

WindEurope response to the European Commission roadmap on Sustainable and Smart Mobility Strategy

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The European Union is at the forefront of international efforts to combat climate change. The European Green Deal has set ambitious targets: climate neutrality by 2050 & reducing transport-related greenhouse gas emissions by 90% by 2050.

Transport is the only sector in Europe in which emissions have increased in the last decades. Today, transport emissions represent more than 25% of Europe's greenhouse gas emissions. And European transport needs are expected to grow by 2050, hence the urgency to tackle this issue.

WindEurope welcomes the European Commission roadmap on the Sustainable & Smart Mobility Strategy and calls for this Strategy to:

1. Boost the development of zero-emission vehicles and to be aligned with the European Green Deal & Recovery Plan

Direct electrification based on renewables is the most cost-effective, energy efficient and speedy way to decarbonise the transport sector which could be electrify up to 51% by 2050¹, especially light transport. Decarbonising this sector with electricity will require a rapid expansion of renewables, especially of wind.

When direct electrification is not technically feasible, indirect electrification could decarbonise hard-to-abate heavy transport (via electrofuels or renewable hydrogen i.e. hydrogen powered by 100% renewable electricity), mainly shipping and aviation.

The European Green Deal has set ambitious objectives for the transport sector: travel connectivity with accessible, affordable and reliable alternative fuels infrastructure networks for all modes of transport (rail, buses, taxis) and reaching 1 million charging points for EVs by 2025.

2. Foster the necessary infrastructure for the uptake of zero-emission transport

Zero-emission fuel vehicles, especially electric vehicles (EVs), are rapidly increasing. If costs of EVs continue to decrease and are on a par with internal combustion engine vehicles by 2024 for light vehicles and by 2027 for heavy vehicles, then half of all new sale vehicles will be EVs shortly after 2025 for light vehicles and shortly after 2030 for heavy vehicles.² There is thus a need to boost the numbers and availability of electric charging points in all Member States and for all modes of transport. There is also a need to expand private and semi-private charging: figures show a need to deploy around 290 million charging points by 2040³.

How to ensure that the right number of charging points is met in all Member States to reflect the expected development of EVs sales is key. Member States have already provided a long-term vision of decarbonisation of the transport sector including increasing transport electrification in their 2030 National Energy & Climate Plans.

Strengthening the roll-out of electric charging infrastructures is needed. **Minimum and coordinated national binding targets based on coverage and demand criteria, with a concrete & realistic**

¹ [WindEurope Breaking new Grounds](#)

² [Ibid](#)

³ [BNEF, Long-Term Electric Vehicle Outlook](#)

implementation plan for electric charging stations in compliance with the expected average uptake of EVs in each Member States, must be considered to give market participants the right investment signals. This should be accompanied by continued customer incentives to buy EVs to ensure a return on infrastructure investments.

New technologies such as vehicle-to-grid (V2G) could help fostering the installation of charging points and improving the effectiveness of the charging infrastructure.

3. Factor in consumers acceptance and incentives to achieve zero-emission mobility

Consumer acceptance is key for the uptake of zero-emission vehicles. Consumers will only feel confident to opt for these vehicles if they have access to enough refuelling infrastructures and if they are certain they can refuel where and when needed. Yet consumers of alternative fuels road vehicles can face problems using the infrastructure. For electro-mobility, there is a lack of information on the accessibility of charging stations. Transparent information is needed (e.g. charging points location, V2G) for consumers to be willing to use alternative fuels infrastructures. **WindEurope calls for electric charging in Europe to be user-friendly, smart and seamless for consumers.**

Investments in alternative fuels infrastructure will only be made if this demand from consumers materialises. Governments have a key role to play in incentivising action of consumers and infrastructure providers.