



**Draft**

**Title:** **For an industrial role for electric cars serving the climate, employment, the environment and social justice.**

**Tabled by:** Europe Ecologie - Les Verts

### **Draft text**

1 In the EU, transport accounts for 27% of carbon dioxide (CO<sub>2</sub>)emissions (2017).  
2 With a modal share of 82% in 2019 (Eurostat), the car is by far the means of  
3 transport used most by European citizens. The personal car is responsible for  
4 around 12% of total EU emissions of CO<sub>2</sub>.

5 Electric mobility is developing at an extremely rapid rate and this growth will  
6 accelerate because it corresponds to the strategy chosen by European public  
7 authorities to decarbonise mobility. Thus, the massification of the electric  
8 mobility market is increasing. This motion aims to set the framework for what  
9 could be an ecological vision of the EV, genuinely favouring our social justice  
10 and environmental goals.

11 The main objective of an environmentally friendly transport policy is to reduce  
12 the use and dependence on private cars wherever possible. Beyond the central  
13 issue of greenhouse gas emissions, the car has negative and systemic effects,  
14 against which we are fighting: inefficiency and congestion, air, noise and water  
15 pollution, use of public space, sedentary lifestyle, road safety, urban sprawl,  
16 land artificialisation, etc.

17 The electric vehicle (EV) is not a solution to all these negative effects.  
18 Moreover, it has its own environmentally and socially negative externalities,  
19 such as the dependence on critical materials. Therefore, our main objective is,  
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21 first, to reduce necessary distances wherever possible and, second, to ensure a  
22 shift towards active modes and collective and shared means of transportation.  
23 This must be achieved through a global approach to mobility, which takes into  
24 account transport but more broadly the determinants of travel demand: town  
25 planning, land policies, greater attention to soaring property prices but also  
26 the social and cultural construction of our way of life. An ecological transport  
policy is necessarily systemic.

27 However, due to the very construction of the space we inherit, shaped for cars,  
28 it is still difficult to get around outside built-up areas. This is why,  
29 while wishing to reduce the space occupied by the car, it is also necessary to  
30 support the transition to less-polluting automobile mobility. The EV can be one  
31 way of achieving such a transition.

32 The European Green Party:

33 1. Ensuring the sustainability of vehicle and battery production throughout the  
34 value chain:

- 35 • declares that the EV is an improvement on thermal vehicles running on  
36 fossil fuels of the same category in terms of greenhouse gas emissions and  
37 local pollutants over the vehicle's life, especially in an increasingly  
38 carbon-free electric mix;
- 39 • notes the need to monitor load factors. It is crucial to avoid situations  
40 in which a very large number of vehicles are recharged at the same time in  
41 order to limit the need for additional, potentially carbon-containing  
42 production factors. To do this, we must first maximise the charging  
43 points, especially outside of our homes. Thus, a policy of equipping major  
44 traffic attractors and workplaces would seem essential;
- 45 • calls for a European regulation on the consumption of EVs, defined in kWh  
46 per km, to support energy conservation;
- 47 • supports the principle of a new European regulation on batteries and calls  
48 for the highest environmental standards to be implemented. More  
49 specifically, the EGP advocates the most ambitious possible targets in  
50 terms of recycled contents. Moreover, the new regulation should provide  
51 for a mandatory CO<sub>2</sub> footprint on battery labelling;

- 52 • is in favour of European market design rules that maximise the benefits of  
53 EV auto-consumption from individual solar panels;
  
- 54 • supports the development of EV-based network services (flexibility and  
55 storage, vehicle to grid);
  
- 56 • asks emission calculations to be systematically carried out over the  
57 entire life cycle and not "from tank to wheel", as is currently the case,  
58 which amounts to artificially downplaying the benefits of alternative  
59 transitional paths, such as traffic moderation, urban-sprawl limitation  
60 and, above all, the development of active modes wherever possible.

## 61 2. Favouring long-distance modal shift:

- 62 • proposes that EVs should primarily be supported for local mobility in  
63 rural areas where public transport and active travel are not an option to  
64 cover all mobility needs. For long-distance travel, the EGP promotes a  
65 train-based transport system;
  
- 66 • considers as an effect that highway charge-point equipment on travel  
67 corridors that are also served by rail services should not be considered a  
68 priority.

## 69 3. EU industrial policy:

- 70 • encourages the EU to take any relevant action to promote the  
71 interoperability of charge networks across national borders;
  
- 72 • supports the production of batteries in Europe, which constitutes an  
73 opportunity to reindustrialise our territories and produce useful,  
74 qualified and stable jobs. 'Made in Europe' batteries should continue to  
75 be exempted from state-aid regulation until the competitiveness gap with  
76 foreign actors has been filled;
  
- 77 • stresses that the EU should help territories, companies and employees to  
78 anticipate the profound changes attracted by the shift towards electric  
79 mobility. In particular, EU Structural and Cohesion Funds could be used in  
80 the transition towards the EV, notably to finance vocational training.