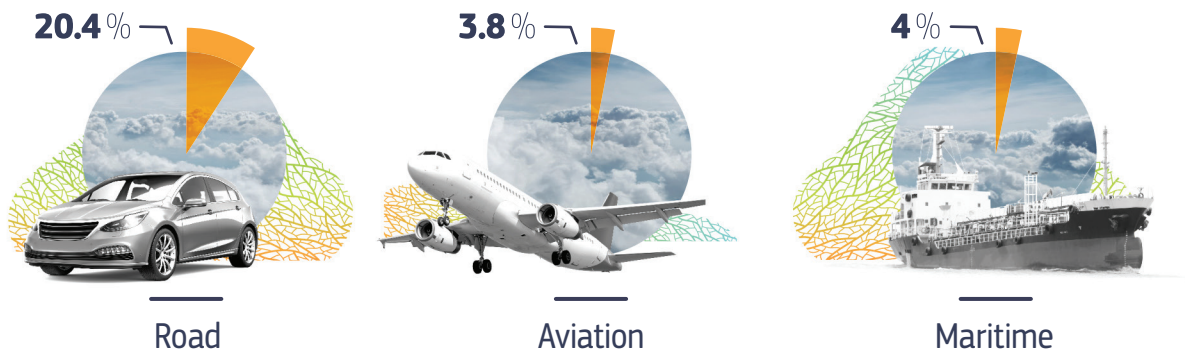


# Make Transport Greener

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 CO<sub>2</sub> emissions;
- Intra-EU traffic and 50% of extra-EU voyages covered by the scheme.

# CLEANER ROAD TRANSPORT

More ambitious CO<sub>2</sub> 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

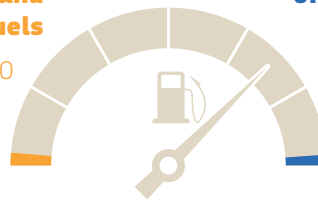
- New targets on greenhouse gas emissions of transport and use of innovative fuels;
- Strengthened criteria and certification for sustainability and greenhouse gas savings.

Targeted reduction in transport GHG intensity



Targeted share of renewable H2 and synthetic fuels

2.6 % by 2030



Targeted share of advanced biofuels

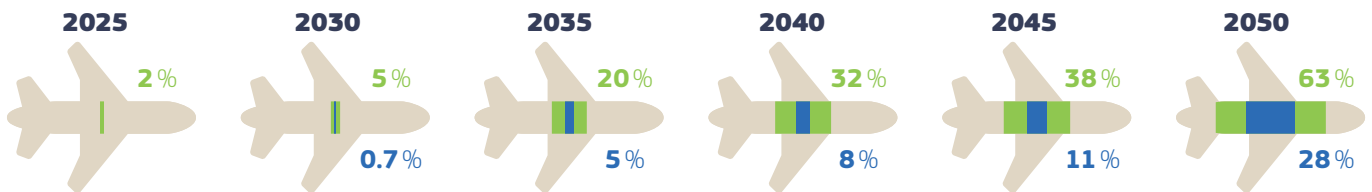
2.2 % by 2030

## 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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