European strategy for low-emission mobility

2016/2327(INI) - 14/12/2017 - Text adopted by Parliament, single reading

The European Parliament adopted by 301 votes to 249, with 25 abstentions, a resolution on a European strategy for low-emission mobility in response to the Commission communication on the subject.

While welcoming the Commission's communication, Parliament stressed the fact that to abide by the Paris Agreement, greenhouse gas (GHG) emissions from transport will need to be near zero by mid-century, and that **air pollutant emissions from transport will need to be drastically reduced**.

Road transport is responsible for more than 70% of GHG emissions and much of the air pollution. Action should be focused predominantly in this area, while efforts to reduce emissions should be intensified in all transport sectors.

Fair and efficient pricing: Members considered that **clearer price signals** across all transport modes which better reflect the polluter-pays and user-pays principles are essential. A modal shift in transport requires investment in **multimodality** and public transport.

Parliament welcomed the Commission's efforts at developing standards for interoperable electronic tolling systems in the EU, as well as the forthcoming revision of the Eurovignette Directive (Directive 1999/62/EC). They believed that the extension of distance-based charging should cover all passenger cars and vans, while allowing for some form of flexibility for remote and sparsely populated areas.

As regards the **aviation sector**, the Commission is called on to explore the possibilities for harmonised international measures for kerosene taxation for aviation and the removal of the VAT exemption on air passenger tickets.

Logistics and digitalisation: Parliament stressed the role of **digitalisation** in sustainable mobility. It considered that intelligent transport systems, platooning and autonomous and **connected vehicles** could constitute an important asset in improving the efficiency of both individual and commercial transport.

It called for a coherent legislative framework and standards that will allow innovative logistical and transport solutions to be deployed throughout Europe.

Members called on the Commission to encourage the use of **zero-emissions** light-duty commercial vehicles, zero-emissions buses, waste trucks, taxis and freight bicycles in last mile logistics.

Low-emission alternative energy: Parliament called on the Commission to adopt an ambitious **action plan for the market uptake of electric vehicles** and to issue Member States with **guiding recommendations** to encourage them to implement **fiscal incentives** for zero- and low-emission vehicles. The availability of charging and refuelling **infrastructure**, and the competitiveness of electric vehicles, are essential for increasing consumer acceptance. Members wanted to see a **long-term European initiative on next-generation batteries** as well as for the development of the necessary infrastructure.

Parliament called for a **more ambitious approach for renewables** in transport than that proposed in the recast of the Renewable Energy Directive. It called for specific incentives be put in place for the deployment of **sustainable alternative fuels** for those transport modes that currently have no alternatives to liquid fuel.

The Commission should:

- propose the phasing-out of direct and indirect subsidies for **fossil fuels** by 2020 at the latest;
- support the potential of **LNG** to render mobility, the economy and employment sustainable;
- develop objective criteria for the recognition of advanced **biofuels** in order to stimulate innovation and market uptake;
- commit to a feasibility study on the role and possibilities of **hydrogen** in the European transport system;

Transport infrastructure and investment: Parliament urged the intensification of EU cofinancing of transport projects that contribute to climate action and the minimisation of other external costs, in the framework of the European Fund for Strategic Investments (EFSI) and the TEN-T.

The Connecting Europe Facility (CEF) projects are key for the European Strategy for Low-Emission Mobility. Members asked for the **CEF budget to be restored**, with EFSI II financed from other sources. Members also urged the Commission to make more funds available for **cities to bid jointly** for infrastructure or technologies that would contribute to reducing air pollution from road vehicles, including public recharging stations for electric vehicles.

Empowering citizens and decision-makers towards behavioural change: taking into account the failure of European standards for light-duty vehicles to reflect real-world emissions, Parliament suggested to examine the benefits of introducing a label or standard for Ultra Low-Emission Vehicles (ULEVs) that would meet emission limit values in real driving conditions.

It also called on the Commission to:

- pay greater attention to the increased integration of non-motorised modes of transport and their increased attractiveness;
- prioritise EU cofinancing of urban mobility projects which contribute to achieving GHG reduction targets;
- incentivise the purchase of cleaner, less polluting vehicles by both public authorities and private fleets;
- include the transport needs of citizens in rural and remote areas in its strategies for low-emission mobility;
- invest more in the integration of the EuroVelo Cycling Network with the TEN-T rail networks.

The resolution analysed specific sectoral trends for different transport modes. It looked at cars, heavy-duty vehicles, railways, aviation, maritime transport and inland waterways.

The Commission has been invited, *inter alia*, to:

- submit a proposal on CO2 emission standards for **cars and vans** by 2025;
- come up with a proposal on the certification, monitoring and reporting of **HDVs** by the end of 2017, as well as with ambitious 2025 CO2 standards by 2018;
- submit ambitious proposals for the **Combined Transport Directive** to better promote efficient freight transport and encourage a modal shift to rail and inland waterways;
- improve the efficiency of **aviation** by ensuring the rapid application of the single European sky and by participating actively in the work of ICAO to achieve ambitious international CO2 standards.