

## 10. Clean, Connected and Competitive Mobility

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The EU must accelerate Europe's transition towards zero-emission mobility. This is why the Union needs a comprehensive regulatory framework comprising action on clean technologies through improved emission standards, and on deployment of low-carbon fuels, while at the same time ensuring high levels of safety and security. Moreover, early deployment of smart road charging, better consumer information and support for actions by national and local authorities will deliver huge benefits in terms of competitiveness, protection of the environment and public health.

Transport is a **key sector for meeting the goals set out in the Paris Agreement and the EU's climate policy objectives**. Transport has to become more energy-efficient and the dependence on oil has to be reduced and eventually overcome: it accounts for 33% of energy consumption in the EU and for 64.5% of oil consumption.

The European Commission is launching a number of initiatives that will help the European automotive industry and the mobility sector to prepare for the future. These initiatives will strengthen Europe's ability to confront the challenge of climate change, improve the quality of life of citizens and sets the right conditions and incentives for the **industry to be globally competitive, as well as to generate innovation, growth and jobs**. The EU is building on a strong foundation in this field, as the transport industry is a major employer and global industry player. The automotive sector alone provides jobs for **12 million** Europeans, and accounts for 4% of EU GDP. These jobs should be protected, and more employment can be created.

In order to make this vision of a clean, connected, and competitive mobility system in Europe a reality, the European Commission has already invested substantial funds. From 2014 until 2020, nearly **€70 billion euros from cohesion policy funds will be invested** in supporting infrastructure, equipment and vehicles in our cities and regions. Under the Connecting Europe Facility, **the EU's financial mechanism supporting the roll-out of infrastructure networks, €18.1 billion** have so far been committed to the rail and inland waterway sectors, as these are the two most sustainable transport modes, representing 80% of the total investment in transport infrastructure under this programme. As of November 2018, the transport sector also accounts for **8% of investment under the European Fund for Strategic Investments within the "Juncker Plan"** boosting investments in the transport sector by **€26.7 billion**. In the **research field, over €1.8 billion** has been budgeted for transport from 2014 to 2017.



- (1) Vice-President Maroš Šeřčovič visiting the production plant of the BMW Group in Leipzig, Germany
- (2) Commissioner Violeta Bulc aboard a fuel cell vehicle, at the TEN-T Days in Riga, Latvia
- (3) First hydrogen fuel cell bus in regular service in Apeldoorn, in the Netherlands' Gelderland region, supported by EU finances

## II ➡ *What will the European Commission do next?*

### **Mobility Package**

The three mobility packages were adopted by the Commission in May 2017, November 2017, and May 2018 respectively and are all now the subject of interinstitutional negotiations between the European Parliament and the Council with a view to adoption before the European Parliament elections in 2019. Amendments include new CO2 standards for cars and vans and for the first time also the introduction of CO2 standards for trucks and heavy duty vehicles.



### **The European Battery Alliance**

In October 2017, the Commission launched a 'European Battery Alliance' with key industrial stakeholders, active Member States and the European Investment Bank. This cooperative platform aims to facilitate the emergence of well-integrated and industry-led battery cell manufacturing projects bringing together EU strengths and supporting cooperation among the various players along the value chain, unlocking synergies and gaining in competitiveness and economies of scale.

Since the launch of the 'European Battery Alliance', the Commission's Strategic Action plan for Batteries has already yielded tangible results with the announcements of industrial consortia or partnerships aiming at developing battery cell manufacturing and related ecosystems. The first pilot production facilities are being built and further projects are announced to establish the EU as the lead player in the strategic area of battery innovation and manufacturing. The Strategic Action Plan for Batteries covered all the activities which can help Member States, regions and European industry establish competitive, innovative and sustainable battery manufacturing projects in the EU. These include measures on the access to raw materials, research and innovation, skills, and the regulatory framework that will ensure that the batteries placed on the market are not only competitive, high quality and safe but also sustainable and recyclable.



### **Additional Investment in the deployment of infrastructures**

Most consumers will only truly make the shift to clean vehicles and other clean mobility solutions if alternative fuels infrastructure is available. This is why the deployment of such infrastructure will be accelerated and gaps must be filled, in a targeted and coordinated way. The Commission is increasing financial support to leverage public and private investment for the roll-out and development of a network of fast and interoperable recharging and fuelling stations across the Union. Support for alternative transport and the supporting infrastructure to develop a network of recharging stations across Europe is a priority for the Commission. Up to €800 million of new EU investments could leverage public and private investment of up to €4 billion.



### **Clean vehicles for public institutions**

Revised EU public procurement rules will make it easier for public authorities to promote clean mobility solutions in their public procurement tenders. This will help to stimulate additional public demand for these vehicles by renewing the existing fleet.



### **Modernised road charging to promote cleaner vehicles**

New common principles on road charging on European roads will make it possible to reward the most environmentally-friendly vehicles. To achieve this, there will be a shift to the "user and polluter pays" principles for all vehicles, with the inclusion of the external cost of air pollution in road charges, differentiated charging according to emissions performance, and more favourable conditions for zero-emission vehicles.



### **Intermodal transport and long-distance connections**

The mobility of citizens will be improved by stimulating the development of bus connections, offering alternative options to the use of private cars and increasing the use of sustainable public transport. Clearer rules and financial incentives will also stimulate the combined use of trucks and trains, barges or ships for the transport of goods, instead of trucks alone.

