

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 3 million fully electric vehicles currently on European roads. EV sales share increased close to four times between 2019 and 2021. European policies and the EU's Green Deal 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 2022 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 [revision of the Regulation setting CO2 emission standards for cars and vans](#) must therefore

- Maintain the proposed phaseout of ICE vehicles, and ideally bring it forward to 2030
- Introduce a more ambitious reduction trajectory already throughout the 2020s
- Remove all loopholes currently watering down the regulation's ambition

In 2022, the ambition for light duty vehicles needs to be matched for heavy duty vehicles through strict CO2 standards.

Furthermore, the revised Euro 7 Emissions standards should support the planned phaseout trajectory for both HDVs and LDVs, while ensuring clean and healthy cities for all EU citizens.

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

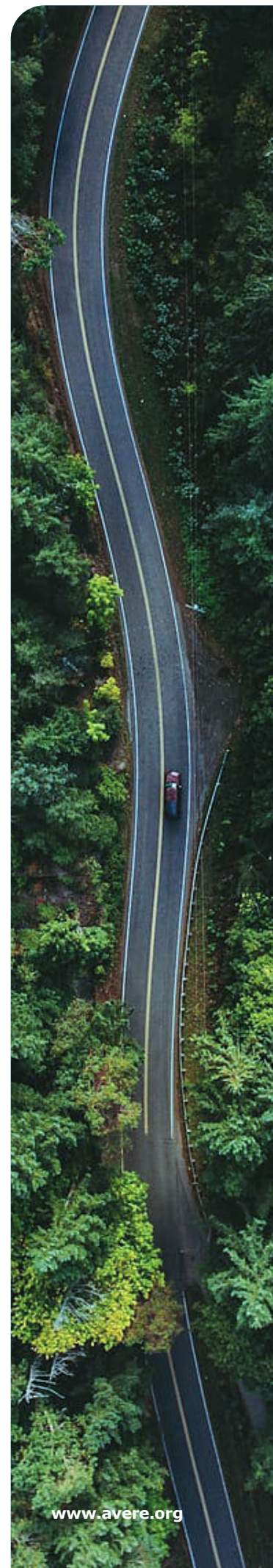
The charging environment across Europe must be more consumer-friendly, seamless, interoperable, and suitable to heavy-duty vehicles

AVERE therefore welcomes the [proposed Alternative Fuels Infrastructure Regulation \(AFIR\)](#)

- We support the target-driven approach chosen, with the new targets fit to ensure rollout remains in line with EV uptake
- Higher ambition is needed for emerging markets, rural regions and for heavy-duty vehicles

We will continue to engage on details of the regulation to minimise regulatory burden on charging industry and to improve user experience.

We will also continue to constructively engage on the proposed revision of the [Energy Performance of Buildings Directive \(EPBD\)](#) to guarantee charging where is most convenient for users.



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 revision of the Renewable Energy Directive is a significant opportunity:

- The higher targets for renewable energy in transport are very welcome - they will help ensure that the decarbonisation potential of e-mobility is fully realised.
- Fuel neutral credit mechanisms should be extended to both public and private charging to further support the transition to clean electricity in transport

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

AVERE also 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.

