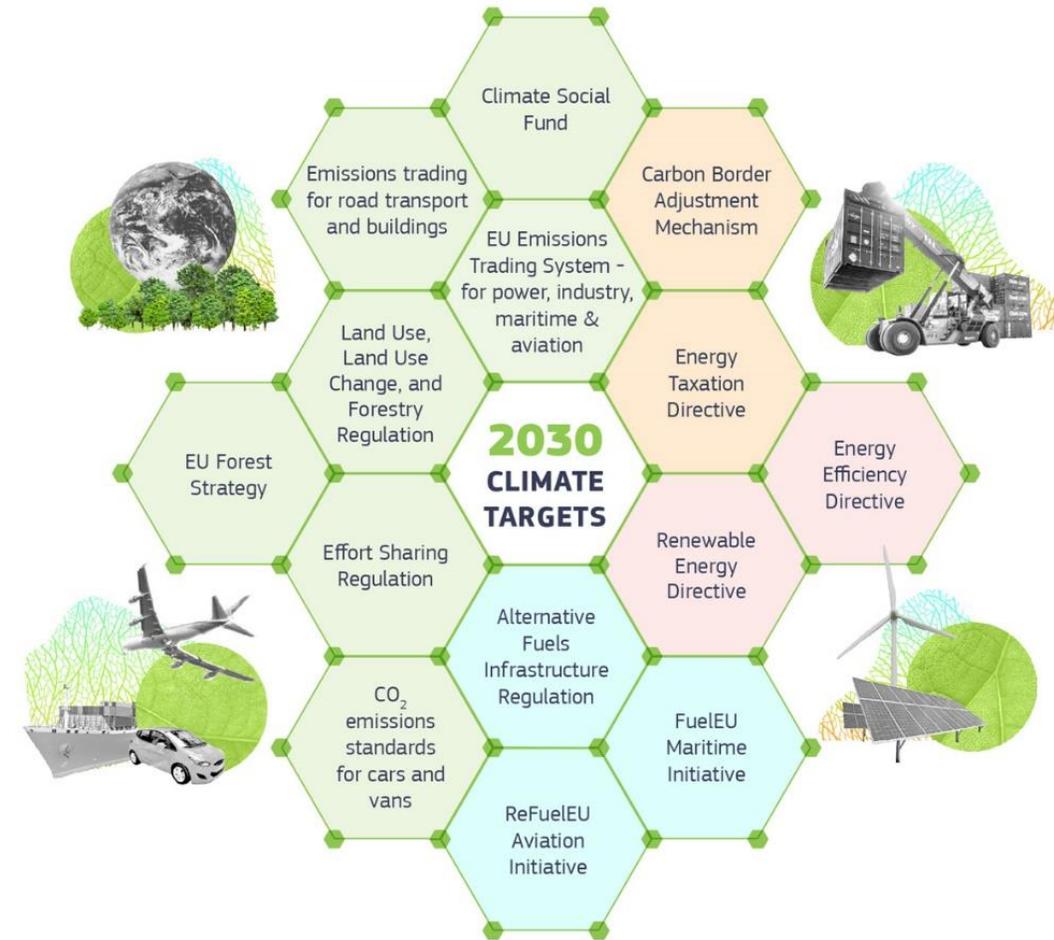
Legal initiatives

Fit for 55 package, adopted on 14 July 2021

- Alternative Fuels Infrastructure Regulation
- ReFuelEU Aviation Regulation
- FuelEU Maritime Regulation

Green and efficient mobility package, adopted on 14 December 2021

- Revision of the Regulation for the development of the trans-European transport network (TEN-T)
- Action plan on long-distance and cross-border rail
- Revision of the Intelligent Transport Services Directive
- Urban Mobility Framework



The Trans-European Transport Network

Main objectives



Sustainability: Reduce congestion, transport emissions and impact on climate change



Efficiency: Remove bottlenecks and gaps on the transport network



Cohesion: Connect EU cities and regions, including rural areas and remote regions



User benefits: Better transport services to citizens and freight customers

The EU's transport network should be more sustainable, resilient, safer, faster and more convenient for its users. We want more people to take the train, and more goods to be transported by rail, inland waterways and short sea shipping.

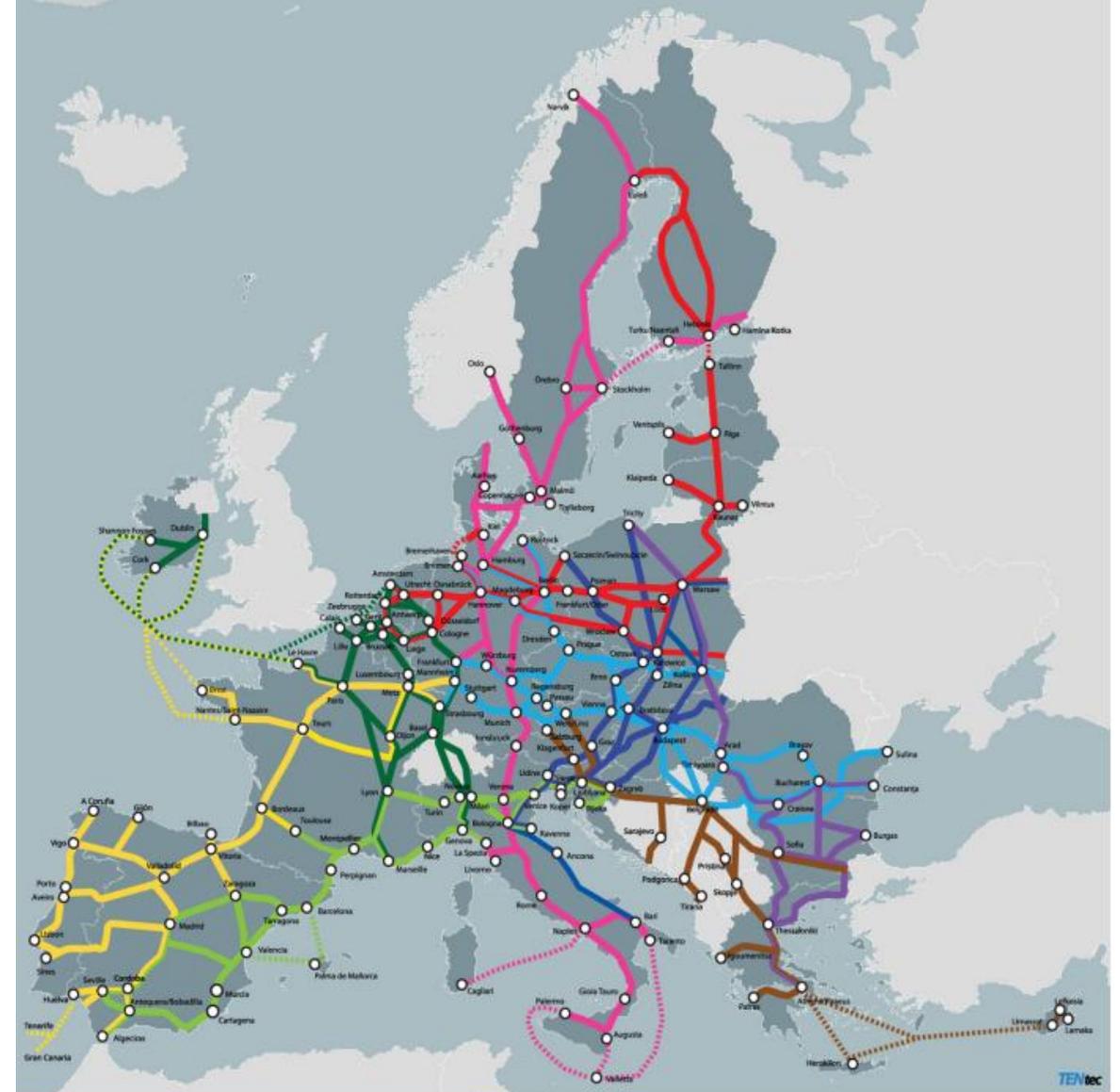
Main orientations of the new TEN-T Regulation

- ❑ firm incentives to shift transport demand towards more sustainable forms of transport (railways, inland waterways, short-sea shipping) through **new and/or reinforced infrastructure requirements/TEN-T standards**
- ❑ increased focus on **multimodality** and **interoperability** between modes and transport nodes (ports, airports, multimodal freight terminals and passenger hubs)
- ❑ better integration of **urban nodes** into the TEN-T
- ❑ assure interlinkages with **AFIR and ITS proposals**: efficient deployment of alternative fuels and smart, digital solutions across the TEN-T
- ❑ **gradual network completion in three steps**: core, extended core and comprehensive network together forming the trans-European transport network with a new intermediary deadline of 2040

European Transport Corridors

7 out of 9 corridors crossing the Alpine Region:

- Atlantic
- North Sea-Alpine
- Mediterranean
- Scan-Med
- Rhine-Danube
- Baltic-Adriatic Sea
- Western Balkans



Save the date: Connecting Europe Days!

Connecting Europe Days marking the 10th anniversary of the TEN-T Days

28 – 30 June 2022

Lyon

Centre de Congrès de Lyon

