

The future of transport in the context of the Recovery Plan



See the full study

The study on *The future of transport in the context of the Recovery Plan* is divided into three research themes:

- identifying EU policy priorities for sustainable, smart, and resilient transport;
- assessing National Recovery and Resilience Plans' (NRRPs) impacts on achieving EU transport policy priorities;
- assessing NRRPs' contributions to the Core Network Corridor completion.

The EU's Recovery and Resilience Plan, called Next Generation EU (NGEU), consists of the [Recovery and Resilience Facility](#) (RRF), with a total allocated amount of EUR 723.8 billion, of which EUR 385.8 billion are non-repayable support and EUR 338 billion are loans and several other smaller programmes.

The RRF is implemented based on the National Recovery and Resilience Plans (NRRPs).

Main observations

Based on an analysis of EU policy documents, **29 EU priorities in the field of transport** are identified, which can be divided into:

The study

provides an overview of the Recovery and Resilience Fund's contribution to the achievement of EU policy priorities for the smart and green transition of the transport sector.

- **218 measures** (or 56% of all transport sector measures identified) related to the EU's priorities under the theme of **"sustainable transport"** with the highest number of NRRP measures related to the deployment of alternative fuels in road transport. 21 out of 22 Member States (89 measures in total) focus on the deployment of alternative fuels in road transport.
- **68 measures** related to the EU's priorities under the theme of **"smart transport"** out of which 44% relate to IT projects including software and IT infrastructure development.
- **98 measures** related to the EU's priorities under the theme of **"resilient transport"**. The theme

"resilient transport" is addressed by 21 out of 22 Member States and the majority of measures (75%) are governance related.



Conclusions and policy recommendations

Considering the **EU transport sector objectives**, there are several areas which are **not sufficiently addressed** in the Member States' NRRPs and where further focus and investments are needed:

- The development of the transport network from the European perspective or **cross-border projects**.
- There is a need to better facilitate the **modal shift to rail and waterborne transport** by increasing investments and, where feasible, include a cross-border component.
- **Multi-modal passenger transport** could be increased by contributing to the shift from private cars to public transport.
- **Safety and security measures** are not sufficiently addressed in the NRRPs; therefore, it is recommended to increase the number of measures in this area, especially for those Member States where road fatalities are high.
- **Social aspects**, such as fair, accessible and just mobility and transport sector worker conditions are not sufficiently covered; therefore, it is recommended to include social aspects as a cross-cutting priority for the different transport sector measures.



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- More measures to "**internalise external transport costs**" would help reduce the carbon footprint.

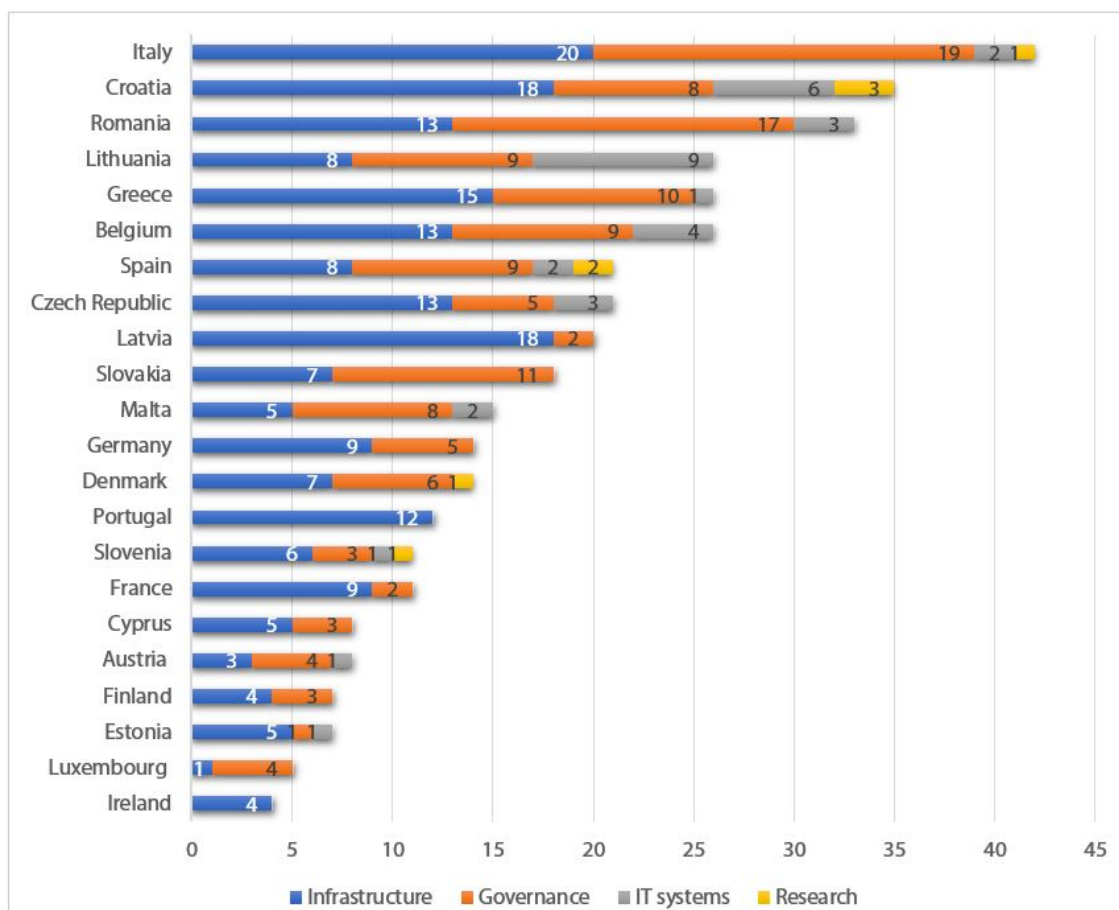
The European database could be further developed to include information in terms of location and nature of the projects and to be used to **monitor the implementation of the NRRPs** on the ground. The database could be used to monitor the project contribution on the achievement of **EU's policy objectives (different fields, including transport)**.

In addition, there are five additional areas which were not prioritised by Member States and need to receive more focus within EU policies, including:

- Improving **energy efficiency** within transport, including improved energy efficiency of road transport.
- **Further developing the public transport system**, including cross-border public transport networks, and linking this with the use of alternative fuels.

- Better **facilitating the modal shift** to rail and waterborne transport.
- Combining implementation measures with support for the **behavioural change of citizens** to more efficiently achieve transport policy objectives, for example by incentivizing the use of alternative fuels by private cars and public transport modes, as well as increasing the utilization of public transport and active mobility modes (e.g. walking/cycling) among citizens.
- More focus placed on ensuring that **project implementation is done effectively**, as well as using a wider range of financial instruments, considering the significant investments needed to achieve the transition to a smarter and greener transport sector.

Number of measures per Member State



Source: Authors' own elaboration

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