

ALLIANCE FOR THE ELECTRIFICATION OF SURFACE TRANSPORT

A Joint Statement of the Union of the Electricity Industry (EURELECTRIC) and of the Community of European Railway and Infrastructure Companies (CER)

9 December 2011

CER and EURELECTRIC call for joint action and a robust policy framework to drive forward the electrification of surface transport in Europe.

The organisations express their full support for the Ten Goals expressed in the European Commission's Transport White Paper of March 2011 and underscore the unique role that electrification can play in achieving these goals in a sustainable and competitive manner. Electrification will increasingly be the solution of choice for low carbon, low-oil surface transport. Europe's future prosperity and economic security depend on making that choice in a decisive manner.

The 2011 Transport White Paper recognises the challenges facing a transport sector **almost entirely dependent on oil**, in particular that of making transport more sustainable. Taking these challenges into account and recognising the importance of a **competitive European transport equipment industry**, our organisations are convinced that the shift towards an **electrified transport system is the solution**.

The White Paper sets a **60% carbon reduction target by 2050** compared to 1990 levels for the transport sector. Electrified transport holds a significant reduction potential in order to reach this target. Widely available and produced all over the EU, **the greater use of electricity in transport can**, while reducing greenhouse gas emissions, **simultaneously help to promote fuel diversification, strengthen energy security and improve air and noise quality** in urban areas.

Our organisations are convinced that Europe's future transport system should be based on **natural complementarities between transport modes, notably based on distance classes**. Our organisations strongly welcome the analyses that were made on that basis in the Transport White Paper's Impact Assessment. As a result, **our organisations fully support the Ten Goals of the Transport White Paper** which were derived from these analyses.

For freight our organisations support **both** a modal shift to rail over intermediate **and** long distances and the deployment of electric road vehicles, with a particular focus on urban and short-distance transport.

For passenger travel, electrification of surface transport is achievable with existing technologies using electrified railways. In the urban and sub-urban context, an expansion of electrified

public transport services, including light rail and trolleybuses, and the successful deployment of light-duty electric road vehicles are within reach.

Compared to other alternative road transport fuels, the infrastructural hurdles for charging electric road vehicles are considerably lower: **the basic charging infrastructure - the electricity distribution grid - is already in place**, and only the public charging stations need to be rolled out. We therefore welcome the Transport White Paper's Goal to **phase out conventional cars and light duty trucks in cities** but we believe that this change can be introduced **much sooner than 2050**. Also, in our view **sustainable public transport** should become a dominant means of transport in European cities, improving air and noise quality but also **helping to combat urban congestion problems**. Last but not least, our organisations support the development of collaborative solutions for multimodal transport services, including innovative travel information and ticketing services, thus opening the way for **fully electrified door-to-door multimodal transport**. Our organisations believe that this is the way of the future for Europe's transport system.

Europe's electricity sector has made considerable progress in recent years in terms of efficiency, sustainability and security of supply. **Electrification of surface transport generates crucial synergies**: the deployment of 'smart charging' and 'smart braking' for electric road vehicles and of 'smart braking' for electric rail vehicles will allow for increasingly flexible management of intra-day demand-supply differences - thus **increasing the capacity of electric grids to accommodate increasing shares of renewable energy sources such as wind and solar**. These synergies strengthen the case for electrification of surface transport even further, while demonstrating the case for **decisive and well-targeted investments in sustainable transport infrastructure and in smart grids**.

Fair competition and clear price signals are essential for an efficient and competitive transport system. Taxation and pricing should be based primarily on carbon emissions, while also taking noise and air pollution into account. Our organisations support the White Paper's initiatives to align **transport taxation** with Europe's sustainability goals and to proceed with the **full internalisation of external costs**. Furthermore, our organisations support the introduction of *binding economic instruments* to ensure that the emissions reduction target for the transport sector is actually met and call upon the Commission to prepare legislative proposals for that purpose.

The deployment of adequate economic instruments would **accelerate the deployment of energy-efficient, low-carbon, rail and road vehicles**. This would boost demand in the vehicle manufacturing sectors and **support the international competitiveness of Europe's manufacturers of transport equipment**.