



The Consumer Voice in Europe

Transport and the EU's 2030 Climate and Energy Package

Letter sent to Permanent Representations to the EU on October 14, 2014

Contact: **Chris Carroll, Sylvia Maurer** – environment@beuc.eu

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Brussels, 14 October 2014

Re: Transport and the EU's 2030 Climate and Energy Package

Dear Attaché,

I am contacting you on behalf of BEUC, the European Consumer Organisation, ahead of the European Council meeting on 23-24 October. We are writing largely in the scope of the EU's Climate and Energy Package for 2030 and in particular about the potential of transport to be included in the EU Emissions Trading System (ETS).

We are concerned by reports of a proposal to include the transport sector into the ETS as all available evidence concerning the impact of the ETS on transport does not signal overwhelming benefits for the environment, for motorists and nor for investment into the energy efficiency of new vehicles.

It is clear that the ETS needs to be improved. However, there is little evidence to suggest the inclusion of transport will achieve this goal and in addition it is clear that an additional price increase on the fuel used by motorists will not drive forward the sorts of fuel efficiency reductions that are necessary in the automobile sector.

We would rather propose that efforts should be focussed on developing post 2021 CO₂ targets for new cars. BEUC has given previous advice highlighting the financial gains that car drivers should benefit from regarding the adopted 2021 targets and the development of 2025 targets¹. **We want to see post 2021 CO₂ targets for new vehicles that ensure automakers take further strides to produce fuel efficient cars and which also offer motorists attractive pay back periods as a result** - whilst simultaneously cutting carbon emissions.

This approach also links into energy security and would mean less dependence on foreign oil and will in turn mean that a motorist's driving costs are not put to the mercy of global geo-political tensions. Such measures that directly improve energy efficiency will be key here, along with improvements in alternative energy infrastructure and ensuring the supply of biofuels that are truly sustainable².

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¹ See the BEUC [position paper on 2025 targets](#)

² See the BEUC [Vision on Sustainable Mobility](#)

It must also be recognised that such a strategy should go hand in hand with measures that incentivize citizens to change behaviour. This means not only providing better information, such as improving the EU's car CO2 labelling Directive³, it also means giving consumers the tools to make their journeys more efficient. This will require the EU to focus on intermodality and ensuring greater consumer access to information (i.e. scheduling/timetables) when it concerns journeys that involve cars, trains, planes and bicycles.

Finally, and as a more general point relating to the wider goals of EU climate and energy policy, we would like to convey how important it is for the EU to **adopt long-term cost-effective solutions, while keeping energy affordable and avoiding discrimination against vulnerable consumers**. This would also mean ensuring consistency and coherency of targets in order to avoid market distortion which can, as a result, lead to a confusing and costly market place for consumers.

Yours sincerely,

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For further information please contact us at environment@beuc.eu

We are planning to share this letter with a wider list of recipients for their information.

³ See the BEUC/ANEC [short](#) and [long](#) position papers on CO2 labelling.