



This paper contains the response of the Platform for the Electrification of Surface Transport to the European Commission consultation on the White Paper: Roadmap for a single European transport area.

The Platform is an alliance of organizations from across industries and transport modes representing producers, operators and users of transport means as well as cities and civil society, who have joined forces to drive forward the electrification of surface transport. Our response focuses exclusively on this issue.

The Platform believes it is essential to, as a minimum maintain the goals, objectives and targets set out in the White Paper. However, the efforts to achieve these must be significantly intensified. Progress must also be more comprehensively monitored and evaluated and, where appropriate, plans enhanced to ensure delivery of the goals.

Measures to accelerate the electrification of surface transport must become a cornerstone of these plans. This should encompass measures to:

- extend the electrification of private and shared electric cars, vans and freight vehicles, public transport, rail and light electric vehicles.
- rebalance the modal shares with a view to encouraging a greater use of energy-efficient modes with the highest electrification rates such as rail as well as measures to ensure the modal shift to rail as set out in the White Paper.
- support innovation to improve electric energy efficiency of all modes of transport.

Electro-mobility offers an unequalled solution to make transport more sustainable but to date the European Commission has failed to adequately recognise and support its development. The review of the White Paper should address this weakness and include an ambitious, holistic strategy to electrify European surface transport.

This vision has been expressed in several previous documents. For example:

1. In his draft report, MEP van de Camp *emphasises the importance of promoting electro-mobility and electric public transport systems, coupled with the introduction of renewable energy sources in the electricity sector, giving priority to the electrification of the rail network, tramways, electric cars and e-bikes; stresses the potential of modern aerial tramways (cable cars), as an inexpensive and easy-to-build means of transportation, to expand the capacity of urban public transport systems;*
2. In October 2014, the European Council has invited the Commission to further examine instruments and measures for among other things electric transportation.
3. In its position on the review of the White Paper, the EESC concludes: *“The gradual phasing out of conventionally-fuelled vehicles is not in itself enough to achieve integrated and sustainable mobility in urban areas.”*



4. The EU Commissions Energy Union Communication indicates that *“Electrification of transport is important to break oil dependency and to decarbonise transport, especially for road (short and medium distance) and rail transport. Europe needs to speed up electrification of its car fleet and other means of transport and become a leader in electro-mobility and energy storage technologies. This requires a full integration of electric vehicles in urban mobility policies and in the electricity grid, both as energy consumers and potential storage facilities.”* (COM(2015) 80 final)
5. Finally, the draft STTP Roadmap Electrification of Road Transport states: *“The electrification of road transport is one of the most important technology paths for achieving the goals of the European Commission’s Transport White Paper, particularly regarding its objective to phase out conventionally-fuelled cars in cities by 2050.”*

The Commission must now act to turn the many positive sentiments into an increasing share of electrically powered trips and make this a key metric for measuring the success of the White Paper. This will yield many benefits, including making transport less carbon-intensive; reducing dependence on imported fossil fuels; and improving public health and the overall quality of life for all EU citizens.

Specifically, electrification of surface transport:

- Facilitates a considerable reduction of greenhouse gas emissions necessary to achieve the climate goal set out in the White paper.
- Largely addresses the urban air quality crisis and ambient air quality limits being breached in 17 EU member states to be met. Through this the 400k premature deaths from air pollution will be substantially reduced along with lessening other health related issues.
- Almost entirely eliminates premature deaths due to road noise. 210 million EU citizens are exposed to harmful road noise levels causing 50,000 premature deaths and 245,000 cases cardiovascular disease.
- Addresses the issue of traffic congestion thanks to an increased reliance on electrified mass transport systems.
- Reduces oil consumption, oil imports and oil dependency. It creates jobs and stimulates economic growth.
- Improves energy-efficiency and boosts the use of energy from renewable sources, which in turn will be a significant contribution to energy security.
- Can support the power sector in its energy transition. Electric vehicles can boost the use of variable renewable energy sources by charging in accordance with available supply.
- Will enhance competitiveness. European transport industries are facing global competition from Japan, Korea, China and the US to develop the most competitive electric transport solutions in the automotive and rail sectors.
- Reinforces trends towards sustainable transport use and intermodality. Electrification also includes a push for more attractive rail. The economics of electric vehicles - high fixed costs, low variable costs - encourage vehicle sharing and fleet management for professional use. Furthermore, electric traction is very well suited for small and light vehicles such as e-bikes, e-scooters, quadricycles, etc. Parts of this market already prove to be extremely successful such as the electric bicycle market with estimated annual sales in the EU rapidly approaching 1.5 million vehicles.



To allow for the development of a comprehensive strategy for electrification in the White Paper, we urge the Commission to consider the following two amendments to the Ten Goals for a competitive and resource-efficient transport system:

- 1) Amend goal number 1 as follows: *“Halve the use of ~~conventionally-fuelled~~ cars in urban transport by 2030 **at the latest**; phase them out in cities by 2050; achieve essentially CO2-free city logistics in major urban centres by 2030 **by implementing a cross-industry comprehensive strategy for the electrification of transport.**”*
- 2) Amend goal number 9 as follows: *“By 2050, move close to zero fatalities in road transport. In line with this goal, the EU aims at halving road casualties by 2020. **By 2050, move close to zero premature deaths caused by air pollution and noise from road transport.** Make sure that the EU is a world leader in safety, **security and sustainability** of transport in all modes of transport.”*

Accelerating the electrification of transport should become a flagship policy for review of the White Paper. By doing so it will facilitate delivery of the White Paper goals and a more sustainable EU transport system. We urge the Commission to initiate the introduction of a comprehensive electrification strategy by implementing our 2 proposals.