



## Sustainable mobility: Powering climate action



14 January 2021, 15:00-17:00 CET

Online Event

### Hosted by MEP Maria Spyra

Co-chair of the European Parliament Intergroup on “Climate Change, Biodiversity and Sustainable Development”

Speakers:

- **MEP Maria Spyra**,
- **Herald Ruijters**, Director of Directorate B of the Directorate-General for Mobility and Transport (DG MOVE), European Commission
- **Olivier Dubois**, Director for Development and Strategic Partnerships, Electric Mobility Direction, EDF group
- **Dr. Georgios Skodras**, President & CEO, Thessaloniki Urban Transport Organization
- **David Grivet**, Senior Manager on European Affairs, European Business Aviation Association
- **Sotiris Raptis**, Maritime Safety & Environment Director, European Community Shipowners' Associations
- **Fabienne Goyeneche**, Head of EU Office, Michelin
- **Julia Poliscanova**, Senior Director, Vehicles and E-mobility, Transport & Environment
- **Alberto Mazzola**, Executive Director, Community of European Railway and Infrastructure Companies
- **MEP Ismail Ertug**
- **MEP Jutta Paulus**

## Welcome Remarks

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*MEP Maria Spyraiki*

***“The EU needs to demonstrate its strengths and set the way towards a smart and sustainable future by pursuing global leadership in the move towards a zero-emission mobility.”***

MEP Maria Spyraiki opened the event by reiterating that the **free movement of people and goods within European borders is one of the European Union’s (EU)** and the single market’s most fundamental freedoms. As the 2<sup>nd</sup> largest expenditure for European households, the transport sector accounts for 5% of the European GDP and directly employs around 10 million workers. MEP Spyraiki reaffirmed the European Green Deals ambition of a **90% reduction of greenhouse gas (GHG) emissions** in the transport sector by 2050. According to MEP Spyraiki, the smart and sustainable transformation of the transport sector could also offer great initiatives to improve the quality of life of Europeans and innovative opportunities for the industry to modernize and create high-quality jobs. To achieve such systemic change, **sustainable transport and alternative fuels need to be made more widely available and accessible**. Ms. Spyraiki highlighted the need for a greening mobility strategy to also enforce cohesion and reduce regional disparities. Future mobility should be made accessible to and affordable for all, especially remote regions need to be better connected. Concludingly, Ms. Spyraiki also mentioned the current revision of the Trans European Transport Network guidelines (TEN-T) as an issue of relevance for the webinar’s discussions.

## Keynote address

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*Herald Ruijters, Director of Directorate B of the Directorate-General for Mobility and Transport (DG MOVE), European Commission*

***“The new mobility strategy is not only targeting sustainability measures related to the transport sector, but also addresses the complexity of measures in an array of different areas related to the industry.”***

Mr. Herald Ruijters began his intervention by stating that the European Green Deal, the Climate Law along with the new Commission's climate neutrality ambitions have built the **perfect starting point to bring the new European Mobility Strategy into action**. The strategy is putting forward 3 key objectives, namely, to **build back a smarter, more sustainable and resilient Europe**. Mr. Ruijters further stressed that the revision of the **TEN-T** would be accompanied by the **Trans European Energy Network (TEN-E)** revision proposal, an **urban mobility package**, the **new ETS** proposal and other policies. Additionally, Mr. Ruijters laid out some of the milestones the EU hopes to achieve with this new strategy to become the first climate-neutral continent. By 2030 the EU should have **30 million zero-emission cars and 80.000 zero-emission lorries in operation, 100 climate neutral cities** as well as **twice as much high-speed rail traffic and 15% more rail freight**. **Short-sea shipping**, as one of the most efficient environmental-friendly transport modes, should also be increased by **50% until 2050**. Additionally, the new TEN-T proposal, which should come out in September 2021, will be a carrier for the **roll-out of alternative fuel infrastructure** tackled by the Alternative Fuel Infrastructure Directive.

## Panel Discussion

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*Olivier Dubois, Director for Development and Strategic Partnerships, Electric Mobility Direction, EDF group*

***"We are convinced that strong partnerships with small and big businesses alike, are key to accelerate the development of innovative and greener services such as shared and connected parking and cars."***

Mr. Olivier Dubois began by introducing the EDF Group's focal activities, by notably highlighting EDF's important role in developing **greener electricity and electric vehicles (EV)**. Building a more sustainable future in terms of mobility implies rethinking conventional approaches and developing smart intermodal and shared mobility solutions, such as **car and parking sharing or public transport optimization**. This cannot occur without a transition towards **clean and easily chargeable transportation modes**. EV market shares have tripled in 2020 and should account for 15-30% this year. This development must go hand in hand

with an adequate roll-out of charging infrastructures accessible and affordable to **all users**. In this regard, the existing 2030 legislative framework should be revisited, and the **deployment of charging points be made legally binding**. Mr. Dubois further addressed the issue of **private deployment** of charging points notably in **private multi-housing buildings**. In this regard, Mr. Dubois proposed the implementation of EU-wide incentives **to facilitate a private roll-out**, such as establishing a **right to a charging plug or stall for all EU citizens**.

*Dr. Georgios Skodras, President & CEO, Thessaloniki Urban Transport Organization*

***“For the green transition of public transport services to be truly and fully sustainable, the electricity provided needs to come from renewable energy sources. The GHG footprint of the transport sector cannot simply be transferred onto the energy sector.”***

Dr. Georgios Skodras commenced his presentation by shortly introducing the Thessaloniki Urban Transport Organization (OASTH) and the economic challenges the organization has faced in recent years. On its path to economic recovery, OASTH wishes to achieve sustainable and environment-friendly growth, for which it has established several green targets which were outlined by Dr. Skodras. The organization will support Greece’s efforts to comply **with the EU Clean Vehicles Directive and Clean Air Act** as part of its **restructuring process and bus fleet replacement action plans**. OASTH aims to set up an **electrified system** of bus transport, consistent with the EU’s carbon neutrality ambitions. However, Dr. Skodras also pointed out the challenges a green transition could entail, such as the **high costs of electric buses and infrastructures** which would require **public subsidies**. Dr. Skodras further argued that for the bus fleet electrification plan to be truly efficient, **electricity would also have to come from renewable energy sources**, so as not to simply transfer the emissions issue to another sector.

*David Grivet, Senior Manager on European Affairs, European Business Aviation Association*

***“Our mission is to enable responsible and sustainable growth for business aviation, enhancing connectivity and creating opportunities.”***

After an introduction of the **European Business Aviation Association (EBAA)**, Mr. David Grivet went on to define the sector's sustainability ambitions. In 2009, the sector came together to sign the Business Aviation Commitment on Climate Change (BACCC), a guiding principle and foundation for all sustainable and environmental activities within the business aviation sector. The targets set out by the BACCC are threefold: **improving fuel efficiency** by 2% each year from 2010 to 2020, **achieving carbon-neutral growth** from 2020 onwards and **halving total CO2 emissions by 2050** relative to 2005. Mr. Grivet also highlighted the important role of **sustainable aviation fuels (SAFs)**, investing in technologies and building more efficient infrastructures, for the business aviation sector to achieve its climate goals. A sustainable deployment of aviation fuels in particular offers an effective and quick way to lower net carbon emissions from the sector, but would also require large investment in research and development in order to meet the infrastructure & availability gap on SAFs. In addition to the BACCC, the aviation sector along with 20 other associations representing the entire European aviation ecosystem announced a **joint commitment to work with policy makers to achieve net zero CO2 emissions by 2050**; the commitment is part of the Aviation Round Table Report on the Recovery of European Aviation, **analyzing ways aviation can recover sustainably and more resiliently from the COVID-19 crisis whilst supporting the European Union's Green Deal objectives.**

*Sotiris Raptis, Maritime Safety & Environment Director, European Community Shipowners' Associations*

***“When implementing regional shipping regulations, we need to ensure that these do not undermine the significant progress made at international level.”***

Within his intervention, **Mr. Sotiris Raptis** called for an international approach at IMO level (International Maritime Organization) to address ways to **decarbonize the maritime sector**. Mr. Raptis argued that IMO would provide the most inclusive shipping regulation in terms of safety and environment and could **guarantee a level playing field** at global level. While discussing EU regulations such as the Emission Trading System (EU ETS) or FuelEU Maritime initiatives, Mr. Raptis suggested the implementation of a market-based, sector-relevant fund to facilitate the energy transition of the maritime sector and minimize the administrative burden for **small and medium sized enterprises (SMEs)** working in the sector.

*Fabienne Goyeneche, Head of EU Office, Michelin*

***“Fostering the use of zero emission vehicles is at the core of the Sustainable and Smart Mobility Strategy and is a key lever of the transition towards sustainable mobility.”***

Representing Michelin, Ms. Fabienne Goyeneche presented the company actions in the sustainable mobility sector. Given that **the autonomy of vehicles is one of the big concerns in the sector**, tires have a key role to play in the development of zero-emission vehicles, according to Ms. Goyeneche. The **rolling resistance** of tires contributes significantly to the energy consumption of vehicles; it is regulated within the EU through a minimum performance threshold as well as a letter grading and labelling system meant to help consumers choose the best performing tires. **Additionally, as highlighted by Ms. Goyeneche, fostering the use of zero-emission vehicles is at the core of the Sustainable and Smart Mobility Strategy and is a key lever of the transition towards sustainable mobility. It is equally important to make the best out of the conventional vehicles currently on the road by reducing their CO2 emissions as much as possible.** Ms. Goyeneche also insisted on the importance of **improving the availability of infrastructure** (such as charging points for electric vehicles) when it comes to successfully implementing the use of zero emission vehicles.

*Julia Poliscanova, Senior Director, Vehicles and E-mobility, Transport & Environment*

***“Ambitious fuel policies are essential to decarbonize aviation and shipping.”***

Ms. Julia Poliscanova stated that **2020 was the year of the electric car in Europe**, despite the ongoing pandemic. However, **it is crucial to review and improve CO2 emissions’ standards** to avoid the stagnation of the European vehicle market. Moreover, the market for electric trucks is positively evolving, but adequate infrastructure to accommodate their increased use should be put in place. It is important to realize what carbon pricing can and cannot do, argued Ms. Poliscanova. Carbon pricing is not necessarily effective when it comes to road transport but is definitely needed and **should be improved in the aviation and shipping sectors**. Ms. Poliscanova also highlighted the fact that integrating the shipping sector to the

EU ETS would have **negligible costs**. **Electrofuels** and **hydrogen** are adequate fossil fuels alternatives as they are renewable energies. Finally, Ms. Poliscanova presented a number of viable solutions that could encourage the use of zero emission vehicles such as **renewing corporate fleets** and **implementing adequate infrastructures and European policies** that could alleviate national regulatory barriers.

*Alberto Mazzola, Executive Director, Community of European Railway and Infrastructure Companies*

***“The rail sector is a ready-made solution for decarbonization.”***

Mr. Alberto Mazzola stated that the rail sector is a **ready-made solution for decarbonization**. Railway is **significantly less polluting** than the road sector for freight and the flight sector for passengers. The European Commission has integrated the rail sector into the EU Mobility Strategy with **set targets** such as doubling high-speed rail traffic by 2030 and tripling it by 2050. To properly deliver these objectives, **investments** following the current sustainable finance rules will be necessary, argued Mr. Mazzola. Furthermore, **policy coherence with the other transport sectors**, regarding topics such as Energy Taxation, is crucial to level the playing field and reach all the objectives of the Strategy. Last but not least with reference to his policy recommendations, Mr. Mazzola also insisted on the need to implement the 4<sup>th</sup> Railway Package in the near future.

## Reactions by MEPs

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*MEP Ismail Ertug*

***“The decarbonization of mobility is only possible through transformation of Europe’s leading industries.”***

MEP Ismail Ertug highlighted the need to take the **socio-ecological implications** of the sustainable mobility transition into consideration. The decarbonization of mobility is only possible through transformation of Europe’s leading industries, argued MEP Mr. Ertug. Furthermore, **connected and autonomous driving should be promoted on a social level**. According to Mr. Ertug, **broadening the scope of the EU ETS** to include maritime transport and aviation is also a significant step towards achieving sustainable mobility. Putting

legislations in place to **encourage the cooperation of Member States with the European Parliament** could also have a positive impact on the transition process. Finally, MEP Mr. Ertug insisted on the need to set ambitious goals that correlate with current scientific data and social debates to achieve a successful transition process.

*MEP Jutta Paulus*

***“Decarbonizing the aviation and shipping sectors is necessary to decrease the greenhouse emissions of the transport sector.”***

The mobility sector is **closely interlinked** with other sectors such as the environment, trade, human rights and even education, thus making it **necessary to promote sustainable mobility**. Transport emissions need to be drastically reduced to achieve climate-neutrality, according to the MEP, who also highlighted the **need to decarbonize the aviation and shipping sectors, in order to successfully decrease the GHG emissions of the transport sector**. In addition to the above, supporting Member States and SMEs is also a key step in the transition towards sustainable mobility, as underlined by Ms. Paulus.

## Discussion with the audience

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During the Q&A session, speakers shared their expertise on topics such as green hydrogen. MEP Spyraiki insisted on making green hydrogen readily available to successfully reach the goals of the European Commission. “It is important for the whole economy to optimally be decarbonized” stated Ms. Poliscanova. Combining all the available decarbonization pathways will be a necessity to reach our zero emission ambitions. Furthermore, the speakers all agreed on the importance of approaching sustainable mobility holistically, with complementary policies within all sectors of mobility to achieve climate neutrality.

## Closing remarks

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*MEP Maria Spyraiki*



In her closing remarks, MEP Spyraiki insisted on the **importance of cooperation between all transport sectors and Member States** in order to achieve the decarbonization of mobility. Furthermore, providing the **adequate funding to research and innovation** is crucial to allow the timely development of alternative fuels and technologies to reach the EU climate goals. Finally, as Ms. Spyraiki noted, existing European and international legislations should be **reviewed and improved**, in order to accommodate the global nature of the addressed issue.