**Transport report to BSSSC Board meeting 29 September 2020**

**Recent EU transport policy developments**

Preparation of new strategy for Sustainable and Smart Mobility

The European Commission is in the process of preparing a strategy for Sustainable and Smart Mobility. While taking into consideration the impact of the COVID-19 pandemic on the transport sector, the strategy aims to set a pathway for the sector towards the sustainable and digital transitions, building a resilient and crisis-proof transport system for generations to come and delivering on the ambition set out in the European Green Deal and Europe Fit for the Digital Age Communications.

The Commission has launched a public consultation as a basis for drafting the strategy which is closing on 23 September. The consultation 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.

Updated version of the Detailed Implementation Plan (DiP) for Motorways of the Sea (MoS)

The European Coordinator has drafted an updated version of the DiP for MoS which is highlighting the following new features:

* Focus on decarbonisation of the maritime sector
* Further exploration of shore-side power supply
* Emphasis on climate adaptation
* Developing hinterland and last mile connections
* Removal of persistent bottlenecks in the loading operations
* Supporting connectivity and territorial cohesion by taking into account the needs and characteristics of peripheral regions, outermost regions and islands
* Supporting the development of MoS links with third countries / neighbouring countries
* Pursuing the interoperability
* Integration of new technologies and digitised processes.

FuelEUMaritime initiative

The FuelEuMaritime has been announced as a legislative initiative in the context of the 2020 Commission Work Programme as part of the Green Deal. The initiative is also an element of the upcoming “Strategy for a Sustainable and Smart Mobility”.

The initiative aims at ramping-up the production, deployment and uptake of sustainable alternative marine fuels, and regulate access of the most polluting ships to EU ports and obliging docked ships to drastically reduce their emissions.

Draft report on the revision of the Trans-European Transport Network (TEN-T) guidelines (2019/2192(INI)) from the EP Committee on Transport and Tourism. Rapporteur: Jens Gieseke

The legislative proposal for a revision of the TEN-T Regulation is expected by June 2021.

MEP Jens Gieseke from the TRAN Committee has issued a so called Own Initiative Report on the TEN-T revision which was published in the beginning of August.

Main messages of the report:

* The added value of the multimodal core network corridors and the importance of their timely completion. Is deeply concerned about delays to cross-border projects.
* Streamlining administrative and judicial processes and increasing the digitalisation are important steps that need to be undertaken by Member States in order to speed up the completion process of transport infrastructure.
* Focus on the interconnection between the core and comprehensive networks in rural, peripheral and outermost regions and island.
* No major changes to the maps should be made. That the existing legislation does not need to be revolutionised. Especially, the design of core network should only undergo small changes in order to not endanger the timely completion of it by 2030.
* The adjustments listed in Part III of the Annex of the revision of the CEF 1 should be replicated in the new TEN-T maps.
* Prioritise under the TEN-T the full deployment of alternative fuels for all modes of transport. A key change to the new TEN-T needs to be the integration of alternative fuel infrastructure.
* Innovation and digitalisation play a key role in making transport safer and decarbonising it; Support for digitalisation and innovation of all modes of transport needs to be at the heart of the upcoming TEN-T. The revision of the TEN-T should also take into account smart and autonomous mobility.
* it is essential that all relevant EU funds (CEF, InvestEU, the European structural and investment funds, Horizon Europe etc.) and European Investment Bank lending are tailored to the specific needs of the transport sector and that the Member States commit themselves to proper funding; also facilitate for and exploit synergies between different funds.
* Strengthen its oversight of the implementation of the TEN-T by reinforcing relevant instruments and the role of the European coordinators in the governance of the corridors.
* Highlights the strategic value for the EU of maintaining close transport links with third countries. Pay special attention to monitor the impact of the withdrawal of the UK on border regions - in particular, the effects of the withdrawal on the North Sea and Atlantic Regions needs to be taken into account.
* Both the Commission and Member States need to work closely with regions and cities to enhance the last-mile infrastructure, thereby multiplying the user range of the network.
* All modes of transport need to be equally reflected within the new TEN-T. Technological neutrality is important to reduce the overall emissions of the transport sector whilst ensuring the mobility of citizens to affordable prices.
* Rail transport plays a crucial role in decarbonising transport.

The transport team at the CPMR Secretariat has met with the rapporteur for this report, and managed to integrate several key messages in line with adopted CPMR positions. The Secretariat will try to set up a meeting between the rapporteur and representatives of the geographical commissions – incl. the BSC.

The CPMR North Sea Commission Transport group has sent a letter to selected MEPs with comments to the report.

The BSC Transport Working Group will meet online on 27 October.

**Transport in the next Interreg BSR programme**

Green and intelligent transport and mobility is one of seven topics in the proposal for the next BRS programme which has been undergoing a public consultation. The topic could include actions in relation to:

* Renewable fuels and e-mobility
* Common standards for harmonisation of transport systems to ensure compatibility of green solutions along transport corridors and borders
* Multimodal transport as an integrated service using digital tools
* Urban and regional transport and spatial planning adapting to vehicle and service innovation (e.g. autonomous and shared mobility solutions)
* Testing and applying digital solutions for regulating transport flows and optimising public transport lines