

Electric mobility Framework conditions: Climate Alliance's perspective

Climate Alliance resolution to electric mobility, adopted by the General Assembly of Climate Alliance on 5th May 2011 in Munich according to a proposal of Climate Alliance Austria

Electric mobility has long been a fundamental technology for providing public transport services (rail, underground, tram, trolley buses, etc.). It is now also experiencing a renaissance in the private transport sector. For the Climate Alliance municipalities, new and interesting perspectives are emerging in their efforts to meet the agreed climate protection commitments, but also with regard to other issues such as noise pollution and pollutant emissions, fine particulate matter and nitrogen oxide. Depending on the scenarios assumed, the climate protection effect of electric mobility is largely relativised hence a framework agreed by the Climate Alliance is necessary.

Introduced and implemented correctly, electric mobility offers an opportunity to both reduce emissions and also correct undesirable developments in the rapidly-growing motorised private transport sector.

The climate protection effect of electric mobility is maximised when:

- The proportion of bicycle traffic is boosted by increased Pedelec usage;
- Electric mobility is introduced as part of an integrated transport system with prioritisation of traffic avoidance and a shift from motorised private vehicles to environmentally-friendly modes of transport (bicycle and pedestrian traffic, public transport, car sharing and car pooling);
- (Temporary) zero-emission vehicles are integrated into the multi-optional mobility spectrum as an important component, primarily for journeys that cannot be undertaken or that it is unrealistic to undertake on foot or by bicycle, or for which public transport offers do not make sense (in terms of energy and economics);
- Electricity originates solely from renewable energy sources or from energy-saving measures, and the power supply has been converted to a smart grid;
- As comprehensive recycling of the batteries as possible, minimisation of the use of raw materials and (social, economic and ecological) technical consequences are provided for;
- In a global context, no resources are used that other groups rely on for their survival. Specifically, the land rights of indigenous peoples are to be taken into consideration.



Klima-Bündnis

**Electric mobility –
Framework conditions in
Climate Alliance's perspective**

Resolution of Climate Alliance
Munich, 5 May 2011

The intermediate steps necessary for achievement of this are:

- Creation and implementation of strategy papers (master plans) on the 2020 electric mobility goals at the EU, country and regional levels;
- Expansion of the public transport networks and optimisation of the interfaces between the different modes of transport;
- Development of innovative business models and their fields of application for the introduction of electric mobility (Pedelec rental systems, e-vehicle leasing, e-vehicle car sharing, e-charging stations & ride, etc.);
- Measures to increase cost allocation to car transport (road pricing, oil tax, car tax, etc.);
- Awareness-raising measures for multi-modal travel behaviour.

The members of Climate Alliance support electric mobility according to these framework conditions and endeavour to assume an active role in the following areas:

- Use of e-vehicles in their own areas;
- Participation in fleet testing;
- Support within the scope of expansion of the existing infrastructure with regard to loading stations, facilities for renewable energies, smart grids, etc.;
- Inclusion of suitable municipal roof space in plans for local CO₂-reduced electricity production for electric mobility;
- Support for e-car sharing measures (parking spaces, municipal usage, advertisement, etc.);
- Support for the establishment of a local "electric mobility" platform for the development of commercial expertise and the capabilities among fleet operators for resource-efficient use of electric mobility;
- Support for and establishment of measures for increased cost allocation in the transport sector (parking space management, city tolls, road pricing, etc.);
- Establishment of measures to prioritise electric mobility over conventional vehicles for commercial transport in the fields of parking space management, environmental zones, road pricing and similar. These measures should be limited in time and revenue-neutral;
- Cooperation on the definition of sustainability criteria for electric mobility projects and the allocation of certificates;
- Support for electrification measures and the use of battery-operated vehicles, and for boosting the appeal of regional trains to retain the railway as the backbone of mobility throughout the entire area ("network railway");
- Support for electric mobility through maintenance and development of the trolley bus network in addition to the use of battery-powered buses.



Klima-Bündnis

**Electric mobility –
Framework conditions in
Climate Alliance's perspective**

Resolution of Climate Alliance
Munich, 5 May 2011