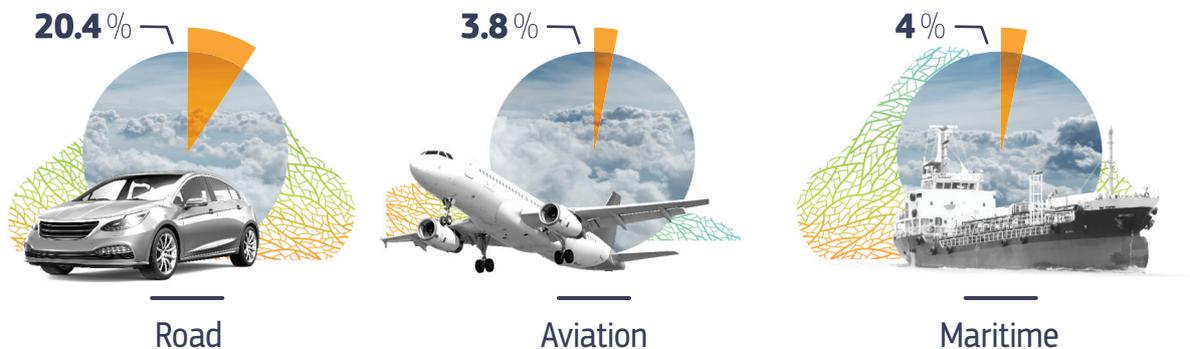


Make Transport Greener

A successful green transport transition will provide significant economic, social and environmental benefits: cutting climate-warming greenhouse gas emissions, reducing air and noise pollution and their negative impacts on our health, and driving innovation.

TRANSPORT NEEDS TO CUT EMISSIONS BY 90% BY 2050

Share of total EU Greenhouse Gas (GHG) emissions, per mode



TRANSPORT AND THE EMISSIONS TRADING SYSTEM (ETS): PUTTING A PRICE ON CARBON

Road

- Extension of the ETS to road transport and building fuels from 2026;
- Focus on upstream fuel suppliers (rather than households and car drivers);
- Revenues to be channelled to support vulnerable households and investments in cleaner mobility.

Aviation

- Tighter cap on the number of allowances for intra-EU flights, starting from current levels and reduced by 4.2% annually;
- Full phase-out of free allowances by 2026;
- Extra-European flights to be subject to offsetting under the international CORSIA scheme.

Maritime

- Gradual extension of the ETS to maritime starting in 2023, with a 3-year phase in period;
- Focus on large ships (above 5000 gross tonnage) accounting for 90% of CO₂ emissions;
- Intra-EU traffic and 50% of extra-EU voyages covered by the scheme.

CLEANER ROAD TRANSPORT

More ambitious CO₂ emissions standards for new cars and vans to help grow the number of zero- and low-emission vehicles on European roads.

Binding requirements for the rollout of public charging and hydrogen refuelling stations for cars, vans and trucks.



Public charging and hydrogen refuelling stations will be widely available, interoperable and easy to use, including at fixed intervals along Europe’s major transport corridors

National fleet based targets for charging stations for cars and vans – those could lead to approximately*:

2025
1 million



2030
3.5 million



2040
11.4 million



2050
16.3 million



*according to Commission Impact Assessment of vehicle uptake following the 'Fit for 55' proposals and assuming an average power output of approx. 15 kW per recharging station



Recharging pools for cars and vans

- on the TEN-T core network: at least 300 kW power output every 60 km by 2025 and at least 600 kW by 2030;
- on the TEN-T comprehensive network: at least 300 kW power output every 60 km by 2030 and at least 600 kW by 2035.



Hydrogen refuelling stations

- will be made available every 150 km by 2030 along the TEN-T core network;
- in every urban node serving both light duty and heavy duty vehicles by 2030.



Recharging points for heavy duty vehicles

- on the TEN-T core network: at least 1400 kW of recharging points every 60 km by 2025 and at least 3500 kW by 2030;
- on the TEN-T comprehensive network: at least 1400 kW power output every 100 km by 2030 and at least 3500 kW by 2035;
- in every urban node and at every safe and secure parking by 2030.

CLEAN TRANSPORT FUELS AND SUSTAINABLE FUEL USE

A new Renewable Energy Directive for more renewables in the transport sector

- New targets on greenhouse gas emissions of transport and use of innovative fuels;
- Strengthened criteria and certification for sustainability and greenhouse gas savings.

Targeted reduction in transport GHG intensity



Targeted share of renewable H2 and synthetic fuels

2.6 % by 2030



Targeted share of advanced biofuels

2.2 % by 2030

ReFuelEU: Accelerating aviation's decarbonisation through sustainable aviation fuels (SAF)

- Obligation on fuel suppliers to distribute increasing levels of SAF at all EU airports;
- Obligation on airlines to uplift SAF-blended fuel before each flight from an EU airport;
- Focus on the most innovative and sustainable fuels, e.g. advanced biofuels and synthetic fuels (also known as electro-fuels);
- Ensure electricity supply for stationary commercial aircraft at all gates by 2025 and additionally at all outfield positions by 2030.

New targets for sustainable aviation fuels (as % of fuel mix)

■ Sustainable aviation fuels ■ Specific sub-mandate on e-fuels



FuelEU: Accelerating maritime's decarbonisation through renewable and low-carbon fuels and technologies

- Introduction of a fuel standard limiting the greenhouse gas intensity of energy used on ships;
- Obligation for most polluting ships to connect to onshore power supply or use zero-emission technologies at berth;
- Alignment with ETS on scope (ships above 5,000 gross tonnage; intra-EU + 50 % extra-EU) and on reporting and verification obligations.

Maritime targets on the limits on greenhouse gas intensity of the energy used on-board compared to 2020



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