

Reply to public consultation

Brussels, 29 January 2021

Reviewing Member State emissions reduction targets (Effort Sharing Regulation)

Accompanying statement in reply to the public consultation on the reviewing Member State emissions reduction targets (Effort Sharing Regulation)

The transport sector's greenhouse gas (GHG) emissions have increased over time and represent now as much as a quarter of the EU's total. The European Green Deal calls for a 90% reduction in GHG emissions from transport in order to achieve the climate neutrality by 2050. The new EU Mobility Strategy, therefore, formulated various actions to achieve an irreversible shift to zero-emission mobility.

The combined targets for both the Effort Sharing Regulation (ESR) and the EU Emissions Trading System (ETS) are currently in place to deliver the EU transport decarbonisation and only a comprehensive approach, based on ambitious targets and milestones can reverse the trend in transport GHG emissions. Electrification of transport (and use of renewable electricity), energy efficiency improvements for each mode and a shift to sustainable transport modes are the main tools to promote GHG emission reductions. These require enabling conditions (infrastructure, pricing) and strong incentives (funding).

The EU Climate Law is leading to an ambitious 2030 climate target revision but the policy makers should also provide a perspective to 2040 in order to set transport in a cost-effective reduction pathway to 2050. CER proposes the following recommendations for the revision of the ESR:

- The ESR shall be ambitious and deliver policy coherence at the EU and the national level for GHG emission reductions in the transport sector.
- The ESR target should be complemented by an introduction of binding GHG emission reduction target for transport.

About CER

The Community of European Railway and Infrastructure Companies (CER) brings together railway undertakings, their national associations as well as infrastructure managers and vehicle leasing companies. The membership is made up of long-established bodies, new entrants and both private and public enterprises, representing 71% of the rail network length, 76% of the rail freight business and about 92% of rail passenger operations in EU, EFTA and EU accession countries. CER represents the interests of its members towards EU policy makers and transport stakeholders, advocating rail as the backbone of a competitive and sustainable transport system in Europe. For more information, visit www.cer.be or follow [@CER_railways](https://twitter.com/CER_railways) on Twitter.

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