



EUROPEAN COMMISSION

Brussels, 18.08.2021
C(2021) 6164 final

Dear Speaker,

The Commission would like to thank the Riksdag for its Opinion on the Communication to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions — Sustainable and Smart Mobility Strategy – putting European transport on track for the future {COM(2020) 789 final}.

The Commission welcomes the overall support from the Riksdag for the Sustainable and Smart Mobility strategy. The success of this strategy depends on the joint collaboration of all relevant actors across levels of governance in the Union.

The Riksdag stresses that several different initiatives and a combination of policy instruments are required to reduce the climate impact of transportation, for example more efficient transport and a transition to renewable fuels, as well as taking advantage of the opportunities of new technologies.

The Commission agrees that a combination of policy instruments is needed to make transport more sustainable. The European Green Deal calls for a 90% reduction in greenhouse gas emissions from transport, in order for the EU to become a climate-neutral economy by 2050, while also working towards a zero-pollution ambition. To achieve this systemic change, we need to (1) make all transport modes more sustainable, (2) make sustainable alternatives widely available in a multimodal transport system and (3) put in place the right incentives to drive the transition. These are the three pillars of our future actions.

This implies that all policy levers must be pulled: (1) measures to significantly reduce the current dependence on fossil fuels (by replacing existing fleets with low- and zero-emission vehicles and boosting the use of renewable and low-carbon fuels); (2) decisive action to shift more activity towards more sustainable transport modes (notably increasing the number of passengers travelling by rail and commuting by public transport and active modes, as well as shifting a substantial amount of freight onto rail, inland waterways, and short sea shipping); and (3) internalisation of external

*Mr Andreas Norlén
Speaker of the Riksdag
SE – 100 12 STOCKHOLM*

costs (by implementing the ‘polluter pays’ and ‘user pays’ principles, in particular through carbon pricing and infrastructure charging mechanisms).

The Riksdag further highlights the fact that Sweden and the EU should have a robust, environmentally sound and reliable transport infrastructure with a high level of transport safety and which is well equipped to deal with both expected and unexpected incidents and disturbances.

The Strategy announces the revision of the TEN-T regulation for 2021. New developments, in particular in the field of greening of transport and digitalisation, require some adaptations of the regulation. We need for instance to enable automation and we must provide for future-oriented technological solutions, which we know are coming. We also need to integrate alternative fuel infrastructure as a mandatory TEN-T requirement, building on the provisions in the review of Directive 2012/34/EU (the Alternative Fuels Infrastructure Directive). The new Alternative Fuels Infrastructure Regulation (AFIR) will require Member States to expand charging capacity in line with zero-emission car sales, and to install charging and fuelling points at regular intervals on major highways (every 60 kilometres for electric charging and every 150 kilometres for hydrogen refuelling). These targets will participate to the overall objective to reduce the emissions of new cars by 55% from 2030 and 100% from 2035 compared to 2021 levels. Other elements, which will be closely looked at in the revision process are urban nodes, military mobility, innovation, safety, resilience and of course the governance structures including the core network corridors and the European Coordinators.

As part of the Fit for 55 package recently adopted by the Commission, AFIR will also require that aircraft and ships have access to clean electricity supply in major ports and airports. Hence, the ReFuelEU Aviation initiative will oblige fuel suppliers to blend increasing levels of sustainable aviation fuels in jet fuel taken on-board at EU airports, including synthetic low carbon fuels, known as e-fuels. Similarly, the FuelEU Maritime initiative will stimulate the uptake of sustainable maritime fuels and zero-emission technologies by setting a maximum limit on the greenhouse gas content of energy used by ships calling at European ports.

The Riksdag also stresses how important it is that the transport system pays due regard to gender equality and that it is accessible to people with functional disabilities.

In its Sustainable and Smart Mobility strategy, the Commission commits to increase the attractiveness of the transport sector through a number of actions, which will help address the issue of an ageing workforce and to ensure more diverse workplaces. The “Women in Transport – Platform for Change”, for instance, allows transport stakeholders to exchange good practice and to promote transport professions to women. In addition, the Commission has launched a range of studies to collect good practices together with advice and practical tips for stakeholders at government and industry level on how to implement these good practices.

The Commission is also committed to duly apply equality mainstreaming to its transport related policy initiatives. Any future proposal for transport will be compliant with the Commission's Gender Equality Strategy¹ and Disability Strategy².

Lastly, the Commission agrees with the Riksdag on the importance of thorough impact assessments of initiatives at EU level and of well justifying draft legislative acts with regard to the principles of subsidiarity and proportionality. It will implement the Strategy and its accompanying action plan in line with its Better Regulation requirements.

The Commission hopes that the clarifications provided in this reply address the issues raised by the Riksdag and looks forward to continuing the political dialogue in the future.

Yours faithfully,

*Janusz Wojciechowski
Member of the Commission*

¹ COM(2020) 152 final, "A Union of Equality: Gender Equality Strategy 2020-2025"

² COM(2021) 101 final, Union of Equality: Strategy for the Rights of Persons with Disabilities 2021-2030