

move ▶ green



Stop climate change.
Play your part.

move ► green

The increase in CO₂ emissions from transport now accounts for almost 30% of all EU emissions.

A growing dependency on oil has become a defining characteristic of the EU economy, with the explosive growth in road and air transport responsible for 70% of the EU's oil consumption.

Transport must be a key focus if we are to have any chance of reducing this dangerous dependency on imported oil and tackling climate change, as well as avoiding a future energy supply crisis. Achieving this will require not only a different approach to transport policy but a behavioural change in terms of our mobility. This should include:

Decoupling transport growth from economic growth and avoiding transport

There is no inherent positive link between transport growth and economic growth and job creation. Policy needs to reflect this and the true cost of transport should not be reduced by competition distorting tax subsidies – this is particularly true of the airline sector. Ending the privileges of the road transport sector will encourage the avoidance of transport but efficient land use planning, better mobility management and transport logistics are also necessary contributory factors for the better organisation of our society as a whole, making road transport less necessary.

Transferring the movement of persons and goods towards more sustainable transport modes

Unfair competition between transport modes, as a result of different user charging practises (such as



move ► green

tolls) or taxation policies, means road and air transport operate under much more favourable conditions than more sustainable modes of transport – like rail.

We need to transfer the movement of persons and goods towards more sustainable modes of transport ('modal shift'). This could be encouraged by combining modes (inter-modal) like waterborne, rail, public/collective transport. The operational performance of sustainable transport should be improved, with greater investment in their infrastructure, while internalising the external social and environmental costs of road and air transport to reflect the true cost.

Making transport cleaner

Cars account for half of all greenhouse gases emitted by the transport sector. If we need a car at all, an efficient, small and light vehicle guzzles three times less than a sports utility vehicle. Technical innovations should be promoted and demanded to improve conventional engines and the application of new types of engines (hybrid engines, fuel cells), as well as alternative fuels (bio fuels, natural gas, hydrogen). Taxation policy can be used to create incentives for choosing more fuel-efficient vehicles but improving vehicle use is also crucial.

Car sharing should be considered as a viable and cheaper alternative to owning a car. In addition, we need to encourage energy-saving driving behaviour and better choice of transport modes for both private and enterprise purposes.

Airlines and reducing the environmental 'high cost'

Aviation consumes more oil relative to distance than any other transport mode: one person traveling 3000 km causes ca. 1 tonne of CO₂-emissions. Aviation's impact on the climate is growing dramatically, with flights set to double by 2020 and triple by 2030. This is not only because of its increasing CO₂ emissions but also because of its other climate impacts (including vapour trails and nitrogen oxide).

There is no taxation of kerosene, nor is there VAT charged on international flight tickets. This privileged status needs to be ended. Kerosene taxation and VAT on all flight tickets should be introduced, comparable with the rates for other transport modes. In addition, aviation should be covered by a separate emissions trading scheme with strict caps on the total amount of emissions.

Urban mobility and short distance alternatives: room to move

50% of journeys are shorter than 5 km, while urban traffic accounts for 40% of transport emissions. For many short distance car journeys, an efficient alternative exists. We need to promote a combination of walking, cycling, car sharing, carpooling and public/collective transport use (inter-modal chain) for urban journeys. This should go hand-in-hand with better mobility management.



Stop climate change.
Play your part.



The all round benefits of changing the way we get around

Succeeding in changing the way we get around will not only help tackle climate change, it will also lead to other benefits, such as: less noise pollution, reduced local air pollution, improved health, less road accidents, reduced congestion, more public space, reduced costs (both the public and private) and improved quality of life, to mention just a few.

Changing the way we get around, rather than the climate.

move ▶



CONTACT:

European Green Party, EGP
www.europeangreens.org

The Greens/EFA
in the European Parliament
www.greens-efa.eu

green

www.stopclimatechange.net