

Brussels, 26th March 2018

Dear Chancellor Kurz,
Dear Federal Minister Blümel,
Dear Federal Minister Hofer,
Dear Federal Minister Köstinger,

On 1 July 2018, Austria takes over the Presidency of the Council of the European Union for the third time after 1998 and 2006. A lot has changed in Europe since the last Austrian presidency. Binding targets were developed for reducing emissions at the Paris COP21 and European transport emissions have grown to represent 27% of the EU's total greenhouse gas emissions¹. Austria has committed to reduce ESR (effort-sharing regulation) sector emissions by 36% by 2030 compared to 2005 levels². Transport represents 46% of Austria's ESR Emissions³.

Electro-mobility is on an upward trajectory in Austria thanks, in part, to the government enacting a variety of pro-electric vehicle measures and investing in railways and their electrification. Austria can be a front-runner in electrified transport, as it already is on renewable energy⁴. With the help of smart charging, electro-mobility can also optimise use of renewable energy sources (such as wind at night or solar during the day).

Several files that will be discussed in the Council during the Austrian Presidency are important to ensure a successful transition to electro-mobility, which will help Europe to achieve its climate targets while reducing dependency on oil imports and securing future jobs.

The members of the [Platform for Electro-Mobility](#) strongly urge you to prioritise the following files being discussed during your presidency:

- Revision of Eurovignette Directive (1999/62). Austria has been a driving force on this important file, which enables transit countries to price road transport properly as well as clean it up, whilst promoting rail freight. The new proposal has several elements that make it an even more powerful tool;
- Revision of CO2 standards for cars (Reg. 443/2009, 333/2014 and 510/2011), which will determine whether Europe will lead on zero-emission vehicles and acknowledge electric vehicles as a key technology to reduce CO2 emissions in the EU;
- Introduction of CO2 standards for Heavy Duty Vehicles, which will play a similar role for trucks;
- Revision of the Clean Vehicles Directive (2009/33), which sets targets for EU Member States to procure zero-emission vehicles for public use.

¹ <https://www.eea.europa.eu/publications/approximated-eu-greenhouse-gas-inventory-2016>

² <http://data.consilium.europa.eu/doc/document/ST-13224-2017-INIT/en/pdf>

³ <http://www.eea.europa.eu/data-and-maps/data/national-emissions-reported-to-the-unfccc-and-to-the-eu-greenhouse-gas-monitoring-mechanism-12>

⁴ <http://emobilityworks.com/post.php?l=en&c=news-from-project&a=austria-sees-boost-in-electric-mobility-uptake>



Electro-mobility will not only help decarbonise transport, it will also reduce Europe's €1 billion per day energy import bill. And replace it with sustainable domestically-generated electricity, expanding renewable electricity use in transport and achieving more energy efficiency. Electro-mobility can also optimise use of renewable energy sources (such as wind at night or solar during the day).

Electro-mobility also drives economic growth and makes Europe more competitive. It encourages innovation in the European rail, automotive and battery supply chain, and stimulates jobs – 206,000 new jobs in 2030 are expected from a shift to electrification of road transport⁵.

Therefore we call on the Austrian government to prioritise files beneficial for electro-mobility during Austria's 2018 presidency.

Thanking you in advance for your consideration, we remain at your disposal for further clarifications.

Sincerely,

The members of the Platform for Electro-Mobility

⁵<https://www.camecon.com/news/transition-e-mobility-help-revitalise-europes-growth-reduce-air-pollution-challenges-remain-along-way/>