

## Zero-emission Mobility for All

# 100% ZERO-EMISSION BY 2050

### THE GOAL

- **100% new zero-emissions vehicles by 2030**
- **Fully decarbonised European road transport by 2050**
- **Making Europe a world leader in electromobility**



*The EU's e-mobility sector is key to reaching the Green Deal's decarbonisation targets, creating high-skilled jobs, and increasing the competitiveness of the European economy.*

### WHERE ARE WE

Close to **2.5 million** electric vehicles currently on European roads, with EV sales tripling since last year (2020). The EU's Green Deal and the Recovery Plan offer unique opportunities to further scale up electromobility in coming years.

### WHY ELECTROMOBILITY?

We must support and accelerate the transition to zero emission mobility.

#### **Decarbonisation potential**

Electric vehicles have 3 times lower GHG footprint than Internal Combustion Engine vehicles under the current energy mix.

#### **Clean air**

Electric vehicles do not produce any tailpipe pollutants such as NOx and fine particles (PM10 and PM2.5).

#### **A rapid decline in price and growing availability**

More models are coming to the market in larger quantities while price per unit keeps reducing steadily.

#### **Potential for zero emissions long term as renewable energy scales up**

Reaching the COP21 goal of limiting temperature to 1.5°C will require a complete decarbonisation of the transport sector by 2050.

#### **Reducing noise pollution**

An electric vehicle is silent at city speeds and during acceleration.

#### **Adapting Europe's mobility sector to future global change now**

Electromobility is a global growth market, and Europe cannot afford to lag behind.

# Headline Actions

- Phase out Internal Combustion Engines (ICE) by 2030
- Drastically reform CO2 emissions standards for cars and vans
- Create the conditions for a dense European charging infrastructure
- Scale up the EU's battery industry
- Boost the use of renewables in transport

## OUR 2021 POLICY PRIORITIES

### ACCELERATING THE UPTAKE OF ELECTRIC VEHICLES AND PHASING OUT ICE BY 2030.

*We must strengthen CO2 reduction targets for cars and vans and include an ICE phase-out date by 2030 to help increase the uptake of zero emission mobility.*

#### **The upcoming revision of the Regulation setting CO2 emission standards for cars and vans should therefore**

- Significantly raise the ambition compared to the current regulation
- Introduce annual intermediate reduction targets
- Reconsider the inclusion of plug-in hybrid vehicles and establish a pure zero-emissions vehicles mandate

Most importantly, AVERE calls for a **phase-out of new ICE vehicles** by 2030. This trajectory is crucial for full decarbonisation of road transport by 2050, since new cars and vans stay on EU roads for around 15 years on average.

We must also introduce legislation favourable for e-trucks, from mandated toll discounts to the relaxation of national driving bans for zero-emission vehicles.

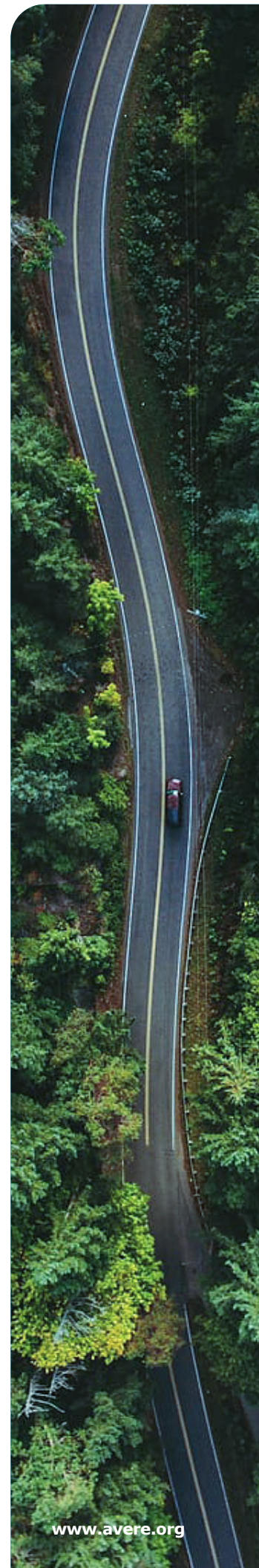
### ESTABLISHING A HARMONISED, HIGH QUALITY, DENSE EV CHARGING INFRASTRUCTURE NETWORK

*The charging environment across Europe must be more consumer-friendly, seamless, interoperable, and suitable to heavy-duty vehicles*

#### **The upcoming revision of the Alternative Fuels Directive (AFID) will be crucial to support the growing amount of EVs on European roads. It should include:**

- Harmonised rules for charging hardware and operations (in the form of a regulation rather than a directive)
- A clear focus on zero-emissions mobility, setting clear targets for expansion of charging infrastructure
- Improvements to quality of infrastructure and users' experience

The EU should also establish a 'right to plug' in Buildings in the upcoming revision of the European Buildings Directive (EPBD), ensuring that consumers are never denied the right to have a charging point.





## WORKING TOWARDS A GREEN, INTEGRATED, SMART AND EFFICIENT ENERGY SECTOR

*In order to fully reap the benefits of electromobility, legislation should support the rapid uptake of renewable energy, as well as of smart charging and vehicle to grid technology.*

### **The upcoming revision of the Renewable Energy Directive will be a significant opportunity:**

- We must increase the target for renewable energy in transport, going beyond the 24% goal set in the Climate Target Plan for 2030
- It should include a possibility for fuel suppliers to demonstrate compliance with their obligations via electricity crediting mechanisms.

We must also swiftly enhance Energy System Integration, specifically through the development of smart charging and vehicle to grid technology. EU power markets should permit EVs, as a decentralised energy resource, to provide flexibility services.

## ESTABLISHING A SUSTAINABLE AND COMPETITIVE EUROPEAN BATTERY INDUSTRY

*As EV sales begin to take off in Europe, the EU's ability to remain competitive with the rest of the world will be heavily dependent on domestically developing batteries at a larger scale.*

### **AVERE welcomes the European Commission's Battery Regulation proposal from December 2020. The new regulation should:**

- Ensure harmonisation in the internal market
- Balance quick implementation, a robust methodology and effective enforcement
- Establish proportional and well-designed provisions to enable sustainable battery production, use, and end-of-life management

In the context of the upcoming proposal on Due Diligence, AVERE also strongly supports the introduction of rules for the responsible sourcing of raw materials for batteries.

## A COMPREHENSIVE REGULATORY FRAMEWORK FOR CONNECTED AND AUTOMATED MOBILITY

*EU regulation needs to be consistent and holistic, taking into account the various business models already established on the market. It should stimulate the development and uptake of innovative technologies, while keeping consumer interests at heart.*

