



ROMA



Assessorato
alla Città in Movimento

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StadT  Wien

25 October 2017

Dear European Commission and Council representatives, national experts and MEPs,

We, European cities and regions, face extensive twin challenges of **cutting air pollution and reducing CO2 emissions** from public transport fleets and private vehicles on our roads. We urgently need effective tools to help tackle those challenges, especially the air quality exceedances, if we are to avoid being forced to take more drastic measures such as driving

bans. These include ambitious EU emission standards and an effective enforcement regime. The coming months are crucial in paving the way for such tools at EU level, notably ambitious emission standards and effective testing regimes.

Almost half a million Europeans die prematurely each year from the devastating effects of air pollution, with road transport emissions responsible for a considerable part of that. Diesel fumes in urban areas in particular are a cause of many of the 68,000 premature deaths caused by dangerous nitrogen dioxide.¹ Because of the **failure of diesel vehicles to meet the EU emission standards**, many cities struggle to meet our air quality targets and face significant fines for infringing the EU acquis.

Transport is one of the few sectors in Europe where GHG emissions have recently grown² - if the transport sector does not substantially cut emissions the EU will miss its climate targets and obligations under the Paris Agreement. By 2050, the vehicle fleets in European cities need to completely decarbonise to allow the European transport sector to reach its emission reduction targets of 95%.³ As the average age of vehicles is 15 years, all **vehicle sales need to be zero emission in the coming two decades**, with an increasing number of governments already announcing the phase out dates in the recent months.

Next generation emission standards, coupled with robust, independent and transparent testing and enforcement regime are needed to bring down emissions from conventional vehicles and those already on the road, while zero emission cars, vans and buses are the future solution cities to provide clean, energy-efficient and affordable transport for its citizens. A European mass market for these vehicles is needed to scale up offer and bring down prices to benefit for private consumers, fleet operators and procurers.

The upcoming decisions at EU level will determine whether or not European cities and regions are given effective tools to complement an array of actions already taken locally to reduce transport emissions. We therefore call on you as legislators to:

- 1. Finalise, by the end of 2017, the EU Type Approval reform that includes mandatory national and EU-level tests of cars on the road as well as oversight of national testing bodies to avoid another diesel emissions scandal**
- 2. Swiftly propose and agree ambitious CO2 standards for cars and vans for 2025 and 2030 that would reduce emissions of conventional vehicles and bring wide deployment of ultra-low and zero emission vehicles**
- 3. Complement the Car CO2 regulations with an additional mandatory sales target for Zero Emission Vehicles to ensure there is a European market for zero emission and alternative powertrains**

¹ European Environmental Agency, <https://www.eea.europa.eu/highlights/stronger-measures-needed/table-10-1-premature-deaths>

² EEA, <https://www.eea.europa.eu/highlights/eu-greenhouse-gas-emissions-from-transport-increased>

³ European Commission, https://ec.europa.eu/transport/sites/transport/files/themes/strategies/doc/2001_white_paper/lb_com_2001_0370_en.pdf

4. Propose new Euro 7 emission limits that are technologically neutral and allow cities across Europe to meet the WHO air quality guidelines

Cities cannot make these efforts alone, and the coming months will show whether or not Europe is serious about clean mobility, and the prosperity and health of its citizens. The upcoming Second Low Emission Mobility Package, announced by the Commission for November, is a unique opportunity for the European industry, and Europe as a whole, to reap the benefits of the current mobility transition.

Yours faithfully,



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