

**Overview on transport sector goals and measures in the coalition agreement of SPD, FDP and The Greens (German Government inaugurated on Dec 8)**

*compiled and translated by Sebastian Ibold, GIZ, based on [koalitionsvertrag-data.pdf](#)*

<p><b>Infrastructure</b></p>	<ul style="list-style-type: none"> <li>• Strive to invest considerably more in the railways than in the roads in order to prioritise the implementation of projects for a "Deutschlandtakt"</li> <li>• In the case of federal trunk roads, place a stronger focus on maintenance and rehabilitation, with a particular emphasis on engineering structures. To this end, gradually increase the share of maintenance funds until 2025 as the budget grows</li> <li>• Strive for a new infrastructure consensus for federal transport routes. To this end, launch a dialogue process with transport, environmental, economic and consumer protection associations in parallel with the current review of the requirements plan, with the aim of reaching an agreement on the priorities for implementing the current Federal Transport Infrastructure Plan. Until the review of the demand plan, there will be a joint agreement on the current projects</li> <li>• Launch a new Federal Transport Infrastructure and Mobility Plan 2040 on the basis of new criteria</li> <li>• Strive to abolish the coexistence of Autobahn GmbH and Deutsche Einheit Fernstraßenplanungs- und -bau Gesellschaft (DEGES)</li> <li>• Strive to conclude a financing agreement between the federal government and Autobahn GmbH that will run for more than one year</li> <li>• Introduce a CO<sub>2</sub> differentiation of the HGV toll in 2023, include commercial road haulage from 3.5 tonnes and introduce a CO<sub>2</sub> surcharge, on condition that a double burden due to the CO<sub>2</sub> price is excluded. Use the additional revenue for mobility</li> <li>• Strive to reduce noise pollution from traffic, advocate a reduction of wanton noise and ensure more active and passive noise protection. In order to arrive at appropriate noise protection measures, take the entire noise situation into account</li> <li>• Improve the financing of noise remediation programmes for federal trunk roads and railways</li> <li>• Support innovative noise abatement technology, for example for new freight wagons, until it is introduced to the market</li> </ul>
<p><b>Railways</b></p>	<ul style="list-style-type: none"> <li>• Further develop the Rail Transport Master Plan and implement it more quickly</li> <li>• Increase rail freight transport to 25 percent by 2030 and double passenger transport performance</li> <li>• Align the target timetable of a "Deutschlandtakt" and the infrastructure capacity with the above goals</li> <li>• As far as budgetary feasible, the use of rail will become cheaper in order to strengthen the competitiveness of the railways</li> <li>• Connect more main centres to long-distance transport</li> <li>• Secure the implementation of a "Deutschlandtakt" in terms of infrastructure, finance, organisation, railway law and European law</li> <li>• Strive to strengthen cross-border traffic and develop night train services with the EU and its member states</li> <li>• Strive to electrify 75 percent of the rail network and support innovative propulsion technologies by 2030</li> <li>• Prioritise the digitalisation of vehicles and routes</li> <li>• Launch a "Rapid Capacity Expansion" programme, improve accessibility and noise protection, bundle and strengthen station programmes, expand the route</li> </ul>

	<p>network, reactivate routes and avoid closures, and set up a Rail Acceleration Commission</p> <ul style="list-style-type: none"> <li>• Strive to accelerate the introduction of Digital Automatic Coupling, strengthen single wagon transport and provide investment incentives for sidings</li> <li>• In the case of new commercial and industrial areas, rail connections are to be made mandatory</li> <li>• Strive to further promote combined transport terminals, promote the craneability of standard semi-trailers and exempt the inward and outward journeys up to a maximum of 50 kilometres from the HGV toll</li> <li>• Maintain Deutsche Bahn AG as an integrated group, including the group's internal labour market, under public ownership and make the internal structures more efficient and transparent</li> <li>• Merge the infrastructure units (DB Netz, DB Station und Service) of Deutsche Bahn AG within the Group to form a new infrastructure division for the common good. This will be wholly owned by Deutsche Bahn as the overall Group. Profits from the operation of the infrastructure will remain in the new infrastructure unit in future. The railway undertakings will continue to be run on a market- and profit-oriented basis in competition</li> <li>• Strive to increase the investment funds for DB Infrastructure</li> </ul>
<p><b>Public transport and mobility services</b></p>	<ul style="list-style-type: none"> <li>• Enable federal states and municipalities to improve the attractiveness and capacities of public transport</li> <li>• Significantly increase public transport passenger numbers</li> <li>• Compensate for the pandemic-related revenue shortfalls in 2022 as before</li> <li>• Define quality criteria and standards for services and accessibility for urban and rural areas</li> <li>• Oblige transport companies and mobility providers to make their real-time data available under fair conditions to ensure seamless mobility</li> <li>• Enable digital booking and payment across providers</li> <li>• Further develop the mobility data space</li> <li>• Strengthen intermodal links and promote barrier-free mobility stations</li> <li>• Support digital mobility services, innovative mobility solutions and car sharing and include them in a long-term strategy for autonomous and connected public transport</li> <li>• Ensure that all new buses, including the infrastructure, are climate-neutral as soon as possible by extending the existing funding and make it more SME-friendly</li> <li>• Strengthen tariff compliance and create the legal basis for making collective agreements a condition for tenders</li> <li>• Upgrade mobility research on an interdisciplinary basis, reorganise and expand the Centre for the Future of Mobility, and strengthen the Centre for Rail Transport Research</li> </ul>
<p><b>Freight transport</b></p>	<ul style="list-style-type: none"> <li>• Support regional freight transport concepts, promote emission-free urban logistics such as loading zones and logistics hubs</li> <li>• Strive to simplify the licensing practice for heavy goods and large-scale transports</li> <li>• Strengthen the control authorities and enforce better social standards and working conditions</li> <li>• Expand and telematically optimise safe truck parking areas on and around motorways</li> <li>• Counteract the shortage of skilled workers, modernise qualification and reduce bureaucracy</li> </ul>

<b>Car traffic</b>	<ul style="list-style-type: none"> <li>• Support the transformation process of the German automotive industry against the background of digitalisation and decarbonisation</li> <li>• Align conditions and support measures to ensure that Germany is a leading market for electromobility with at least 15 million electric cars in 2030</li> <li>• Outside the existing system of fleet limits, advocate that only vehicles that can be demonstrably fuelled with e-fuels can be newly registered</li> <li>• The new government is committed to the adoption of an ambitious and implementable EURO 7 pollutant standard and will take into account value creation and jobs</li> <li>• Accelerate the expansion of the charging infrastructure ahead of time with the goal of one million publicly and non-discriminatorily accessible charging points by 2030</li> <li>• Make funding for the expansion of the charging infrastructure more effective and efficient</li> <li>• Remove obstacles in approval processes, in the network infrastructure and in the network connection conditions and support the municipalities in forward-looking planning of the charging infrastructure</li> <li>• Enable bidirectional charging</li> <li>• Ensure transparent electricity prices and a publicly visible occupancy status</li> <li>• Accelerate the development of a nationwide network of fast charging hubs and increase the number of hubs put out to tender</li> <li>• Quickly revise the charging infrastructure master plan and bundle necessary measures from the areas of construction, energy and transport in it, as well as placing an emphasis on municipal networking of solutions</li> <li>• Advocate the further development of CO2 fleet limits for commercial vehicles and support the European Commission's proposals for the development of refuelling and charging infrastructure for trucks</li> <li>• Create a Mobility Data Act and ensure free access to traffic data</li> <li>• In the law on autonomous driving, improve the regulations, clarify liability issues and ensure the data sovereignty of users</li> </ul>
<b>Traffic regulations</b>	<ul style="list-style-type: none"> <li>• Adapt the Road Traffic Act and Road Traffic Regulations in such a way that, in addition to the fluidity and safety of traffic, the objectives of climate and environmental protection, health and urban development are taken into account in order to open up scope for decision-making for the Federal States and municipalities</li> <li>• Strive towards an opening for digital applications such as digital parking space control</li> <li>• Further develop the road safety programme</li> <li>• There will be no general speed limit</li> <li>• Allow accompanied driving from the age of 16</li> <li>• Strive to enable more digital elements of driving licence instruction, promote the digitalisation of vehicle documents and abolish the monopoly in driving licence examinations while maintaining applicable quality standards</li> <li>• Strive to emergency braking and distance assistants in commercial vehicles not to be allowed to be switched off</li> <li>• Continue to promote the retrofitting of truck cornering assistance systems until they become mandatory</li> </ul>

<b>Cycling</b>	<ul style="list-style-type: none"> <li>• Implement and update the National Cycling Plan</li> <li>• Promote the expansion and modernisation of the cycle path network and the promotion of municipal cycling infrastructure</li> <li>• Secure funding until 2030 and promote the combination of cycling and public transport</li> <li>• Structurally support pedestrian traffic and underpin it with a national strategy</li> </ul>
<b>Shipping</b>	<ul style="list-style-type: none"> <li>• Develop a National Ports Strategy and promote close cooperation between German ports</li> <li>• Strive to increase the share of shipping in freight transport and also strengthen hinterland connections</li> <li>• Promote shore-side electricity and alternative propulsion and fuels</li> <li>• Adapt the fleet renewal programme for climate-friendly inland navigation</li> <li>• Strive to keep the overall burden on shipping in mind when designing Fit for 55</li> <li>• Strengthen the Federal Maritime and Hydrographic Agency to introduce a uniform flag state administration and to accelerate offshore wind energy development</li> <li>• Accelerate the renovation and expansion of sluices</li> <li>• Initiate a dialogue across society on climate resilience and nature conservation in waterways</li> <li>• Strengthen the waterways and navigation administration and increase its efficiency</li> </ul>
<b>Aviation</b>	<ul style="list-style-type: none"> <li>• Strive to further develop the German air transport economy and industry as key sectors in a sustainable and efficient manner, draw up an air transport concept 2030+ for the future of airports in Germany in a comprehensive participation process, promote rail connections to hubs and reduce the number of short-haul flights through better rail connections</li> <li>• Germany should become a pioneer in CO<sub>2</sub>-neutral flying while maintaining fair conditions in international competition</li> <li>• Strive to create fair conditions in international competition for effective climate protection in air transport that effectively reduces emissions and avoids carbon leakage</li> <li>• Pending a European decision on the introduction of a paraffin tax based on energy content, advocate the introduction of an air traffic tax throughout Europe, as is the case in Germany</li> <li>• Lobby the European Union to ensure that airline tickets cannot be sold at a price below taxes, surcharges, fees and charges</li> <li>• In view of the current pandemic-related crisis in the airline industry, consider an increase in the aviation tax only after 2023</li> <li>• Use revenues from the aviation tax to promote the production and use of CO<sub>2</sub>-neutral electricity-based aviation fuels as well as for research, development and fleet modernisation in aviation</li> <li>• Support ambitious quotas for power-to-liquid (PtL) in aviation and shipping to stimulate a market ramp-up</li> <li>• Strive to reduce aircraft noise and increase the share of noise-based airport charges</li> <li>• Promote climate-neutral airport operations</li> <li>• The task of German air traffic control will be extended to include the issue of effective noise protection</li> <li>• Consider amending the Aircraft Noise Protection Act on the basis of the Federal Government's evaluation report</li> </ul>

	<ul style="list-style-type: none"> <li>• Lobby at EU level for the implementation of the "Single European Sky" and a lower sulphur content of paraffin</li> <li>• Detection and defence against drones is a sovereign task</li> </ul>
<b>Automotive industry</b>	<ul style="list-style-type: none"> <li>• Support the transformation of the automotive sector in order to achieve the climate targets in the transport sector and to preserve jobs and value creation in Germany</li> <li>• Make Germany the leading market for electromobility, the innovation centre for autonomous driving and massively accelerate the expansion of the charging station infrastructure</li> <li>• The goal is 15 million fully electric passenger cars by 2030</li> <li>• Support the transformation in the automotive regions towards electromobility through targeted cluster funding</li> <li>• The continuation and further development of the European Battery Projects (IPCEI) as well as the establishment of further cell production sites including recycling in Germany are of central importance</li> <li>• Strengthen research on new sustainable battery generations</li> <li>• Bundle the existing cooperation and dialogue formats at federal level in the field of the automotive industry in a strategy platform "Transformation Automotive Industry" with the mobility industry, environmental and transport associations, social partners, science, the Bundestag, the federal states and municipal umbrella organisations with the responsible federal ministries in order to secure the goal of climate neutrality, value creation as well as jobs and training places</li> </ul>
<b>Subsidies</b>	<ul style="list-style-type: none"> <li>• Gain additional budgetary leeway by reducing superfluous, ineffective and environmentally and climate damaging subsidies and expenditures in the budget</li> <li>• Review the fiscal treatment of diesel vehicles in the motor vehicle tax</li> <li>• Continue the innovation premium to support the purchase of electric passenger cars unchanged under the current regulation until 31 December 2022</li> <li>• Strive to reform the subsidy for electric vehicles and plug-in hybrids on a degressive basis and in principle in such a way that, from 1 January 2023, it will only be issued for vehicles that can be shown to have a positive climate protection effect, defined only by an electric driving share and a minimum electric range. The minimum electric range of the vehicles must already be 80 kilometres from 1 August 2023. Beyond the end of 2025, the innovation premium will no longer be required.</li> <li>• The existing preferential treatment of plug-in hybrid vehicles in the so-called company car taxation will be more strongly oriented towards the purely electric mileage for newly registered vehicles. In future, hybrid vehicles are only to be privileged (extraction value 0.5 percent) if the vehicle is predominantly (more than 50 percent) also operated in purely electric drive. If the vehicle is not predominantly used in electric driving mode or the purely electric driving share is not proven, the advantage does not apply and the use of the company car is taxed regularly (1 percent rule). This regulation provides incentives to use these vehicles as emission-free as possible with electric drive and to exploit their ecological advantages. These vehicles must also demonstrably have a positive climate protection effect, which is defined only by an electric driving share and a minimum electric range. The minimum electric range of the vehicles will be 80 kilometres from 1 August 2023. After 2025, the flat tax for zero-emission vehicles (electric) will then be 0.5 percent. For CO2-neutral vehicles, proceed in the same way as for fully electric vehicles.</li> </ul>