

BREAKING OUT OF FOSSIL-FUELLED MOBILITY

A consumer checklist for a sustainable transport system

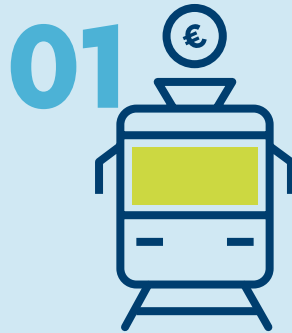


The many calls for a 'green recovery' from the COVID-19 crisis are an opportunity to improve our transport system and move away from fossil fuels.

Currently, however, the green choice is not always the easy one. We see consumers locked into a system that fundamentally depends on fossil fuels.

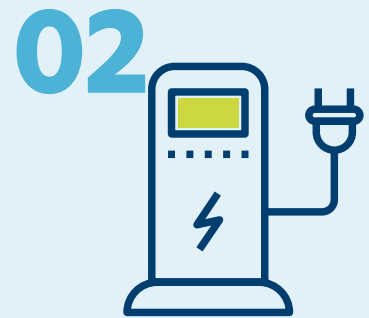
This can be changed: from convenient charging of electric cars, to better cross-border rail connections and more space for cycling and walking in our cities. Decision-makers can use ten consumer policy levers to clean up transport and make it more available, affordable, and attractive.

Ten recommendations to EU and national decision-makers



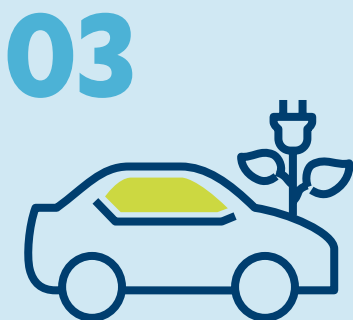
Use price signals to make sustainable transport affordable and attractive

This can be purchase incentives to buy a first or second-hand electric car, or lower VAT rates for train travel. Purchase incentives specifically could be increased for those on lower incomes. Meanwhile, revenues from the proposed 'aviation tax' could fund cross-border rail links. Public authorities should introduce 'mobility premiums' to encourage other forms of transport, such as car-sharing or cycling.



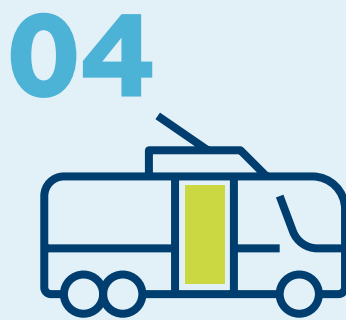
Make electric cars convenient

For electric cars to go mainstream, they must not only be affordable: People need to be confident that they can drive these cars anywhere, hassle-free and without range anxiety. Indispensable here is easy charging. This requires user-friendly tariffs, payment systems and charging point design.



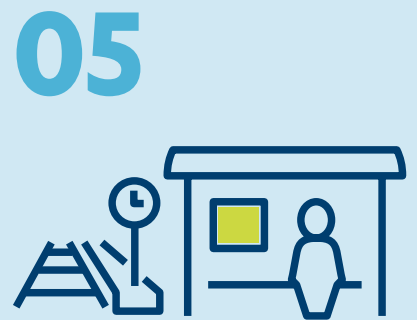
Curb CO₂ emissions through higher mandatory reduction targets

The European Commission intends to raise the car CO₂ emission reduction targets that have been set for 2025 and 2030. Stronger reduction targets will push car makers to further increase their efforts to place zero-emission vehicles on the market. Consumers can only benefit from this as they will either spend less on fuel or profit from the lower running costs of electric cars.



Invest in public transport and rail infrastructure

The EU and its Member States should prioritise investments in the frequency of metro/bus services, construction of new rail connections and boosting night trains. It is very important that new infrastructure and services connect across national borders.



Better protect rail passengers

Because of certain exemptions, 64% of train journeys – such as those on regional trains – are not covered by passenger rights laws. Such exemptions need to be phased out or significantly limited. 'Through tickets', which would protect passengers throughout their journey even if it involves different operators, must become the rule.

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Give travellers on multimodal trips rights and legal clarity

As passenger rights are currently sectoral, travellers taking multiple modes (say, train-plane) are faced with practical questions and legal uncertainty. The EU should introduce a legislative proposal that addresses liability between different operators and gives people clarity about their rights.

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Integrate rail ticketing

Regulatory and commercial barriers make it difficult for consumers to find the best deal for domestic and cross-border train journeys. To solve this, EU train operators should share their data and make ticketing available to third parties in an open data format. Ideally, consumers would need to receive better information and be able to make use of common reservation and ticketing systems.

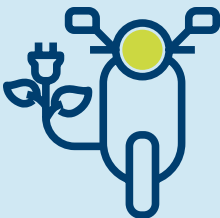
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Rethink urban design to give more space to walking and cycling

Such a rethink requires increased funding, the continued promotion of Sustainable Urban Mobility Plans (SUMP) and developing best-practice guidelines on the safety and quality of cycling infrastructure.

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Encourage new mobility services to serve sustainability objectives

Cities are filling with new mobility services, from ride-hailing to e-scooters. These should not contradict sustainability objectives. For example, ride-hailing should only use zero-emission vehicles as of 2025. Meanwhile, services like e-scooters could reduce car dependency, but there are legitimate questions about the real benefit of some of them for society and the environment. These services should be regulated to, for instance, make sure they rebalance their fleets across cities.

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Tackle misleading green claims

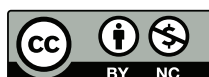
Consumers are too often being lured into thinking they are drastically reducing emissions – and therefore helping the climate transition – while still using fossil-fuelled technologies. For example, an airline billed itself as the greenest in its sector without substantiating its claim and despite being listed among Europe’s highest carbon emitters. We argue that such ‘green’ claims should only be allowed if pre-approved by an EU authority.



READ MORE AT: <http://bit.ly/fossilfuelbreakout>



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