



27 April 2021

The road to sustainable, smart and socially just mobility

Mobility is an essential part of everyday day life and affects the wellbeing of European citizens. Alongside with transport, mobility is the backbone of the well-functioning of the EU internal market, fair competition and of utmost importance for European socioeconomic and territorial cohesion, as well as for ensuring accessibility and connectivity of all regions of the EU. It concerns all of us and we therefore have a responsibility to make sure that sustainable, high-quality transport is available all across the EU with no one left behind. This requires that all transport policies take into account different social dimensions of underrepresentation, such as age, gender, socio-economic status or background, health, (dis)ability status, language barrier, employment situation or the region we live in.

At the same time, mobility has a significant ecological footprint, being responsible for over 27% of all greenhouse gas emissions in the EU. While the EUs overall emissions decreased between 1990 and 2019, transport in the only sector whose emissions increased. Moreover, mobility is a major contributor to air pollution by emitting particulate matters and numbers. As outlined in the European Commissions' Green Deal, the sector needs to cut 90% of its emissions by 2050 and is therefore key for the EU to achieve climate neutrality in 2050 as set out in the European Climate Law. Moreover, the sector needs to undergo a thorough digitalisation process on all levels to embrace the future, which will lead to profound changes in the sector and ensure competitiveness and efficiency, while also providing new opportunities.

The S&D Group therefore welcomes the “**Sustainable and Smart Mobility Strategy**” of the European Commission, aiming to facilitate these processes and ensuring long term resilience and sustainability of the European mobility sector. The strategy has been long awaited and builds an important foundation for the transformation process. However, **we as S&D think it is necessary to go a step further**. In order to ensure that the targets and the transformation are truly realised, the Commission must adopt measures and back targeted investments to address both the green and the digital transition and accelerate the shift to sustainable and smart mobility in line with the goals of the Green Deal. Furthermore, a robust financial framework building on public-private cooperation is also needed to leverage the synergies between private capital and expertise and public securities and experience. This has to go hand in hand with promoting higher social standards in the sector, including upskilling and reskilling and professional training of workers as well as supporting the regions and communities most affected, in order to not widen the gap between developed and less developed economies. We recall that transport is the most unequal and carbon intensive category of overall household consumption. Hence, we regret that the Commission has neglected the social dimension of the transformation, which in our view is essential in order to make the sustainable and digital transformation of mobility truly work for all people. Furthermore, real accessibility, affordability, safety and inclusion of everyone needs a more comprehensive approach as taken in the strategy, factoring in specific needs and

requirements of all persons and all regions. Moreover, the Commission should ensure that EU legislation work together with local, regional and national initiatives.

We as S&D believe the transition to sustainable and smart mobility needs to be **just, inclusive and non-discriminatory** and therefore call for:

- a **determined and clear social agenda**, which takes into account the **regional dimension**, to accompany the transition process;
- **higher ambition in the specific proposals** planned for the transport sector to achieve the Green Deal targets, **followed by a robust financial framework**;
- a more **holistic vision in digitalising the transport sector**, taking into account the interlinkage between digital, environmental and social aspects.

I. sustainable mobility

We warmly welcome the Commissions' ambition to reduce the current dependence on fossil fuels in order to achieve the zero-emissions goal in the transport sector. For the EU to realise this shift, it is important that European subsidies are reserved for future-proof sustainable technologies and that all subsidies to fossil fuels are phased out by 2022. We also support the Commissions aim to achieve an overall shift towards the broad use of sustainable transport modes and agree that the internalisation of external costs for all modes of transport plays a decisive role in making the mobility strategy work. We encourage the Commission to support investment into sustainable transport infrastructures, such as rail and strongly believe that such factoring of external costs will contribute to creating a level playing field between the different modes (especially in the hinterland context), which today in practice is not the case.

Furthermore, we appreciate that the Commission has taken a holistic approach on the uptake of zero-emission vehicles, taking into account the entire life-cycle of the vehicle from ethical sourcing of raw materials to the vehicles roadworthiness, broad deployment of alternative fuels and a sustainable way to deal with the vehicle once it is dismantled. Making Europe's transport sector more sustainable and socially inclusive could help us establishing higher global standards and could create vast amounts of jobs all over Europe.

However, we as S&D believe that some concrete measures are lacking. In road transport, the Commission must present a binding roadmap for the full phase out of internal combustion engine cars by 2035 to give the industry clarity, predictability and incentive to transition. We highlight however, that such a phase-out date is only achievable if the broader framework is given. This means binding targets for charging infrastructure for every member state and a continued support for the growth of the European battery cell industry. The transition period requires well-defined goals and concrete measures, inter alia including a fair phasing out of hybrid vehicles, taking into account the social dimension of different Member States. This is crucial to ensure the long-term global competitiveness of the European automotive industry. In the heavy-duty segment, the Commission's approach falls dramatically short, even compared to manufactures estimates. The Commission should thus use the revision of the Type Approval Framework to ensure that Member States are not hindered from speeding up the transition and implement an earlier phase-out date. Any such measures should be assessed taking into account and addressing their industrial, social and occupational consequences, coupled with investment in research and innovation and the right policy incentives, to advance in the deployment of the most sustainable

technologies. This especially relevant for collective public transport and in order for private individuals to be actually able to afford the shift to using electric vehicles.

The automotive industry is experiencing a deep and rapid transformation in Europe driven by the electrification of powertrains, stringent emissions standards, change in mobility patterns, increased external competition and the intensification of automation in production procedures.. We as S&D, therefore urge the European Commission to stimulate a sectoral dialogue with social partners and propose to adopt a “Just transition framework for the automotive sector” to anticipate the change ahead and support regions and Member States to cope with the related social and employment challenges.

We also underline the need to make all mode of transports sustainable and welcome in this regard the announced proposals on sustainable fuels for aviation and maritime. However, we underline that any use of biofuels needs to meet EUs sustainability criteria on a life-cycle basis and be in line with the Commissions’ hydrogen strategy. In this transition, we ask for a special attention for regions where maritime and aviation are the only mean of connection to the continental platform and a necessity for the daily lives of their residents, such as islands as well as peripheral and outermost regions. We underline the important role of cohesion policy in improving the EU internal and cross-border mobility, in particular in the less developed regions.

We as S&D emphasize the importance of finding, using and investing in future-proof zero-emission fuels and technologies that do not create lock-in effects, while taking into account the availability and maturity of the existing technologies. We highlight the role that power-to-x can play in bringing down the cost of e-fuels and thus driving uptake. However, sustainable alternative fuels cannot transform the transport sector alone and the Commission must therefore ensure an ambitious revision of the Energy Taxation Directive in order to internalise the negative externalities of aviation in line with the polluter pays principle. The Commission needs to align the taxation of energy products and electricity with the EUs’ environmental and climate policies through the revision of the Energy Taxation Directive and to provide framework for minimum tax rates that differentiate fuels according to their climate performance with relevance for greenhouse gas emission reduction in the transport sector. We support the Commission’s plans to extend the ETS regulation to the maritime sector and reduce free allocations in the aviation sector but emphasise that this extension cannot stand alone and must be complemented by rigorous standards. We highlight that the extension must ensure a level playing field, be flag neutral, avoid carbon leakage and not punish first movers. The EU should continue its active role at the IMO and work towards global sustainability solutions but ensure that the IMO does not become an excuse inaction or delayed action at EU level. The S&D group regrets that the Commission considers extending the ETS to road transport, as efficient EU legislation is already in place aiming to reduce emissions from the sector.

We believe that upcoming revision of the TEN-T regulation will be key to support the transition towards smart, sustainable, efficient and safe mobility and further advance in the realisation of the Single European Transport Area. The revision will be an importance change to make the network more resilient, increase multimodality and interoperability, complete cross-border sections, eliminate bottlenecks and missing links as well as accelerate the deployment of alternative fuels for transport thorough the TEN-T network.

As S&D, we agree with the Commission that sustainable alternatives need to be more widely available and support the ambition to boost the uptake of rail services for longer distances and night trains, the expansion of rail infrastructure, the completion of mission links, the further

digitalisation of rail as well as the goal to make urban and interurban as well as rural transport more sustainable. This applies also to travel in the context of tourism. However, more ambition is necessary to increase the transport share of rail, short sea shipping and inland waterways as a substitute to road transport. Moreover, for consumer behaviour to shift on the long-term to sustainable, multimodal modes of transport, these forms of transport have to be attractive - thus affordable, reliable and accessible as well as with increased connectivity within and between cities as well as regions. Consumers need to have the possibility to make carbon-neutral choices for scheduled collective travel below 1000 km within the EU, especially in order to replace short-distance flights in Europe. This requires a well functioning ticketing system, which allows consumers to book and reserve a journey involving multiple operators, including cross-border connections, and different means of transport. We encourage a closer cooperation between airlines and railway companies, especially for short-haul routes. Travel, including touristic travel, should be developed in a manner that encourages the use of the most sustainable means of transport both for the journey to the travel destination as well as for transport used at the destination itself.

While the Commission recognises the need to transform the corresponding legal framework, concrete proposals or targets in this respect are missing., consumers must have the possibility to make informed choices, compare prices and be made aware of their rights as consumers and passengers. Also in this respect, concrete proposals are missing in the Commissions' strategy. We as S&D believe that it is important to assess the effect of the desired shift to consumers economic situation - sustainable and smart mobility choices must be accessible, affordable and fair, including people with lower incomes as well as people living in outermost regions, islands and rural or peripheral areas.

We believe the Commission must focus on affordable and reliable public transport as well as prioritising walking and cycling, including e-bikes, when revising the Urban Mobility Package and ensure that shared transport and Mobility as a Service solutions do not compete with active transport. We believe that Europe needs to start considering public spaces as a common good, particularly in European cities, especially in the context of design and urban planning. That could help change use of public space from mainly private cars to a common good for citizens. In this regard, not only road safety and reduced sound levels play an important role in improving the quality of life for citizens, but also demand management is essential. Inadequately planned cities, urban areas as well as regions generate more mobility demands, which in many cases are inefficient and unnecessary for the proper functioning of urban areas and their mobility.

The Commissions' strategy lays out plans for a substantial shift to rail and waterways, including short sea shipping, for freight transport. As S&D welcome these plans and the concrete targets laid out in the strategy. However, we believe that concrete measures are needed to boost inland navigation and its infrastructure as sustainable mode of transporting freight. We also recall that this shift needs to be done in an environmentally and socially sustainable way and in line with the European Unions other policies, especially the EUs biodiversity strategy and the Natura 2000 network. All planning needs to take an integrated approach, taking into account the complexities of surrounding ecosystems and with involvement and consultation of all relevant stakeholders, including national, regional or local authorities and citizen. We further highlight the importance of integrating circular economy and eco-design in the transport sector. This should be interpreted broadly: not only in terms of material use (for example batteries) but also in how we use space related to transport (for example leisure use of public transport infrastructure). In this respect, we encourage the Commission to think in terms of Products-as-a-Service solutions to improve the availability and lifecycle of strategic raw materials. Moreover, we recall the importance of due

diligence in value chains inside and outside the EU, in line with OECD and UN standards. We also stress the importance of assessing and investing in other collective sustainable passenger transport options, such as buses and coaches, when rail and waterways are not an option due to the orography or the region's geography.

We as S&D further believe that it is important to address the direct relation between mobility and tourism. Member States and citizens need to have a well-developed, smart, safe and sustainable Transeuropean Transport network in order to facilitate mobility, connectivity, and territorial accessibility across the EU, particularly in peripheral regions, islands and outermost regions, in order to promote and boost European and international tourism. Sustainable transport services are key to achieving a more sustainable, resilient and smart tourism sector in line with the goals of the Green Deal. We should invest in having an efficient, safe, multimodal and sustainable collective transport system that contributes positively to the economy connected with tourism, leisure travel and hospitality as it allows sustainable and flexible solutions for mobility all over the EU, helping to preserve natural ecosystems, local, rural, urban and natural environments. Moreover, the relation between sustainable mobility and the new alternative and sustainable trends of tourism such rural tourism, ecotourism and agrotourism tourism should be further explored.

As S&D, our **key demands for the concrete implementation of transition to sustainable mobility** are:

- A clear end date for phasing out combustion engine cars and **clear goals and concrete measures also for the transition period**, which take into account the different social dimension in Member States
- the development of a **binding roadmap for the social, occupational and regional consequences of the shift to sustainable mobility technologies**, including sectoral dialogue in the affected industry branches and measures allowing private individuals to afford the shift, both for their private vehicles and sustainable public transport;
- an **ambitious revision of the Energy Taxation Directive**, which aligns the taxation of energy products and electricity with the EUs' environmental and climate policies;
- **concrete measures to stimulate a shift in consumers' mobility behaviour**, including through-ticketing, multimodal solutions, affordability and a well-functioning transport network within and between cities as well as regions;
- focus on **affordable and reliable public transport in the revision of the Urban Mobility Package**, including treating **public spaces as a common good**;
- **concrete measures to boost inland waterway navigation** as a sustainable mode of transport for freight, in line with the Unions' environmental policies and without neglecting the social dimension for affected regions;
- regulatory and financial support for sustainable industry related to transport, such as clean hydrogen and sustainable battery cell production;

II. Social dimension

The different branches of the mobility sector directly creates jobs for 10 million people within the EU Member States. The green and digital transition will have a massive impact on workers' in the sector, who already now face atypical and precarious working conditions, unfavourable contracts and tough competition both within the EU and on a global level. We welcome the fact that the

Commissions' strategy recognises the importance of the social dimension in the mobility sector and calls for the implementation of the European Pillar of Social rights. Yet, the transition will have other serious social consequences that have to be tackled. This includes the impact of energy taxation on affordability and the direct and indirect effect of higher energy prices on transport, including on mobility and key supply chains, such as food and medicine. Further, there will be an impact on peripheral regions due to increased prices of air and maritime transport, particularly those areas highly dependent on tourism and activities reliant on the mobility of people. We as S&D deplore the fact that the strategy is lacking concrete proposals in regards of the various social consequences. Therefore, we as S&D call on the Commission to grasp this opportunity and to finally tackle the social issues of the mobility sector.

We believe there is an urgent need to adopt a comprehensive Aviation Package tackling the disastrous working conditions that have come to characterise an industry that employs 1.9 million Europeans and supports up to 9 million jobs. Since the liberalisation in the 1990s, we have witnessed a serious deterioration of working conditions as outsourcing has increased, income has become variable and atypical forms of contracts have skyrocketed. EU institutions have repeatedly examined and criticised the precariousness nature of labour in the aviation industry, which affects workers as well as the safety of passengers but have failed to present any targeted legislative action. We call on the Commission to seriously scrutinise the Directive on Temporary Agency Work, in order to limit the widespread use of temporary employment agencies in aviation and to end the misuse of zero-hour contracts and play-to-fly schemes, while ensuring solid working arrangements for temporary agency workers.

In the seafaring sector, concrete initiatives are necessary to improve the working conditions for workers at sea and the workers' possibility to impact the conditions they are working in. The COVID-19 crisis exposed the extreme situation faced by some seafarers and gave weight to the explanation as to why the number of EU seafarers has been steadily decreasing for years. It is high time to revise EU social-specific legislation applicable to seafarers and ensure that they have the same rights and protection as workers on shore. The Commission should explore the option of establishing a European Maritime Space for Socially Sustainable Shipping. As S&D, we also regret that the strategy lacks a mechanism to support and defend the EU's shipbuilding and maritime technology sector - a sector that provided numerous jobs in Europe in the past, but where work has substantially shifted to non-EU countries in recent years. We believe a healthy maritime technology sector will be key in ensuring the sustainability of the shipping sector and contributing to carbon-neutrality in transport. Europe must protect jobs in this sector, which often require highly skilled personnel, still existing in the field by taking action on foreign subsidies and by developing an industrial policy that holistically assess the entire value chain (ex. offshore renewables).

Moreover, we as S&D insist on efficient implementation of existing labour law on the ground and call on the Commission and Member States to ensure that breaches have consequences. The lack of clear rules on applicable labour law for mobile and posted workers remains a persisting issue and we underline that the "equal pay for equal work" - rule needs to be efficiently implemented, regardless of the place of employment. In this context, clarification of the connection between the home base and applicable labour law rule is essential. As S&D we also underline that strengthening social dialogue is key in order to eliminate any form of discrimination and unequal treatment in the transport sector. We also remind the Commission and Member States that decent working conditions play an essential role in transport safety and this needs to be reflected in corresponding legislation.

We stress that the shift to sustainable and smart mobility can create new high-quality jobs, but this potential can only be fully transposed if a specific strategy for re- and upskilling as well as redeployment of workers is developed at EU level. The possible negative consequences for workers of the shift to sustainable and smart mobility have to be mitigated, via inter alia social funding and just transition mechanisms. More urgently, concrete action is needed to end the misuse of bogus self-employed workers on transport platforms and thorough control with the underpinning algorithms.

We as S&D further believe that the Commissions strategy neglects the level of rural areas as mobility goes beyond urban and interurban areas. Rural, mountainous and peripheral areas represent approximately 80% of the territory of the EU. Connectivity and accessibility are of particular importance for the socioeconomic and territorial cohesion, in particular for peripheral, rural, insular and outermost regions, as well as for other disadvantaged geographical areas such as mountainous and depopulated areas. We believe it is essential to avoid different speeds of development across European regions, as that would risk accentuating the already existing economic and digital divide. To this aim, regional networks as well as the quality of transport infrastructures have to be improved to facilitate better connection and accessibility. Frequency transport in rural areas should be increased in order to make it easier for citizens to choose collective sustainable transport services over their individual and private transport. All these measures will also help address demographic challenges, such as depopulation, and will support citizens in accessing both basic public services and other essential ones (i.e. education, healthcare, social security, emergency and transportation services).

Concrete measures to reduce inequality in access to public transport, preserve affordability and enhance social inclusion are in our view key for a successful implementation of the sustainable and smart mobility strategy. We as S&D are convinced that sustainable travel can not be reserved for the privileged, but is a right of all people. Therefore concrete initiatives to promote public transport are needed, including encouraging its use, such as social schemes on public transports' passes. This applies especially for people living outside or in the outskirts of urban areas and to those from low-income households. We also believe that to make the transition socially just, revenues from ETS and ETD should be earmarked to tackle the consequences of the sustainable and smart transition for social and regional cohesion.

We also call on the Commission to actively include Trade Unions and civil society organisation, for instance consumer and passenger organisations, disability rights organisations, organisations representing elderly people and families as well as anti-discrimination organisations, such as anti-racism organisations and LGTBQI and women's rights organisations, in the further steps taken in the framework of the strategy. We believe that legislation should always be developed in close cooperation with workers, consumers and passengers, including people who are underrepresented within these groups, as it will have an impact on their daily lives. Moreover, cooperation and coordination with local and regional administrations is key for the development of inclusive transport policy that takes into account local/regional specificities.

The S&D Group welcomes that the Commission requires all new legislation to comply with the upcoming Disability Strategy. However, we expected accessibility to be broadly mainstreamed throughout all initiatives of the Strategy. It is estimated that there are more than 100 million people with disabilities in Europe and with an aging population, the number will increase in future years. Therefore, concrete legislative initiatives and synergies with existing legislation, such as the accessibility act and web accessibility directive, are necessary to further improve accessibility both when it comes to sustainable mobility and the digitalisation of mobility. Furthermore, for

the European mobility landscape to be truly accessible, we call on the Commission to set concrete aims and deadlines for accessibility targets - as has been done for other parts of the strategy.

Furthermore, we deplore that the COMs' strategy is not concrete enough on the gender perspective. In order for the mobility sector to remain an attractive employer, initiatives and incentives need to be taken to diversify the workforce and in particular attract women and young workers, based on the experiences learnt from the Women in Transport - EU Platform and ILO, among others. Concretely, the Commission should support safe and attractive workplaces in the transport sector where no worker is exposed to violence and harassment and all workers have full access to proper sanitary facilities and can achieve a good work-life balance, including in the upcoming revision of the Health and Safety at Work directive. The need for diversification of the workforce in the mobility sector is closely linked with the persisting gender-gap in STEM careers and studies (Science, Technology, Engineering and Math). We as S&D believe that bridging this gap is beneficial for the sustainability and digitalisation of the transport sector and therefore call on the Commission and Member States to further develop mechanisms to achieve gender balance and to use synergies with other policy fields.

Moreover, we believe the strategy is missing an anti-discrimination perspective. Mobility takes place every day in public spaces, where numerous people in our societies face discrimination on the basis of inter alia their economic resources, their actual or assumed ethnicity, their gender, sexual orientation or religion. We encourage the Commission to streamline the implementation of the strategy with the Commission's Anti-Racism Action Plan and other Union anti-discrimination and equality policies. Mobility spaces need to be and feel safe, affordable and accessible spaces for all people, including those who face obstacles or threads moving through our communities. Therefore we further call on the Commission to include this perspective in the development of the planned European mobility data space, in the collection of disaggregated data and comparable statistics on the needs of all groups, including disadvantaged and underrepresented ones, the development of relevant AI tools as well as the planned digital applications facilitating consumers' mobility.

As S&D, our key demands for a socially just sustainable and smart mobility strategy are:

- a **comprehensive Aviation Package** and **concrete measures for the seafaring sector** to tackle the disastrous working conditions in these two sectors;
- **enhanced efforts in the implementation and application of existing EU labour law** rules in the whole transport sector and **strengthening of social dialogue**;
- a **specific EU strategy for re- and upskilling of workers** and to mitigate the potential negative consequences of the shift to sustainable and smart mobility;
- **inclusion of the rural dimension in the implementation of the strategy** with concrete measures to preserve socioeconomic and territorial cohesion;
- **active inclusion of civil society organisations and trade unions** in the further transposition of the strategy;
- **Concrete measures to reduce inequality in access to public transport and to preserve affordability** in order to ensure that sustainable and smart mobility truly works for all people

III. smart mobility

A shift to sustainable mobility goes hand in hand with the further digitalisation of the mobility sector. Digitalisation can boost multimodality and interoperability between different modes and will accelerate the completion of the Single European Transport Area.

Smart mobility can make both passenger and freight transport more efficient, more user friendly and enhance citizens quality of life. Therefore, we as the S&D group welcome the Commissions' plans for smart mobility as a necessary part of achieving the Green Deal targets in the transport sector and bracing the sector for the future. Furthermore, harmonised European rules for automated and connected driving are important for Europe's industry to be competitive and innovative. Therefore, a patchwork of different rules has to be avoided. We encourage the Commission to holistic and comprehensive solutions that includes the first as well as the last mile and therefore integrates the use of sustainable public transport and private mobility solution. We call on the Commission to support smart cities with, among others, multimodal mobility hubs, park and ride facilities and safe infrastructure for walking and cycling. We encourage the Commission to improve the conditions for Mobility as a Service solutions to flourish across borders. However, it is important to stress that all innovative solutions should be properly integrated into sustainable mass public transport systems to avoid unwanted competition between different modes of transport - for example autonomous self-driving cars and urban light-rail. At the moment, it remains unclear what the viable business models are for MaaS solutions in the context of an integrated public transport system.

We further welcome that the strategy backs ongoing efforts to further roll out the European Traffic Management System (ERTMS), the Single European Sky initiative, train automation and air traffic management. We further encourage the Commission to clearly commit to the Shift2Rail and SESAR joint undertakings as well as development of Vessel Traffic Monitoring and Information Systems. Nevertheless, we believe that any further fundamental changes to the European air traffic management should be based on comprehensive impact assessment and a cost-benefit analysis, taking into account any social effects and member states' sovereignty in the context of the Chicago Convention.

In order to ensure proper implementation and enforcement, we support the Commissions efforts to either establish a European Road Safety Agency or task an existing agency with supporting sustainable, safe and smart road transport. Furthermore, the relevant body should be in charge of ensuring equal implementation and enforcement of transport legislation across Member States in both the green, digital and social space.

We believe that the shift towards sustainable transport also requires sharing of data and proper data-integration between all relevant stakeholders in order to facilitate efficient planning, optimise the supply chain and to allow tangible interoperability between the different modes of transports. The opening of data access should come along with a European standardisation of data and strong cyber-resilience, in order to not expose the transport sector to potential risks. Moreover, for us as S&D, the protection of citizens data and privacy is a key value. Therefore, we remind the Commission that respect for the existing European data protection acquis is essential and its principles have to be horizontally applied when future legislation towards smart mobility

is developed. Moreover, while the use and deployment of AI and big data bears a great potential to develop a smart mobility sector and to make the logistics sector more efficient, as well as improve the organization and management of freight and passenger traffic flows. However, the use of AI must always be human centric and live up to European safety and liability standards. We call on the Commission to ensure that the use of algorithmic decision making in the transport sector will not enable companies to neglect European or national legislation, significantly social and labour legislations. We encourage the Commission to explore whether the system of algorithmic auditing in the Digital Services Act could be extended to companies that employ people through platforms.

The S&D welcomes the Commission's intention to assess the need for measures on digital platforms. We support the need to involve all stakeholders when assessing the disruptive potential, both positive and negative, digital platforms in mobility can have for local populations and businesses. We recall the great opportunity platforms for mobility hold in boosting ride-sharing services and consumer interest, as long as a level playing field is ensured in the market.

While we support the Commission in its goal to achieve paperless mobility for all modes of mobility and for all users, both professional as well as individual drivers and passengers, we need to recognise that not all citizens have the digital literacy to use these tools. Therefore, we call on the Commission to back the development of consumer friendly tools and to support Member States in their efforts to equip citizens with digital skills for all age groups.

As S&D, we are also convinced that achieving the ambitious and necessary transition to sustainable and smart mobility will not be possible without a strong focus on research and innovation. We are at the beginning of the new programming period 2021-2027 and we should seize the opportunities of this planning phase. Horizon Europe and the initiatives under the European Institute of Innovation and Technology provide a good platform to improve current technologies through the collaboration between public institutions, the industry and other stakeholders. The S&D Group aims to make sure that research and innovation, as a public good, will really serve the purpose of sustainability.

Finally, we underline the importance of technological ethics in the digital transition. Affordable and accessible mobility should be guaranteed for everyone at all times, independently from the technology used.

As S&D, our key demands for the transition towards smart mobility are:

- **integration of smart mobility solutions into sustainable mass public transport systems;**
- proper **sharing of data and data-integration** between all relevant stakeholders, underpinned by **strong cyber-resilience**
- **horizontal application of the existing European data protection acquis and its principles** when developing future legislation in the field of smart mobility;
- making **full use the potential of AI** in the transport sector, while ensuring that the use of AI remains **humans centric, respects European safety and liability standards and does not enable neglecting existing legislation;**
- **concrete measures to equip citizens with digital literacy skills;**
- strong focus and investment in **research and innovation**