

To:

Frans Timmermans, Executive Vice-President, European Green Deal
Adina-Ioana Valean, Commissioner for Transport

Brussels, 9 February 2020

Subject: European Green Deal: need to reflect clean bus ambitions into the European financial instruments and programs

Dear Madam, dear Sir,

Over the past year we have been in contact about several matters related to sustainable urban mobility. In previous contacts with your cabinets, our networks were actively invited to signal issues that would hamper the EU's ambitions with regards to the European Green Deal. Currently, we do see a substantial problem with regards to the deployment of clean buses across Europe.

For our associations, the transition towards clean fleets in local and regional passenger transport is crucial to achieve ambitions in view of energy use, mitigation of local pollutive substances and noise. Clean bus systems allow cities and regions to offer citizens public transport services without environmental harm. **Through the deployment of clean buses, local and regional authorities support the implementation of the AFID and can fully comply with the Clean Vehicle Directive objectives.**

We have been informed that the CEF2 efforts in view of Alternative fuels infrastructures will not cover vehicles or vessel procurement, except for the case of inland waterways. This is problematic in several ways for local and regional governments and the transport authorities managing public transport in these territories.

- The impact of the current COVID-19 crisis has strong implications on the resources of these local authorities, mainly on the capacity to invest. We would like to remind you that even with the current legal and financial instruments in place, purchasing clean buses requires a very significant financial effort of around 250.000 to 350.000 Euros per vehicle additionally to the price of a EURO6 diesel bus.
- Clean transport infrastructure is in many cases purchased as a 'system' – combining vehicles, batteries, charging infrastructure and depots into integrated projects. An artificial deconstruction of these integrated projects into segments, seeking support from different financial instruments, adds coordination costs and financial risks.
- Cities, regions and transport authorities need the perspective of a long-term financial instrument, that helps us to accelerate fleet renewal and charging/fuelling station deployment for the full duration of the MFF period.

If the information about the exclusion of clean vehicles purchase from CEF2 is correct, the EU will no longer hold any programme in its MFF 2021-2027 portfolio that will support this policy promoted by the European Commission itself in its Clean Bus Deployment Initiative. Moreover, this may exacerbate the - due to COVID-19 - already challenging financial situation of the European clean bus industry.

If the current proposal to exclude vehicle procurement from CEF2 is maintained, the European Commission should ensure that the renewal of bus fleets for the benefit of cities, regions and their transport authorities should be supported by other European funding and financing programmes available. This alternative funding should be substantial and clearly identifiable.

We do understand that CEF2 budget is less substantial than different stakeholders were expecting, and that the European Commission is working within the remit of the Member States mandate. We hope that even with this reduced perspective, the approach taken by the Commission can still be tailored to create high impact in view of concrete ambitions formulated in the Smart and Sustainable Mobility Strategy and in the Green Deal.

With this letter we repeat our genuine commitment and interest to make the transition to deploy clean buses a success for the years to come. We are determined to work together with you to remove barriers and to enable regions, transport authorities and cities to push their weight in contributing to the ambitions the European Union has set in the Green Deal strategy and more recently in the Smart and Sustainable Mobility Strategy. We do hope, however, that this can be supported with the adequate funding.

If needed, we are happy to further explain our position in a meeting.

Your sincerely,



Karen Vancluysen,
POLIS
Secretary General



Ruud Van Der Ploeg
EMTA
Secretary General



Thomas Avanzata
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Senior Director Europe

POLIS is the leading network of European cities and regions working together to promote sustainable mobility through the deployment of innovative transport policies and solutions. Polis unites 80 European local and regional authorities invested in urban mobility innovation. Our members work on daily basis with the transitions, innovations and disruptions the transport sector is facing: automation, new and shared mobility services, active travel, Urban Freight and Logistics (UFL), access regulations, electrification, hydrogen propulsion solutions, digitalisation, etc. Cities and regions are incubators and living labs for transition, solving problems, and aiming at achieving EU and local sustainable development policy goals also through urban mobility.

EMTA (European Metropolitan Transport Authorities) is an association that unites 31 larger metropolitan areas to share knowledge and experience and to jointly address challenges in urban mobility and transport. EMTA brings together executives from its member authorities to facilitate a discussion amongst peers on topics European transport authorities see themselves confronted with. EMTA joins public bodies endowed with expert competences in public transport and mobility to facilitate in-depth elaboration of topical issues and respond to immanent needs and resolve pressing policy challenges. EMTA is currently running collaboration efforts on Decarbonization and Air Quality and annually benches progress of its members on achieving their targets on procuring bus running on renewable fuels.

UITP is the international association representing public transport stakeholders. In the European Union, UITP brings together more than 450 urban, suburban and regional public transport operators and authorities from all Member States. We represent the perspective of short distance passenger transport services by all sustainable modes: bus, regional and suburban rail, metro, light rail, tram and waterborne.