

# Action Plan [[1]](#footnote-2)

| **SUSTAINABLE MOBILITY** | |
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| Flagship 1 - Boosting uptake of zero-emission vehicles, renewable & low-carbon fuels and related infrastructure | |
| Revision of the recast Renewable Energy Directive | 2021 |
| Adopt relevant implementing legislation under the recast Renewable Energy Directive setting out methodologies for measuring GHG emissions savings and promotion of renewable and low-carbon fuels | 2021 |
| Revision of the CO2 emission performance standards for cars and vans, for lorries and put in place CO2 emission performance standards for buses | 2021-2022 |
| Revision of the Weights and Dimensions Directive | 2022 |
| Explore the benefits of retrofitting and renewal schemes in various transport modes | 2021 |
| Propose post-Euro 6/VI emission standards for cars, vans, lorries and buses | 2021 |
| Improve emissions testing in roadworthiness checks | 2023 |
| Develop coherent rules for environmental, energy and safety performance of tyres | 2023 |
| Foster development of energy efficiency and alternative fuel measures at IMO | 2021 |
| Revision of the Alternative Fuels Infrastructure Directive[[2]](#footnote-3) and a roll-out plan with funding opportunities and requirements | 2021 |
| Revision of the Energy Performance of Buildings Directive including enhanced provisions on charging infrastructure for e-mobility | 2021 |
| Flagship 2 - Creating zero-emission airports and ports | |
| Launch FuelEU Maritime – Green European Maritime Space[[3]](#footnote-4) and ReFuelEU Aviation – Sustainable Aviation Fuels | 2021 |
| Consider to establish the Renewable and Low-Carbon Fuels Value Chain Alliance[[4]](#footnote-5) | 2021 |
| Revision of the Ship-source pollution Directive | 2022 |
| Revision of the EU Ship Recycling Regulation[[5]](#footnote-6) | 2023 |
| Revision of the Airport Slots Regulation[[6]](#footnote-7) and the Airport Charges Directive[[7]](#footnote-8) | 2021-2022 |
| Establish sustainable taxonomy criteria for all modes[[8]](#footnote-9) | 2021 |
| Flagship 3 - Making interurban and urban mobility more sustainable and healthy | |
| EU 2021 Rail Corridor Initiative - Action Plan to boost passenger rail transport | 2021 |
| Put in place measures to better manage and coordinate international rail traffic, including if necessary through revised rules for capacity allocation andinfrastructure charging in rail[[9]](#footnote-10) | 2022 |
| Revision of the Urban Mobility Package of 2013 | 2021 |
| Zero pollution action plan for air, water and soil; revision of air quality standards and reduction of noise pollution | 2021; 2022 |
| Issue guidelines to support the safe use of micromobility devices | 2021 |
| Assess the need for measures to ensure a level playing field for local, on-demand passenger transport and ride-hailing platforms | 2022 |
| Flagship 4 - Greening freight transport | |
| EU 2021 Rail Corridor Initiative - Revise the Rail Freight Corridor Regulation | 2021 |
| Review of the regulatory framework for intermodal transport, including the Combined Transport Directive | 2022 |
| Launch NAIADES III to exploit the untapped potential of inland waterways transport | 2021 |
| Enable B2A multimodal data exchange through implementation of the e-FTI Regulation and Maritime Single Window environment | 2025 |
| Issue guidelines for operators and platforms on informing users about the carbon footprint of their deliveries and on offering sustainable delivery choices[[10]](#footnote-11) | 2023 |
| Flagship 5 - Pricing carbon and providing better incentives for users | |
| Revision of the EU Emissions Trading System (ETS), with respect to maritime transport; aviation; and CORSIA[[11]](#footnote-12) | 2021 |
| Revision of the Energy Taxation Directive[[12]](#footnote-13) | 2021 |
| Review VAT exemptions for international passenger transport | 2022 |
| Put forward market-based measures for shipping at IMO | 2022 |
| Establish EU framework for harmonised measurement of transport and logistics emissions | 2022 |
| Issue guidelines for operators and platforms to inform passengers about the carbon footprint of their trip and to enable passengers to voluntarily offset it, and for wider use of eco-routing for (in-built) navigation software | 2023 |
| Development of an environmental label programme for aviation by EASA | 2022 |
| **SMART MOBILITY** | |
| Flagship 6 - Making connected and automated multimodal mobility a reality | |
| Revise Delegated Regulation 2015/962 on real time traffic information services to extend geographical coverage and datasets; revise Delegated Regulation 2017/1926 on multimodal travel information services to include mandatory accessibility of new dynamic datasets | 2021; 2022 |
| Assess the need for regulatory action on rights and duties of multimodal digital service providers and issue a recommendation to ensure public service contracts do not hamper data sharing and support the development of multimodal ticketing services, together with an initiative on ticketing, including rail ticketing | 2022 |
| Revision of the Directive on Intelligent Transport Systems, including a multimodal ticketing initiative | 2021 |
| Complete the EU legal framework on the approval of automated vehicles | 2021 |
| Assess the need for an agency or other body to support safe, smart and sustainable road transport operations[[13]](#footnote-14) | 2022 |
| Adopt the implementing legislation for the approval of connected and automated vehicles | 2021 |
| Adopt railway technical standards and specifications package on ERTMS/Control-Command and Signalling (CCS); and develop mandatory deployment plans for automatic train operation, automated traffic management and advanced CCS | 2022 |
| Revision of the Directive on Harmonised River Information Services | 2022 |
| Propose measures on electronic documents for inland crew and vessels | 2021 |
| Flagship 7 - Innovation, data and AI for smart mobility | |
| Develop/renew R&I partnerships: Connected, cooperative and automated mobility; Shift2Rail; SESAR; Waterborne; Clean Aviation; Clean Hydrogen Partnership; Smart Networks and Services; AI, Data and Robotics; and Key Digital Technologies. | 2020-2021 |
| Further develop the regulatory framework for drones and unmanned aircraft, including U-Space; adopt a Drone Strategy 2.0 | 2021-2023; 2022 |
| Assess the need for regulatory actions to ensure safety and security of new entrants and new technologies, such as hyperloop | 2021 |
| Set up a high-level group (‘New Mobility Tech Group’) as a first step toward the development of a coherent EU approach and a set of recommendations on facilitating testing and trials of emerging mobility technologies and solutions in the EU (‘European Mobility Test Beds’) | 2022 |
| Develop a common European mobility data space and establish a stronger coordination mechanism for the national access points established under the ITS Directive | 2021 |
| Set out an AI roadmap for mobility | 2021 |
| Review the regulatory framework for interoperable data sharing in rail transport (ERTMS, rail telematics applications) | 2022 |
| Review the current EU type approval legislation to facilitate car data-based services including interaction with energy system | 2021 |
| Propose a new regulatory framework to open up access to car data to mobility services | 2021 |
| Propose rules on a trusted environment for corridor data exchange to support collaborative logistics | 2022 |
| **RESILIENT MOBILITY** | |
| Flagship 8 - Reinforcing the single market | |
| Revision of the Regulation on the Trans-European Transport Network (TEN-T)[[14]](#footnote-15) | 2021 |
| Assess the impacts of the COVID-19 pandemic on connectivity and competition in the market, and propose follow-up measures as appropriate | 2021-22 |
| Review the transport relevant State aid rules | 2023 |
| Prepare crisis contingency plan(s) for the transport sector, including health-safety and operational measures and setting out essential transport services | 2021-2023 |
| Revision of the Air Services Regulation | 2021-22 |
| Propose measures to encourage cross-border car rentals | 2022 |
| Guidance on climate proofing of transport infrastructure, networks and systems | 2021 |
| Flagship 9 - Making mobility fair and just for all | |
| Review of the interpretative guidelines on the Land PSO Regulation; revise rules on air PSOs; and provide guidance on freight PSOs | 2021; 2022; 2023 |
| Review of the passenger rights regulatory framework, including to ensure its resilience to extensive travel disruptions, and including options for multimodal tickets[[15]](#footnote-16) | 2021-2022 |
| Assess the options and propose, if appropriate, an adequate financial protection scheme to protect passengers against the risk of a liquidity crisis or an insolvency regarding the reimbursement of tickets and if needed their repatriation. | 2021-2022 |
| Revision of the Code of Conduct for computerised reservation systems | 2021-2022 |
| Assess the need for a proposal to require efficient exchange of odometer readings across the EU | 2021 |
| Revision of the Directive on the certification of train drivers | 2022 |
| Launch initiatives to enhance living and working conditions for seafarers (including the revision of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers at the IMO) | 2021 |
| Issue recommendations for the transition to automation and digitalisation and their impact on the transport workforce | 2023 |
| Launch initiatives to increase the attractiveness of the transport sector | 2021-2023 |
| Flagship 10 - Enhancing transport safety and security | |
| Revision of the Directive on cross-border enforcement of traffic rules | 2021-2022 |
| Revision of the Driving Licence Directive to address technological innovation[[16]](#footnote-17), including digital driving licences | 2022 |
| Consider new guidance on issues such as the maximum permitted blood alcohol content for drivers of motorised vehicles and on the use of alcohol interlocks | 2022 |
| Assess the need to propose rules for auditing, inspecting and reporting on infrastructure quality for bridges or other sensitive infrastructure | 2023 |
| Adapt the eCall legal framework to new telecommunication technologies; consider the extension of eCall to powered two wheelers, trucks, buses and agricultural tractors | 2021; 2022 |
| Revision of the maritime safety framework (Directives on flag state responsibilities, port state control and accident investigation) | 2021 |
| Revise the mandate of the European Maritime Safety Agency | 2022 |
| Propose EU manning requirements for inland navigation | 2023-2024 |
| Consider setting up an EU rapid alert mechanism for security, including cyber threats | 2022 |
| Explore the need to adapt existing rules to address cyber risks and insider threats, in line of the toolbox on 5G cybersecurity | 2022 |
| Improve security for passenger rail travel by implementing the results of the action plan on rail security and the Rail Passenger Security Platform | 2022 |
| Establish a scheme under the cybersecurity certification framework for automated vehicles | 2023 |

1. Unless otherwise indicated, the Action Plan lists Commission initiatives. [↑](#footnote-ref-2)
2. This action has relevant aspects for flagship 2 in particular. [↑](#footnote-ref-3)
3. This action has relevant aspects for flagship 1 in particular. [↑](#footnote-ref-4)
4. This action has relevant aspects for flagship 1 in particular. [↑](#footnote-ref-5)
5. This action has relevant aspects for flagship 10 in particular. [↑](#footnote-ref-6)
6. This action has relevant aspects for flagship 5 in particular. [↑](#footnote-ref-7)
7. This action has relevant aspects for flagship 5 in particular. [↑](#footnote-ref-8)
8. This action has relevant aspects for flagship 1 in particular. [↑](#footnote-ref-9)
9. This action has relevant aspects for flagship 4 in particular. [↑](#footnote-ref-10)
10. This action has relevant aspects for flagship 5 in particular. [↑](#footnote-ref-11)
11. The action has relevant aspects for flagship 1-4 in particular. [↑](#footnote-ref-12)
12. The action has relevant aspects for flagship 1-4 in particular. [↑](#footnote-ref-13)
13. This action has relevant aspects for flagship 10 in particular. [↑](#footnote-ref-14)
14. This action has relevant aspects for flagships 1-4 in particular. [↑](#footnote-ref-15)
15. This action has relevant aspects for flagship 6 in particular. [↑](#footnote-ref-16)
16. This action has relevant aspects for flagship 6 in particular. [↑](#footnote-ref-17)