



Ressort: Wirtschaft und Finanzen

The energy markets of the future EU

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The Clean Mobility Package is part of wider political context to make European industry stronger and more competitive. As announced in the Renewed EU Industrial Policy Strategy that was presented in September 2017, the Commission's ambition is to help European industries stay or become the world leader in innovation, digitisation and decarbonisation. The challenge of sustainable mobility is a global problem. 'Europe on the Move' was presented by the EU Commission in May 2017.

It included a wide-ranging set of initiatives aimed at making traffic safer; encourage smart road charging; reduce CO2 emissions, air pollution and congestion; cut red-tape for businesses; fight illicit employment and ensure proper conditions and rest times for workers. The European Union is taking resolute actions to accelerate the shift to low-emission mobility.

Following the Paris Agreement the world has committed to move towards a low-carbon economy. Many countries are now implementing policies to facilitate transition to cleaner economies. The ambition is clear: by midcentury, greenhouse gas emissions from transport will need to be at least 60% lower than in 1990 and be firmly on the path towards zero.

Emissions of air pollutants from transport that harm human health need to be drastically reduced without delay.

The Commission presented Communication on the implementation of the Paris Agreement commitments in March 2016, followed by A European Strategy for Low-Emission Mobility in June 2016.

The Low-Emission Mobility strategy defined concrete actions that need to be taken to help Europe stay competitive and be able to respond to the increasing mobility needs of people and goods. The Low-Emission Mobility strategy, contributing to the Energy Union goals, set clear and fair guiding principles to Member States to prepare for the future. The EU proposals are the latest steps in turning these principles into concrete action.

There are new CO2 standards to help manufacturers to accept innovation and supply low-emission vehicles to the market. There are targets both for 2025 and 2030 . The 2025 intermediary target makes sure to give a fresh kick-start to investments already now. The 2030 target ought to give stability and long-term direction to continue with these investments. These targets are going to help setting in motion the transition from conventional combustion-engine vehicles to clean ones.

The Clean Vehicles Directive has been issued to promote clean mobility solutions in public procurement

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tenders and thereby provide a solid improvement to the demand and to the further implementation of clean mobility solutions.

The European Union is coping with an action plan and investment solutions for the trans-European deployment of alternative fuels infrastructure. The aim is to increase the level of ambition of national plans, to increase investment, and improve consumer acceptance.

The revision of the Combined Transport Directive, which promotes the combined use of different modes for freight transport (e.g. lorries and trains), will make it easier for companies to claim incentives and therefore encourage the combined use of trucks and trains, barges or ships for the transport of goods.

The Directive on Passenger Coach Services is ready to stimulate the development of bus connections over long distances across Europe thus offering alternative options to the use of private cars and will contribute to further reducing transport emissions and road congestion.

This will offer additional, better quality and more affordable mobility options, particularly for people on low income.

Last but not least, the battery initiative has strategic implication to the EU's integrated industrial policy so that the vehicles and other mobility solutions of tomorrow and their components will be invented and produced in the EU. The future is clean and consumers are going to be more and more active and central players on the energy markets.

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