Clean Public Transport Deployment

Overview of key EU policies and initiatives

Urban Mobility Days 30/9/2020
Public transport: impacts of the COVID crisis

• Public transport is the backbone of sustainable mobility
• It has been severely affected by the crisis
• Financial, technical and organisational support must be made available as part of the recovery effort
• Guidelines on the progressive restoration of transport services and connectivity
• We need to “build back better”
Why push for clean public transport?

• European Green Deal: Europe to become carbon neutral by 2050
• Climate Target Plan: 55% emission reductions by 2030
• This requires emission reductions in all sectors, including public transport
• Local benefits in terms of air quality, noise pollution
• Most major EU cities already committed to zero-emission mobility
Clean public transport: how do we get there?

- **Legal requirements**: the Clean Vehicles Directive
- **Financial support**: current and planned funding instruments
- **Technical and administrative support**: Clean Bus Europe Platform
The revised Clean Vehicles Directive

- **Scope:** all types of **public procurement** (including purchase, lease, hire-purchase, public transport services, other services, etc.) of **cars, vans, buses, trucks**

- Introduces a **definition** of clean vehicle

- Sets **minimum national targets** for their procurement as a share of total public procurement

- Specific **sub-targets for zero-emission buses**

- Leaves **flexibility** in how the targets are reached: Member States can decide how to share the effort between different public authorities and fleets

- Transposition **by 2 August 2021**

- Targets to be met over **two reference periods: 2021-2025 and 2026-2030**

https://eur-lex.europa.eu/eli/dir/2019/1161/oj
The revised Clean Vehicles Directive (2)

- Specific **national targets** for LDVs, trucks and buses set for each Member State.
- Ranges:
  - **Cars & vans**: 17.5–38.5% both periods (2021-2025: low-emission; 2026-2030: zero-emission)
  - **Trucks**: 6-10% in 2021-2025, 7-15% in 2026-2030 (alternative fuels)
  - **Buses**: 24-45% in 2021-2025, 33-65% in 2026-2030; (alternative fuels; half to be met through zero-emission buses)
- Calculated on the basis of **aggregated public procurement** in the whole Member State during each reference period.
- **Full flexibility** in how the effort is shared within a Member State.
The revised Clean Vehicles Directive (3)

• Need to monitor and report progress

• **Tender Electronic Daily (TED) Database** as the main tool for monitoring and reporting

• Data to be recorded for each procurement:
  • Number of vehicles procured
  • Number of clean vehicles
  • Number of zero-emission buses

• Commission will collate and publish TED data, to help national reporting

• **Guidance notice (FAQ)** to be published in October 2020
Financial support for clean public transport

• Growing number of instruments and funding opportunities:
  • ESIF: ERDF, Cohesion Fund
  • EFSI, Next Generation EU: Recovery Fund, InvestEU, Innovation Fund
  • CEF + CEF 2: Blending, CEF Debt
  • Industrial policy initiatives: Battery Alliance, Hydrogen Alliance
  • Research: Horizon 2020, Horizon Europe

• Clear commitment to support public transport authorities and operators and help them recover from the coronavirus crisis while transitioning to zero-emission buses
Actions to support cities in the transition to clean buses:
  - Capacity building, technical support and knowledge transfer
  - Twinnings and study visits between host cities and target cities,
  - Supporting more than 50 target cities – at least 2 per Member State
  - Managed by the ApolloEU consortium on behalf of the European Commission

https://cleanbusplatform.eu
Next steps

- Sustainable and Smart Mobility Strategy to be published by end 2020
- Revision of the Alternative Fuels Infrastructure Directive – proposal in 2021
Thank you for your attention

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