



A European Strategy for Low-Emission Mobility

Revolve Mobility Debate
15 Sept 2016

Low-emission mobility

- **Low-emission mobility: an essential component of the shift to the low-carbon, circular economy**
- **Transport sector challenges**
 - *About one quarter of greenhouse gas emissions*
 - *Dependence on oil for more than 90% of its need*
 - *Major cause of air pollution in cities*
 - *Global competition and third countries' market access*
 - *Changes in mobility models, consumer preferences, disruptive technologies*
- **Level of ambition for transport**
 - *GHG emissions at least 60% lower than in 1990 by mid-century, and firmly on the path towards zero.*
 - *Emissions of air pollutants to be drastically reduced without delay*
- **Actions at EU, MS, and local levels are needed**

Opportunities of low-emission mobility

- **Sustainable growth and new jobs**
- **Competitive advantage in new technologies and business models**
- **EU car industry to regain the trust of consumers**
- **Benefits for European citizens and consumers**
 - *air quality improvements, reduction in noise levels*
 - *lower congestion levels and improved safety*
 - *more efficient, less-energy consuming cars*
 - *lower running costs for transporting goods*

EU Strategy for low-emission mobility

- **Integrated and comprehensive approach, mix of policy instruments, mutually supporting and reinforcing**
- **Objectives**
 - *Reduce emissions to meet the 2030 targets in the sectors not covered by EU ETS and the longer term objective, Decrease oil import dependency, Increase innovation and competitiveness*
- **Main levers for regulatory actions**
 - *Efficiency of the transport system*
 - *Low-emission alternative energy for transport*
 - *Zero-emission vehicles*
- **Cross-cutting initiatives for an enabling environment**

Improving the efficiency of the transport system

- **A more efficient transport system is a priority since past advances on sustainability have been offset by growing transport demand**
- **Digital mobility solutions**
- **Fair and efficient pricing to manage transport demand**
- **Promoting multi-modality**

Scaling up the use of low-emission alternative energy

- **The transition to low-emission alternative energy in transport needs to accelerate, it will also contribute to Energy Security**
- **Effective framework to incentivise low-emission energy (including advanced biofuels, renewable electricity and synthetic fuels) to be put in place**
- **Infrastructure for alternative fuels needs to be rolled-out**
- **Obstacles to electro-mobility need to be removed**

Moving towards zero-emission vehicles

- **Fundamental changes to vehicle emissions measurement were made**
 - *New type-approval framework*
 - *Real Driving Emissions (RDE) for pollutants*
 - *World Harmonised Light Vehicle Test Procedure (WLTP) for CO₂ and fuel consumption*
- **Post-2020 strategy for cars and vans**
 - *Further improvements in conventional engines*
 - *Options for incentives for Low and zero emission vehicles*
- **Post-2020 strategy for lorries, buses and coaches**
 - *Certification, monitoring and reporting of carbon dioxide emissions and fuel consumption*
 - *Additional measures to actively curb carbon dioxide emissions*

Enabling environment

- **Energy Union Strategy: linking the transport and energy systems**
- **Research, innovation and competitiveness**
 - *Focus resources on innovative zero- and low-emissions options and their deployment*
- **Investments**
 - *Strategy to provide greater certainty and guidance to investors*
 - *Connecting Europe Facility*
 - *Investment Plan for Europe*
 - *European Structural and Investment Funds*
- **Actions by cities**
- **International actions (ICAO and IMO)**



Thank you!

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