

Decarbonising Urban Mobility in European Cities



Policy paper

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Executive Summary

Reducing urban transportation emissions is an urgent challenge due to their contribution to climate change and carbon inequality. Failing to reduce emissions now will ensure that more young people will be impacted by the effects of climate change. The generations of the past have failed to address the risk, challenges and uncertainty that the youth will face due to the climate crisis.

To explore what needs to be improved to advance a clean urban mobility transition in Europe, this policy paper analysed the anticipated effects of the new EU initiatives and proposals in the Fit for 55 Package. To do this, this paper firstly outlined the importance of cities in decarbonising urban mobility, the EU's recent initiatives and proposals on decarbonising urban transport and their expected effects as well as the challenges of decarbonising transport. A special focus is placed on delivery fleets, as an example of a sector that needs to reduce emissions.

We adopted a problem-based methodological approach to provide recommendations for improvement of the current state of urban mobility in European cities. To do so, the expected effects and improvement potentials of the EU initiatives were analysed based on secondary data from previous studies on the expected effects of the initiatives. For instance, from the International Council on Clean Transport, Transport and Environment and Cambridge Econometrics. This approach helped to discover key problems with the EU policies on urban mobility and give recommendations on how to overcome these challenges to further a fair, green and intergenerationally just transition.

Overall, we discovered that **while the EU strengthened its ambition** to reach net-zero by 2050 in its Fit for 55 Package, **more needs to be done**. The EU and European cities need to take stronger action on decarbonising urban mobility.

Key Findings

- 1 The EU's car-centric policy-making focus sees electric vehicles as the remedy to all transport problems. However, that is not the solution to urban emissions due to environmental and ethical problems associated with producing electric vehicles.
- 2 There is a lack of intergenerational justice and focus on young people in EU policies and lack of including young people in EU decision-making processes. Given that the youth is more disproportionately affected by rising emissions, this is an important aspect to be included in future EU policy-making.
- 3 EU regulations on public transport, cycling and walking are needed together with more initiatives, public funding, and investments in public transportation, cycling and walking.
- 4 An EU regulation is needed on the rising emissions growth of delivery fleets.

Policy Recommendations

● **Implement an EU Regulation on Public Transport and Increase EU Funding and Investments in Public Transportation**

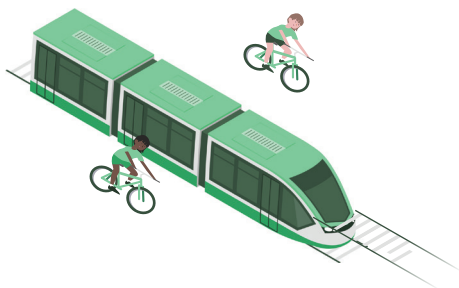
Implement an EU regulation to make public transport more affordable, appealing and reliable and promote a stronger focus on the importance of public transportation in the TEN-T regulation and the Urban Mobility Framework.

● **Promote all Cities to Develop a Sustainable Urban Mobility Plan (SUMP)**

SUMPs help improve urban accessibility by combining modes of transportation into a single multimodal strategic planning approach. Cities were and continue to be built with a car-centric mindset. As a result, a shift to a more human-centric focus is required.

● **Implement a Regulation on Zero-Emission Vehicle Quotas for Delivery Fleets and Companies with A Higher Fleet Size**

Mandate for any company to have 100% zero emission vehicles by 2030, the regulation should push for the use of bikes, e-bikes and cargo bikes for deliveries and more transparent comparable emissions reporting of delivery fleets.



● **Implement an EU Regulation on Cycling and Walking and Increase EU Funding and Promote Investment in Safe Cycling and Walking Infrastructure**

Implement an EU regulation on cycling and walking, develop an EU Cycling Strategy, promote pedestrian, car-free zones, regulate vehicle speeds and out-of-town park-and-ride schemes. Cities should be required to have a certain amount of cycling infrastructure by 2030.

● **Set Stronger Emissions Targets for Cars, Stronger Sourcing and Recycling Targets for EV Batteries and Promote Smart Charging Solutions for EV's, E-scooters and E-bikes**

Increase the 2030 CO2 reduction target in the CO2 emissions standards regulation to at least 70%, increase the 2025 target to at least 30%, and have annual targets after 2025. Include all pollutants in the Euro 7 standard. Improve charging infrastructure targets in the Alternative Fuels Infrastructure Regulation.

● **Create Space for Including Youth as Leaders and Decision-Makers in EU Policies to Make EU Policies Intergenerationally Just**

Implement a youth department into the EU policy-making process where the youth has equal footing in decision-making together with government representatives. Young people hold the key to inclusive and creative solutions for sustainable urban mobility.

Introduction

Urban transportation emissions need to be reduced urgently because of their role in climate change and carbon inequality. More young people will be affected by the effects of climate change if emissions are not reduced now. The risk, difficulties, and uncertainty that the younger generation will experience as a result of the climate crisis have not been adequately addressed by previous generations.

Cities are currently home to 50% of the world's population but are responsible for 70% of global CO₂ emissions¹. One-third of total urban greenhouse gas (GHG) emissions in major cities are generated by transport². Specifically, urban mobility accounts for 40% of all CO₂ emissions of road transport and up to 70% of other pollutants from transport³.

There are now nearly four billion people under the age of 30 living in urban areas. Future projections estimate that by 2050, about 70% of the world's population is expected to live in urban areas. Moreover, it is expected that 60% of the population in cities will be under the age of 18 by 2030⁴.

Despite not having caused the current human-caused climate crisis, children, youth and future generations are among the most severely impacted groups who are paying and will pay the consequences, growing up in overcrowded, unsafe, and polluted environments. We can no longer afford to think in terms of 'business as usual': centuries of exploitative and oppressive practices in the name of progress have hampered the quality of life of present and future beings, as well as their very existence.

Transport of goods is a major cause of emissions in urban areas, a specific example of rising emissions in cities being delivery fleets and last-mile deliveries. Reducing transportation emissions is an urgent challenge, given that the emissions are rising since

1990⁵. It is an opportunity to improve air quality, reduce our reliance on fossil fuel energy, boost Europe's climate ambition, create jobs and help Europe maintain its position as a leader in technological innovation. However, these opportunities can only be created if the EU and European cities implement ambitious policies for decarbonising urban transport. While the EU's new initiatives place a higher emphasis on greening mobility, the current EU measures and proposals are not sufficient in tackling transport-related emissions and furthering progress to net-zero cities.

The goal of this paper is to outline the key EU initiatives and proposals that are in place in decarbonising urban mobility in European cities, how effective they are in decarbonising urban transport and what is needed to improve them. Moreover, to give an overview of the challenges that are currently faced with the implementation of low and zero emission transport options. Overall, this paper answers the following questions:

- A** What are the current EU initiatives and proposals on decarbonising urban mobility, their expected effects and improvement potentials?
- B** What are the challenges of implementing low and zero-emission transport options (public transport, cycling and walking and electric vehicles)?
- C** How can the EU initiatives be improved and what steps need to be taken in the future by the EU to decarbonise urban mobility?

This policy paper starts with the importance of cities for furthering the clean mobility transition. Afterwards, it outlines and analyses key EU initiatives and proposals on decarbonising transport, followed by challenges of low and zero emission transport options. Finally, recommendations are provided on how to further a clean mobility transition in European cities.

The Importance of Cities for Clean Mobility

Transport is central to the economy and communities in cities. Public transport carries about 185 million passengers on an average working day across the EU. It is also amongst the largest employers at a local level⁶. Not only transport of people, but transport of goods contributes to major emissions in cities. The number of delivery vehicles is only expected to increase by 36% in 2030. Amazon reports an increase of over 30% emissions from 2018 to 2020 despite their net-zero target⁷. E-commerce is growing rapidly in the EU, with the biggest increase amongst young consumers for their shopping needs⁸. This trend causes challenges to cities, where more delivery vehicles are used to cover the “last mile delivery” - the final stretch to the consumer’s location of residence. It is thus critical that businesses work on decarbonising their fleets and that EU policy supports this because so far, this is lacking in EU policy-making.

By the end of the decade, last-mile deliveries are predicted to cause 32% increase in CO2 emissions in cities and 21% increase in congestion⁹.

In addition to emissions, cities must deal with extra challenges such as air quality, noise pollution, crowded streets, high traffic and blocking of vehicles, bringing down the aesthetic value of urban environments. European cities are facing daunting problems in meeting air quality legal standards¹⁰. The European Environment Agency’s 2020 air quality report underlines that road transport’s main contribution to air pollution is nitrogen oxides (NOx), accounting for 39% of total Europe NOx emissions¹¹. NOx pollution is responsible for 55,000 deaths annually in Europe. Congestion in the EU costs nearly EUR 100 billion, or 1 % of the EU’s GDP, annually¹². Transport is the first cause of air pollution in Europe¹³, and together with noise pollution, they are the most important causes of ill health in Western Europe respectively¹⁴. Furthering the clean mobility transition in cities as soon as possible also gives the chance to

address health inequalities and improve the quality of life for all.

Urban areas are also the best place to build up active transport, such as cycling and walking, due to the relatively short distances travelled. Almost half of all car trips in cities are less than five kilometres¹⁵. Planners can address what currently prevents people from taking up active transport, e.g., comfort, safety and unattractive environments.

Those living in cities are on the front line of dealing with rising emissions and congestion, but cities also offer many opportunities to decarbonise and create innovative, green communities. While all cities share these issues, each city will have unique solutions. It is necessary to work locally and with all communities to effectively progress clean mobility.

The European Commission proposed initiatives that are either directly or indirectly reducing emissions from transport in cities. The EU is already working with cities, conurbations, and regions to implement sustainable urban mobility policies, including efficient public transport systems and good connectivity throughout the territory of EU Member States. According to the European Commission’s Sustainable and Smart Mobility Strategy, 100 cities will be climate neutral by 2030 in order to achieve the European Green Deal¹⁶. Urban mobility is going to be at the heart of accomplishing this.



Key EU Initiatives

This section examines how decarbonising urban mobility will be impacted by current EU initiatives and proposals on transport as well as how it could be improved.

1 Regulation CO2 emissions standards for cars and vans

Sets EU fleet-wide CO2 emission standards for new passenger cars and vans registered in the EU to stimulate more zero-emissions vehicles. The revised targets are: 1 January 2030: from -37.5% to -55% for cars, and from -31% to -50% for vans and a new target from 1 January 2035: 100% for cars and vans. The target for new cars and vans in 2025 remains unchanged at -15%.

Status

- 14th July 2021: European Commission proposal published
- September 2022: Negotiations in European Parliament and Council (European Parliament agreed on phase-out of fossil-fuel cars in 2035)
- Autumn 2022: The final law is expected to be agreed

Expected Effects and Improvement Potential

The proposal is expected to save 2.8 Gt of CO2 emissions by 2050. That means less air and noise pollution, better air quality and improved citizens' health and well-being in cities. However, road transport will not achieve a 90% CO2 emissions reduction by 2050 unless the proposed standards for cars and vans are substantially strengthened.

2 Regulation Euro 7 standards for pollutant emissions

Sets limits on GHG emissions, nitrogen oxide (NOx), carbon monoxide (CO), and other air pollutants such as hydrocarbons (THC and NMHC) and particulate matter (PM) for new vehicles to tackle air pollution.

Status

- 20th July 2022: Suggested date of proposal by European Commission, but again delayed

Expected Effects and Improvement Potential

It is expected that the revised standards prevent more than 35,000 premature deaths in Europe, equivalent to avoiding 568,000 years of life lost. However, air pollutant limits are not justified because they do not guarantee a safe level of exposure, and negative health effects have been linked to PM 2.5, NO2, and O3 concentrations below the recommended limits. Also, current standards do not include all emission types: ultrafine particles, ammonia, formaldehyde, methane and non-methane gases, and nitrous oxides, the most significant GHG after methane and carbon dioxide.

3 Trans-European Transport Network (TEN-T) Regulation

Governs the construction of a major network of railways, roads, inland waterways, maritime shipping routes, ports, airports, and railroad terminals across Europe. Revision includes a new 2040 intermediary deadline to advance completing major parts of the network before the 2050 deadline, an emphasis on high-speed networks, and includes active modes of travelling.

Status

- 14th December 2021: European Commission proposal published
- September 2022: First reading at European Parliament

Expected Effects and Improvement Potential

Overall CO2 emissions are anticipated to decrease because of the updated TEN-T Regulation by 0.3% along the comprehensive network and 0.4% along the core network by 2050. Higher minimum speed and longer trains will improve rail traffic between European cities. However, too much focus is placed on major cities and too little emphasis on cycling, which will not improve cycling in smaller towns. Despite their importance, large cities only house 30% of the population in the EU. Smaller towns offer enormous potential for cycling, and 42% of all cycling fatalities occur entirely outside of urban areas.

4 Urban Mobility Framework (UMF)

Focuses on interconnecting long distance and 'first and last mile' connections and more recharging and refuelling infrastructure for low- and zero-emission vehicles. New revision means major cities along the TEN-T network have to develop sustainable urban mobility plans (SUMP) together with urban logistics plans (SULPs) by 2025. The revisions place a stronger focus on sustainable urban mobility: the main focus being on public transport, walking and cycling, also emphasises zero-emission alternatives for city fleets, such as last-mile deliveries.

Status

- 20th July 2022: Suggested date of proposal by European Commission, but again delayed

Expected Effects and Improvement Potential

The SUMP together with the SULPs are expected to result in more effective zero-emission city freight logistics and last-mile deliveries as a result. However, overall, there is a lack of uptake of SUMP: according to a 2017 SUMP Needs Assessment Survey, only 37% of responding cities had SUMP in place, with implementation rates ranging widely from 78% in France to 6% in Greece. This is because of a lack of funding, lack of awareness of the SUMP, lack of political will and public support. Moreover, the UMF lacks an inclusion of smaller towns because it focuses solely on major cities.

5 Alternative Fuels Infrastructure Regulation (AFIR)

The AFIR requires EU countries to develop national policy frameworks for developing publicly available refuelling and recharging points for alternative fuel vehicles. AFIR is currently a directive, the proposal makes it a regulation. It sets minimum mandatory targets for charging station density (charging and hydrogen refuelling for passenger cars, vans, and trucks) along the TEN-T network, its corresponding urban nodes, and overnight parking areas.

Status

- 14th July 2021: European Commission proposal published

Expected Effects and Improvement Potential

All EU Member States had already met the proposed targets by the end of 2021. Hence, the proposed regulation would not compel the construction of additional charging infrastructure in most of the EU in the near future. Higher targets that vary with the electric share of car and van stock are required. Higher charging targets are especially necessary in markets with a less than a 15% share of electric passenger vehicles due to lower expected charge point utilisation. Higher targets would also help to accelerate charging points for delivery fleets.

6 Proposal on Separate Emissions Trading System (ETS) for Road Transport

From 2026, the road transport and building sector would have to surrender allowances to tackle emissions of cars. The cap on emissions would be set in 2026 and would gradually decrease to amount to a 43% reduction of emissions in 2030 compared to 2005 levels. Indirect social impacts from rising prices of road transport and heating fuels are addressed through a legislative proposal for a Social Climate Fund.

Status

- 14th July 2021: European Commission proposal published

Expected Effects and Improvement Potential

Including urban mobility to the EU ETS can accelerate the transition from fossil fuel cars to more electric vehicles. However, a study conducted by Cambridge Econometrics found that low-income households will be hit the hardest by the ETS price increase because they will be unable to afford to switch to newer, cleaner vehicles. This fuels carbon inequality and puts the burden of the climate transition on poorer households. Given low environmental rewards, the proposal would neither benefit the environment, nor the people, or the economy.

7

Effort Sharing Regulation (ESR)

Reduces the climate impact of sectors that are not covered by the EU ETS. Covers 60% of the EU's GHG emissions and sets binding national emission reductions targets for the 2021-2030 period for sectors such as transport, buildings, agriculture, and waste management. The proposal keeps the ESR and raises the EU-wide emission reduction target for ESR sectors from -30% (in 2005) to -40%.

Status

- 14th July 2021: European Commission proposal published
- September 2022: Awaiting position of European Parliament in first reading

Expected Effects and Improvement Potential

Keeping the ESR means increased actions of (unwilling) national governments which will reduce their share of emissions in the road transport sector. For instance, by stopping subsidies for polluting company cars, and by receiving support for ambitious EU-level measures that will help them achieve their increased target. However, the targets are more stringent on paper than they are in practice. Old loopholes that allow countries to avoid their climate responsibilities still exist, for instance, the lack of penalties for failing to meet targets. This reduces the effectiveness of the revised regulation.

8

Renewable Energy Directive (RED)

Proposes to raise the renewable energy targets for 2030 to 45%, a specific focus is set on integrating renewables into transport. Proposes a target of 13% by 2030 for reducing the GHG intensity of transportation fuels, with a sub-target of 2.2% for advanced biofuels (fuels from non-food based feedstocks).

Status

- 14th July 2021: European Commission proposal published
- 2022: Awaiting decision by Council and European Parliament

Expected Effects and Improvement Potential

In the past, the RED led to an increase in road transport electrification and increased use in renewable hydrogen. For example, in Norway it led to a significant increase in the use of renewable electricity in road transport. A problem in the RED, however, is the focus on crop-based biofuels as being declared sustainable. The high goal of 13% reduction in GHG intensity for transportation fuels is expected to result in more intermediate crops, which also results in deforestation.

Core Challenges of Decarbonising Transport

This chapter identifies the main technical and social challenges currently faced with the implementation of low and zero-emission transport options. Each mainstream alternative transport is listed with the problems which need to be tackled to create green and fair cities. At the end of this chapter, delivery fleets are showcased as an example of a heavy polluting sector which is slowly taking up these forms of transport and the associated costs.

● **Public Transport and Shared Vehicles: Lack of Frequent, Reliable, Accessible and Safe Public Transport in Cities**

Public transport plays a vital role for young people, especially those living in remote areas. However, decrease in governmental funding devoted to public transport contribute to limiting bus and rail routes. Moreover, public transport fares are rising faster than wages making it economically inaccessible for many young people⁴⁰. Frequency, reliability, accessibility and safety are the most important elements that users look for in public transport and when those are not fulfilled, people turn to private travel⁴¹.

The recent trend of shared vehicles and renting schemes (bikes, scooters) is very unevenly distributed across urban areas.

The lack of intermodality between the different modes of transport is disruptive. Better governance and integrated planning approaches are needed for the uneven spread of low-carbon mobility across Europe. There are age restrictions on electric scooters for 18 and over, and 25 to drive someone else's car in some places. This prevents young people from using certain shared transport options.

● **Cycling and Walking: Lack of Safe Cycling and Pedestrian-Friendly Infrastructure in Europe's Cities**

Whilst there are extensive cycling networks and possibilities in the Netherlands and Denmark, other countries in the South and East of Europe need to improve access to safe and extensive cycling routes and infrastructure⁴². Cities have been designed to be car-oriented, rather than walkable, cyclable, or liveable.

Survey results from the European Social Survey in 2018/19 show that women still feel unsafe walking alone after dark. Results ranged from 9.9% in Slovenia feeling unsafe, to 37.4% in Germany, and 62.3% in Bulgaria⁴³. Safety is also a disproportionate issue for ethnic minorities. A report by Living Streets found poorer communities are more likely to be killed or injured on British roads, with those from ethnic minority groups more at risk⁴⁴.

● **Electric Vehicles: Lack of Accessible Charging Stations, Environmental and Ethical Issues with Sourcing and Recycling of Lithium-ion Batteries**

Wide use of electric vehicles (EVs) is prevented by the lack of accessible charging stations with carbon-neutral energy sources. Over half of Europe's charging stations are concentrated in only The Netherlands and Germany⁴⁵.

A car battery's lifespan is cut short by extreme temperatures that are becoming more common across Europe⁴⁶. EVs that travel long distances, making intensive use of the battery, have a better overall climate impact per kilometre driven⁴⁷. However, considering that the average car journey in the UK in 2019 was 8.4 miles⁴⁸, simply switching to EVs is not sufficient without behaviour change. We need to replace short, private car journeys with public transport. While EVs may cost less over their ownership period⁴⁹ and are popular,

especially among youth ⁵⁰, their affordability is a vital barrier to uptake.

Lithium-ion batteries

Most EVs use lithium-ion batteries but lithium mining has been linked to ecosystem destruction⁵¹ and contributes to asymmetric power relations. It “constitute[s] a continuation of the Global North’s imperial mode of living”⁵². According to the EC (2019), many Member States do not reach the defined collection goals for batteries, and around 35,000 tonnes of waste portable batteries enter municipal waste streams annually⁵³. Although research is being done, recycling processes to extract valuable metals from the batteries are still cost- and energy-intensive⁵⁴.

Subcontracting is another problem because some companies do not include subcontractors in their emissions goals. Subcontracting also leads to poor working conditions and labour rights violations due to cost and time pressures⁵⁷.

Many companies use carbon offsetting to reduce their emissions. However, there is no official international standard for carbon offset accounting and it is difficult to estimate how much any given project reduces emissions⁵⁸.

Delivery Fleets: Rising Growth in E-Commerce and GHG Emissions, Lack of Clear and Accessible Reporting on Emissions Data

Delivery trucks and vans produce a disproportionately high amount of GHG emissions compared to passenger cars⁵⁵. A study by the Centre for Research on Multinational Corporations (SOMO) on multinational corporations found that most delivery companies had failed to formulate effective emissions goals⁵⁶. Similarly, the SOMO report found that companies’ plans to increase ‘alternative’ fuels were based on using liquid natural gas, compressed natural gas and biomethane. All fuels are neither clean, efficient, nor sustainable.

Recommendations for the Way Forward

The car-centric focus of EU policy-making implies a shift to EVs, which are proven to also degrade the environment, albeit to a lesser extent than fossil-fuel vehicles. Overall, there must be a stronger move away from merely car-oriented policy planning towards reduced traffic, more public transport, and more active travel. What we really need in the fight against road transport emissions is a combination of regulation, research and development, investment, and financial mobilisation to decisively steer the transportation industry toward zero emissions. This should be the focus of the green deal for transportation. The EU should also involve young people more in policy-making since they will be particularly impacted by climate change's long-term effects. GCE developed the following recommendations in order to further alternative modes of transport in Europe.

● **Implement an EU Regulation on Public Transport and Increase EU Funding and Investments in Public Transportation**

Implement an EU regulation to make public transport more affordable, appealing and reliable. This would create a well-connected system in and between European cities. Improving the affordability, availability and appeal of public transport is important to reduce reliance on cars. Moreover, promoting a stronger focus on the importance of public transportation in the TEN-T regulation and the Urban Mobility Framework. Make public transportation more affordable and appealing by making it better connected and more reliable or financially appealing such as in Luxembourg, where public transport is free. A shift towards electromobility is crucial. Existing urban electric transportation systems, such as metro, trams, trolleys and buses, can serve as the foundation for electromobility strategies.

● **Implement an EU Regulation on Cycling and Walking and Increase EU Funding and Promote Investment in Safe Cycling and Walking Infrastructure**

Promote pedestrian, car-free zones as well as regulating vehicle speeds and out-of-town park-and-ride schemes to discourage the use of passenger cars in cities. Cities with over 55% share of walking, cycling, and public transport emit 2.4 fewer tonnes of CO₂ emissions annually from passenger transport. Improve cycling infrastructure in cities, cities should be required to have a certain amount of cycling infrastructure by 2030. Urge the EU Commission to develop an EU Cycling Strategy. Build safe, green and well lit walking routes and infrastructures. Invest in behaviour changing programmes, such as cycling classes, route maps, and free bike repair stations.

● **Promote All Cities to Develop a Sustainable Urban Mobility Plan (SUMP)**

SUMPs improve urban accessibility by combining modes of transportation into a single multimodal strategic planning approach. Cities were and continue to be built with a car-centric mindset, a shift to a more human-centric focus is required. Implement practices of 'tactical urbanism', a low-cost, short-term change to the built environment, with the goal of improving local neighbourhoods and city places. Examples include bike lanes and public spaces, traffic calming and colourful crosswalks.

Expand Low Emission Zones (LEZ) within urban areas. Limiting car speed to 30 km/h presents various benefits to cities and their inhabitants (cleaner air, less noise and emissions and safer roads). Accelerating intermodality with information systems, so that passengers can easily find the different modes of transport that facilitate their route.

Set Stronger Emissions Targets for Cars, Stronger Sourcing and Recycling Targets for EV Batteries and Promote Smart Charging Solutions for EV's, E-scooters and E-bikes

Increase the targets in the regulation on CO2 emissions standards for cars and vans:

- Increase the 2030 CO2 reduction target to at least 70%, increase the 2025 CO2 reduction target to at least 30%, and have annual targets after 2025.
- A phase out of cars with internal combustion engines (and hybrids), in the next 10 years.

Include all pollutants from cars in the regulation Euro 7 standard for pollutant emissions and ensure the lowest limits possible for these emissions are set. Improve fleet-based charging infrastructure targets by linking them to countries fleet's electric vehicle-share and ensure an absolute minimum target in the Alternative Fuels Infrastructure Regulation.

Have stricter consequences if targets are not met for recycling EV batteries and put budget into research and development. Enforce the OECD Due Diligence guidelines, which were created to uphold human rights and ensure an ethical supply chain on battery manufacturers and importers. Promote and support smart charging solutions for e-mobility, e.g., automated EV charging when it is suitable for the electric grid, i.e. during the night time when demand is low.

Implement a Regulation on Zero-Emission Vehicle Quotas for Delivery Fleets and Companies with A Higher Fleet Size

Increase the targets in the regulation on CO2 emissions standards for cars and vans:

- Establishes a mandate for any company to have 100% zero emission vehicles by 2030.
- The regulation should push for the use of bikes, e-bikes and cargo bikes for deliveries.

Incentivise delivery fleets to increase the number of bicycles, e-bikes and cargo bikes, neighbourhood hub systems, more efficient route planning, and joint delivery systems. Include a stronger focus in the Urban Mobility Framework on promoting zero-emission delivery fleets to businesses.

Give incentives to companies and community leaders for drop box/locker locations and phase out door-to-door deliveries for non-perishables for able-bodied consumers. Implement a measure for transparent reporting of comparable emissions data (also including scope 3 emissions) of companies, including their subcontractors and becoming responsible for the work conditions.

Set Stronger Emissions Targets for Cars, Stronger Sourcing and Recycling Targets for EV Batteries and Promote Smart Charging Solutions for EV's, E-scooters and E-bikes

Implement a youth department into the EU policy-making process: For example, the Council of Europe implemented the Advisory Council of Youth. When deciding on the Council of Europe's youth policies, elected members of youth organisations decide on an equal footing with government representatives.

Young people hold the key to inclusive and creative solutions. With youth in charge, we can develop more effective solutions for decarbonising urban mobility and eventually reach net zero by the time they reach middle age.

Young people are no longer the future's actors with so much at stake in 2050. The time to take action is now.

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