



ADOPTED TEXT No. **820**
Provisional Act

—
NATIONAL ASSEMBLY

CONSTITUTION OF 4 OCTOBER 1958

FIFTEENTH LEGISLATURE

2021-2022 ORDINARY SESSION

9 March 2022

EUROPEAN RESOLUTION

on the European strategy for sustainable and intelligent mobility.

Is considered as final, pursuant to Article 151-7 of the Rules of Procedure, the resolution which reads as follows:

See number: **4901**.

Single article

The National Assembly,

Having regard to Article 88-4 of the Constitution,

Having regard to Rule 151-5 of the Rules of Procedure of the National Assembly,

Having regard to Article 100 of the Treaty on the Functioning of the European Union,

Having regard to the European Green Deal,

Having regard to the European Sustainable and Smart Mobility Strategy,

Having regard to the first volume of the report of the Committee on European Affairs on the European Sustainable and Smart Mobility Strategy, adopted on 20 October 2021,

Having regard to the second volume of the report of the European Affairs Committee on the European Sustainable and Smart Mobility Strategy, adopted on 12 January 2022,

Having regard to the Proposal for a Directive of the European Parliament and of the Council amending Directive 2003/87/EC establishing a scheme for greenhouse gas emission allowance trading within the Union, Decision (EU) 2015/1814 on the establishment and operation of a market stability reserve for the greenhouse gas emission allowance trading system of the Union and Regulation (EU) 2015/757 (COM(2021) 551 final)

Having regard to the proposal for a Directive of the European Parliament and of the Council amending Directive 2003/87/EC as regards the contribution of aviation to the Union's economy-wide emission reduction target and implementing an appropriate global market mechanism (COM(2021) 552 final),

Having regard to the proposal for a Decision of the European Parliament and of the Council amending Directive 2003/87/EC as regards

the notification of compensation within the context of a global market mechanism for aircraft operators established in the Union (COM(2021) 567 final),

Having regard to the proposal for a Regulation of the European Parliament and of the Council amending Regulation (EU) 2018/842 on binding annual reductions of greenhouse gas emissions by Member States from 2021 to 2030 contributing to climate action to meet their commitments under the Paris Agreement (COM(2021) 555 final),

Having regard to the Proposal for a Directive of the European Parliament and of the Council amending Directive (EU) 2018/2001 of the European Parliament and of the Council, Regulation (EU) 2018/1999 of the European Parliament and of the Council and Directive 98/70/EC of the European Parliament and of the Council as regards the promotion of energy from renewable sources and repealing Council Directive (EU) 2015/652 (COM(2021) 557 final),

Having regard to the Proposal for a Regulation of the European Parliament and of the Council amending Regulation (EU) 2019/631 as regards the tightening of CO2 emission performance standards for new passenger cars and light commercial vehicles in line with the Union's increased climate ambition (COM(2021) 556 final),

Having regard to the proposal for a Regulation of the European Parliament and of the Council on the deployment of an infrastructure for alternative fuels and repealing Directive 2014/94/EU of the European Parliament and of the Council (COM(2021) 559 final),

Having regard to the proposal for a Regulation of the European Parliament and of the Council on establishing a level playing field for a sustainable air transport sector (COM(2021) 561 final),

Having regard to the proposal for a Regulation of the European Parliament and of the Council on the use of renewable and low carbon fuels in maritime transport and amending Directive 2009/16/EC (COM(2021) 562 final),

Having regard to the proposal for a Council Directive restructuring the Union framework for the taxation of energy products and electricity (recast) (COM(2021) 563 final),

Having regard to the proposal for a Regulation of the European Parliament and of the Council establishing a Social Climate Fund (COM(2021) 568 final),

Having regard to the Communication from the Commission to the European Parliament and the Council on an action plan to promote long-distance and cross-border rail passenger transport (COM(2021) 810 final),

Having regard to the Proposal for a Regulation of the European Parliament and of the Council on the Union guidelines for the development of the trans-European transport network, amending Regulation (EU) 2021/1153 and Regulation (EU) N° 913/2010 and repealing Regulation (EU) 1315/2013 (COM(2021) 812 final),

Having regard to the Communication from the Commission to the European Parliament and the Council, the European Economic and Social Committee and the Committee of the Regions on a new European framework on urban mobility (COM(2021) 811 final),

Having regard to the proposal for a Directive of the European Parliament and of the Council amending Directive 2010/40/EU on the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport (COM(2021) 813 final),

Considering the ambitious objectives for reducing greenhouse gas emissions set by the European Green Deal and implemented by the so-called “fit for 55” package;

Considering the objectives and deadlines that the European Sustainable and Smart Mobility Strategy sets for the decarbonisation of the transport sector;

Considering the key roles of modal shift and technological innovation in the European strategy;

Considering the technical and technological advances for the development and use of biofuels in the transport sector;

Considering the significant increase in the use of bicycles in urban areas and the exponential growth of this economic sector;

Considering that the transport sector currently employs eleven million people in Europe, whose adaptation to the ecological transition must also be considered and be the subject of appropriate measures;

Considering the efforts made by manufacturers of light and heavy vehicles, but also by users, in favour of vehicles using low-carbon or renewable energy sources;

Considering that the social acceptability of measures is a determining factor in the success of the ecological transition;

1. Welcomes the announcements made at this stage by the European Commission to reduce greenhouse gas emissions in the transport sector;

2. Draws attention to the feasibility and realism of the deadlines set for the implementation of the 82 initiatives annexed to the European Sustainable Mobility Strategy;

3. Invites the European Commission to clarify the funding planned to support the development of the modal shift to rail, both for public passenger transport and for rail freight, and to support the development of inland waterways within the Union, both river and maritime;

4. Invites the European Commission to elaborate on the role of public transport in the European mobility strategy in accordance with the principle of subsidiarity;

5. Invites the European Commission to clarify the role of the bicycle industry in the European Strategy for Sustainable Mobility, in particular with regard to the objective of making 100 European cities climate neutral by 2030;

6. Encourages the European Commission to take better account of the social consequences of the ecological transition for the eleven million

workers in the transport sector and, in particular, to provide greater support for the upstream and downstream sectors of the automotive sector and to develop a European strategy for the professional development of the skills of the employees concerned;

7. Invites the European Commission to strengthen the provisions of the European Social Fund and to make the social acceptability of the Green Deal a pillar of the ecological transition in the Union;

8. Invites the European Commission to consider the territorial dimension of its strategy in terms of infrastructure, facilities and access, taking into account rural areas;

9. Welcomes the announcements in the “fit for 55” package, in particular the proposed end to the sale of combustion engine cars within the next decade and the deployment of alternative fuel infrastructure;

10. Invites the European Commission to mobilise the necessary financial means to invest in all forms of low-carbon and renewable energy in order to promote energy neutrality;

11. Invites the European institutions to strongly support research and development in the field of sustainable mobility;

12. Draws the attention of the European Commission to the importance of increasing the capacity of charging stations beyond the rate of sales of zero-emission vehicles, since the availability of infrastructure is a determining factor in the purchase of electric vehicles;

13. Welcomes the announcements of the green mobility package, in particular the emphasis on rail and modal shift to rail;

14. Calls for a more rigorous steering and monitoring of European mega-projects within the framework of the European transport network, both financially and environmentally;

15. Calls for clarification and detailing of the investments needed to maintain and develop rail infrastructure in Europe;

16. Calls for the establishment of a trajectory for the investments needed to achieve its ambitious goals;

17. Suggests that citizens should be better informed and made aware of the environmental cost of their mobility choices;

18. Stresses the need to support the development of a new generation of biofuels that limit indirect land use change;

19. Suggests adopting a restrictive definition of biofuels eligible for EU support, namely last generation biofuels;

20. Supports the progressive obligation to include sustainable and innovative biofuels, known as “SAF” [*Sustainable Aviation Fuel*], in aircraft, as proposed within the framework of the “fit for 55” package, and suggests financial support for the start-up of a dedicated industrial sector.

Paris, 9 March 2022.

President,

Signed: RICHARD FERRAND



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