



Conférence Européenne
des Directeurs des Routes
Conference of European
Directors of Roads

The road forward: Transport trends, EU perspective



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Brussels



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GOALS OF CEDR FOR THE ROAD AUTHORITIES

- Help NRAs to keep ahead of the curve, anticipate future trends and prepare them to face new challenges,
- Reinforce NRAs role as key providers of efficient and seamless mobility from an end user perspective within the transport system,
- Facilitate and optimise the efficient use of resources, making the best use of existing infrastructures,
- Improve the safety and sustainability of roads, and reduce their environmental impact and carbon footprint.

EU GREEN DEAL FOR 2050



**fresh air, clean water,
healthy soil and
biodiversity**



**renovated, energy
efficient buildings**



**healthy and affordable
food**



more public transport



**cleaner energy and
cutting-edge clean
technological
innovation**



**longer lasting
products that can be
repaired, recycled and
re-used**



**future-proof jobs and
skills training for the
transition**



**globally competitive
and resilient industry**

EU SUSTAINABLE & SMART MOBILITY STRATEGY (SSMS)

1

Sustainable Mobility

90%
reduction

greenhouse gas emissions in transport by 2050



Reducing its dependence on fossil fuels



By 2030, there will be at least 30 million zero-emissions cars and 80 000 zero-emission lorries in operation.



By 2030, there will be at least 100 climate-neutral cities in Europe. Scheduled collective travel under 500 km should be carbon neutral **by 2030** within the EU.



Zero-emission large aircraft will become ready for market **by 2035**.

Making alternative choices available



All large and medium-sized cities put in place their own sustainable urban mobility plans **by 2030**.



Traffic on high-speed rail will double **by 2030**. **By 2050** rail freight traffic will double.



Transport by inland waterways and short sea shipping will increase by 25% **by 2030**.

Pricing to reflect environmental impact



The internalisation of external costs of transport at the latest **by 2050** will ensure that those who use transport will bear the full costs rather than leaving others in our society to meet them.

2

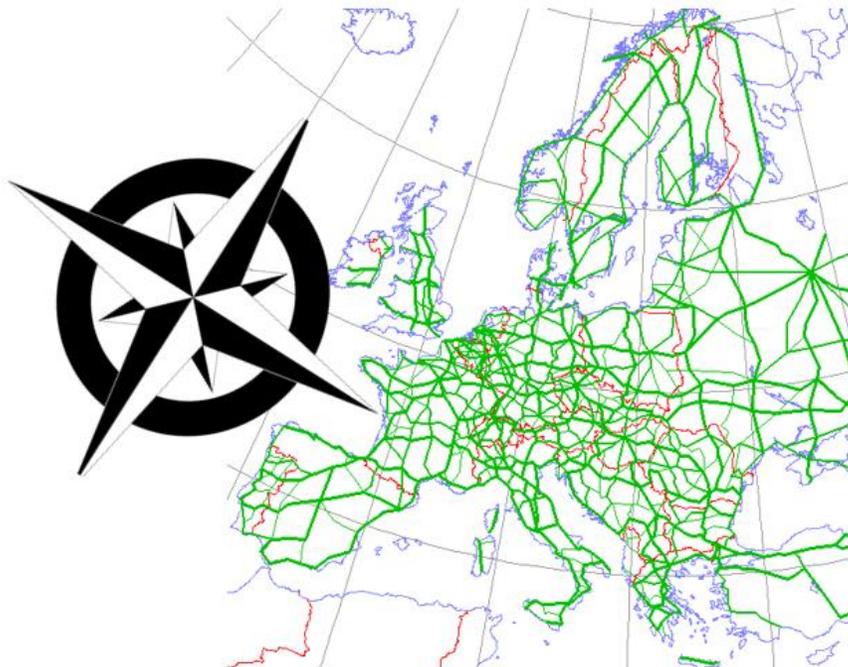
Smart
Mobility

3

Resilient
Mobility

'COMPASS' FOR SUSTAINABLE PAN- EUROPEAN ROAD NETWORK

Opportunity to align the activities of the CEDR NRAs



Reduce duplication
Avoid contradictions
Reduce silo activities
Improve efficiency
Influence EU developments
Improve deployment of findings

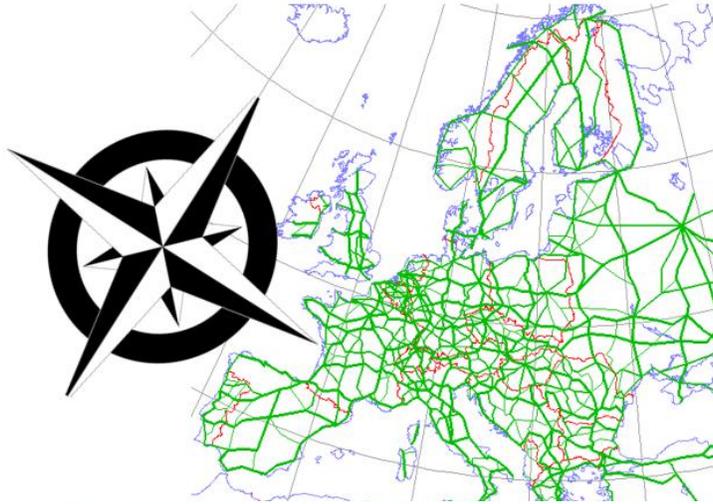
Trans-European Road Network, TEN-T (Roads):
2019 Performance Report



CEDR Working Group 3.5 Performance

October 2020

'COMPASS' FOR SUSTAINABLE PAN-EUROPEAN ROAD NETWORK



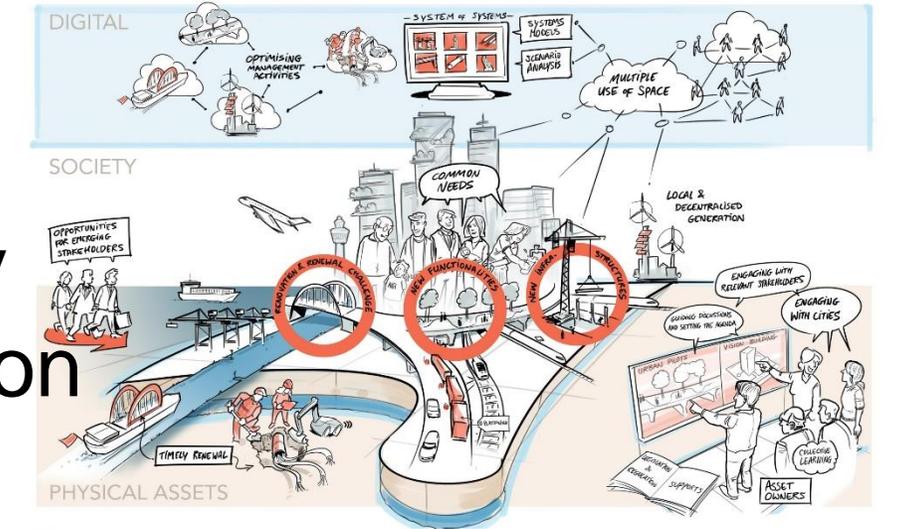
Digitalisation



Urbanisation

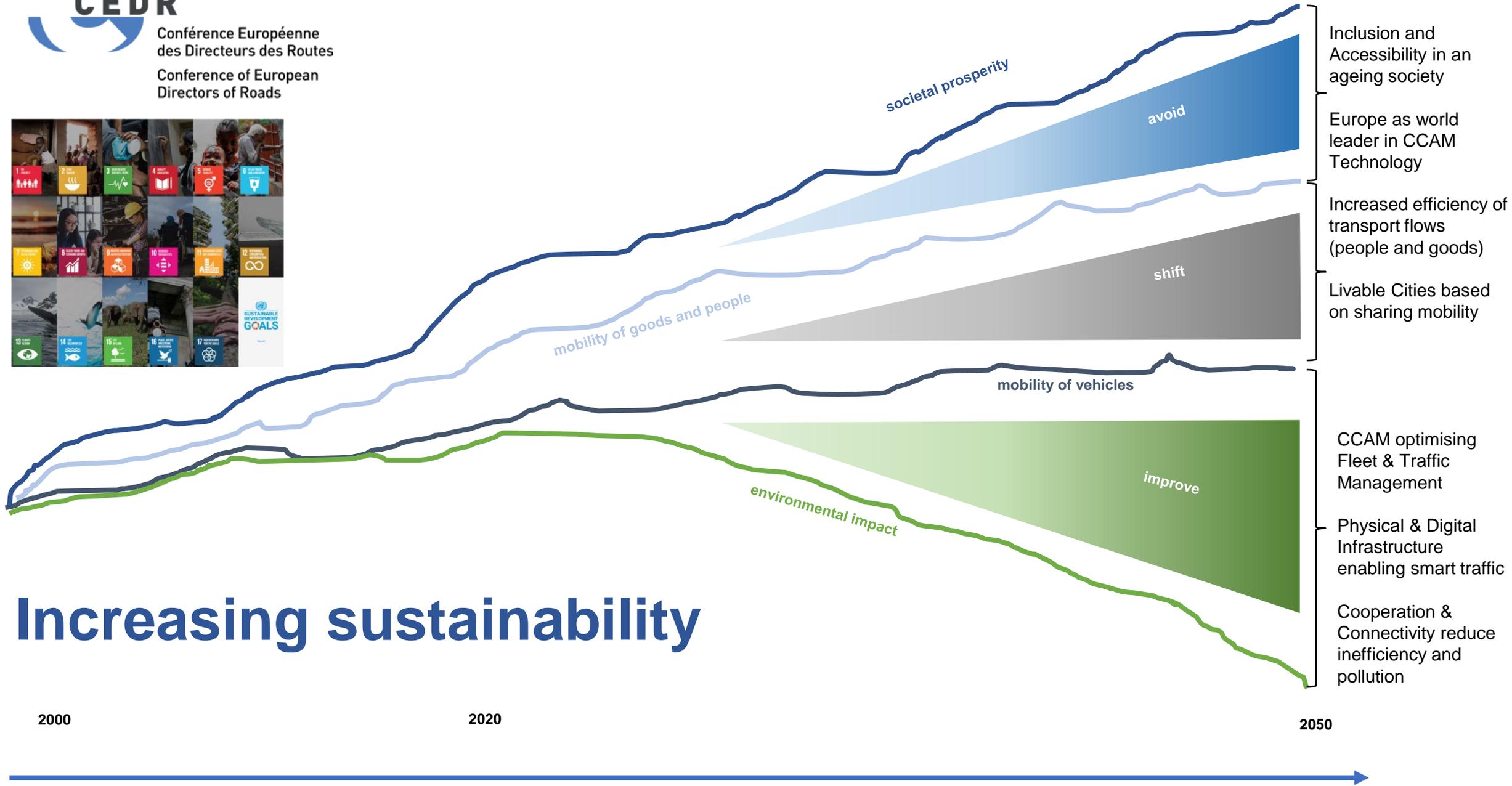


Energy transition





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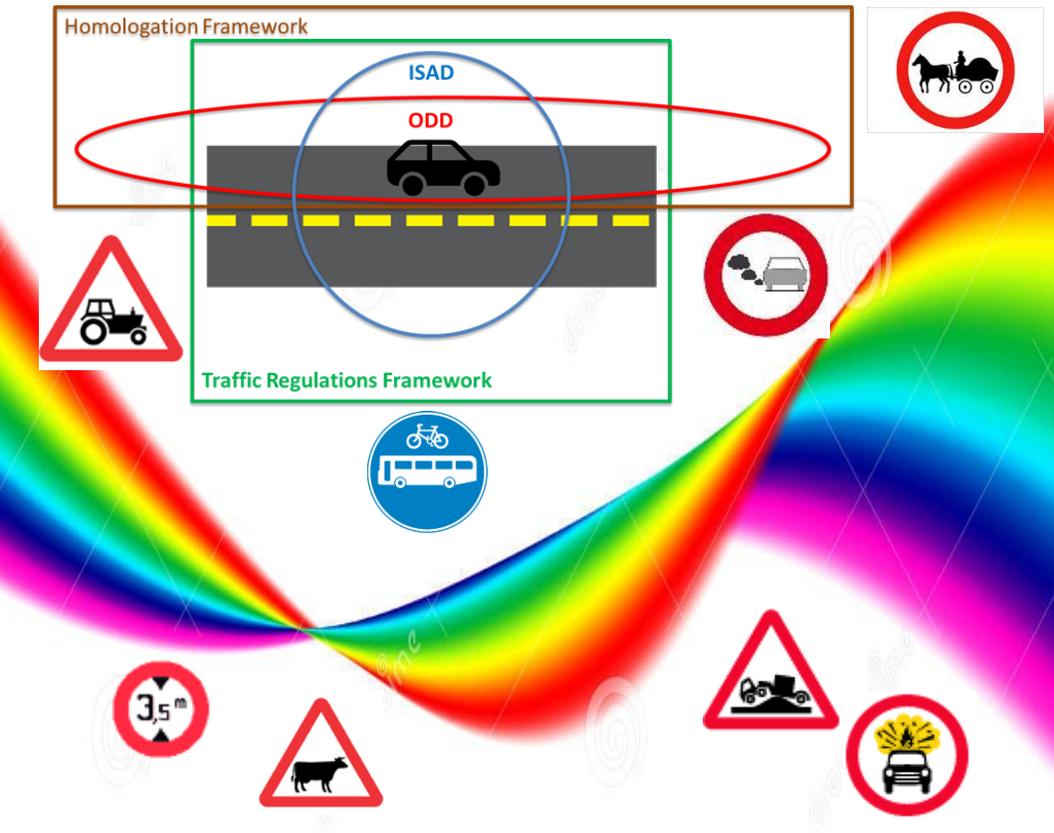
Increasing sustainability

2000

2020

2050

SPECTRUM OF VEHICLE ACCESS PRACTISES



- Level X Automated passenger car, bus and truck
- Zero and low emission vehicles
- Truck weights and dimensions
 - EMS, HCV (eg 25m+)
- Platooning trucks
- Low noise vehicles
- Winter truck restrictions
- Dangerous goods
- Oversized and abnormal loads
- Animal transport

Digitalisation of infrastructure is the basis for all

TRA OBJECTIVES FOR CEDR



I. COMMON STRATEGIC STAKEHOLDER ENGAGEMENT

II. COMMON
INNOVATION
DEVELOPMENT ACTIONS

III. COMMON
TECHNICAL
SPECIFICATIONS AND
PROCEDURES

IV. COMMON SUPPORT
FOR INNOVATION
DEPLOYMENT

V. COMMON PROFESSIONAL COMPETENCE DEVELOPMENT

Dublin 2024

CONCLUSIONS

- Sustainability is increasingly core to all activities
- Digital transition, energy transition and ‘urbanisation’ are three very interconnected elements
 - But the policy drivers for these are not sufficiently connected
- Strengthening stakeholder engagement is important
 - Consistent with the public sector responsibilities of NRAs
 - TRA remains an opportunity
- Recognising the interconnectedness of Europe is important for the national roles of an NRA
 - Skills, legislation and standards, data (benchmarking and performance, wide cooperation is essential both