

THE PASSAU CIVIL SOCIETY DECLARATION

for

A sustainable European mobility centred on climate and
environmental protection



THESE CIVIL SOCIETY GROUPS

HAVING REGARD TO

- The Paris Agreement
- UN Resolution 70/1, the 2030 Agenda of the United Nations
- The duty of EU member states to protect the health and safety of their citizens
- The slow realisation by the Council of the European Union that there is a need for significant climate and environmental legislation
- Art. 191 of the Treaty on the Functioning of the European Union
- The guiding principles of Germany's Presidency of the Council of the European Union

CONSCIOUS that sustainable mobility is a basic need and nobody is to be discriminated against on the basis of their place of residence, income or physical handicap;

OBSERVING that the transportation sector causes a quarter of all EU CO₂ emissions, of which 70% stem from road transport and that the most efficient way to reduce CO₂ emissions is the reduction of road traffic;

DEMAND that the transport policies of the Council of the European Union be guided by the overriding principle of reducing polluting traffic, such as cars, lorries, motorised individual traffic, ship traffic and air traffic;

CALL UPON the Council of the European Union to push for a reduction of EU CO₂ emissions by at least 65% by 2030 and EU climate neutrality by 2040 the latest, preferably by 2035. For this purpose, it must define binding and short-term intermediate targets in the entire transportation sector, including shipping and air traffic, starting from 2025;

DEMAND the creation of effective sanctioning mechanisms for non-compliance

DEMAND the EU-wide prioritisation and promotion of transport by bicycle and rail vis-à-vis transport by car or lorry, as well as public transport vi-à-vis individual transport;

CALL UPON the EU to instigate a paradigm change in its transport policy, focussing on emission-free and resource-saving engines. EU industrial and transportation policy must be centred around the transformation into an environmentally friendly and sustainable economy focussing on - among others - the exploration and minimal use of such engines;

DEMAND that the progress in the field of digitalisation in the transport sector be used exclusively to make transportation more just and safer, to reduce exhaust and greenhouse

gas emissions, and cut energy and resource consumption. This can be achieved by a more efficient use of public transport as well as already existing vehicles;

DEMAND that all toll systems and all forms of fuel taxation be reformed in a way that all levies are socially fair and proportionate to a vehicle's CO2 emissions and are applied to all vehicle types, including cars. Subsidies and preferential fiscal treatment for fossil fuels and vehicles burning them must be abolished in all toll and tax systems;

DEMAND that the European battery alliance be implemented with high environmental and social standards. This includes the ethical and sustainable extraction of resources for batteries, strict requirements for the energy efficiency of batteries and the possibility of recycling and repair as well as a recycling quota for the raw materials used in batteries of at least 90%. Moreover, a mechanism to measure and reduce the CO2 footprint of battery production is needed;

DEMAND that in areas where the direct electrification of transport is not possible only fossil-free hydrogen, bio-fuels - produced exclusively from agricultural waste such as straw and grass, but by no means from food - or so-called E-fuels - power-based fuels made from atmospheric CO2 - be used;

CALL UPON the EU to develop and implement an hydrogen strategy that facilitates the fastest possible decarbonisation of all industrial and economic processes. For this purpose, hydrogen must exclusively be produced in a sustainable manner, using renewable energy and must be produced and transported in a resource-saving way. The production and trade of fossil-free hydrogen imported from third countries must meet the highest environmental and social standards. In the transportation sector, the use of hydrogen must be restricted to heavy goods vehicles, air and ship traffic. Direct electrification must be prioritised. Where appropriate, hydrogen shall also be used for rail transport as an alternative for the current use of diesel engines;

DEMAND that air transport be made climate-neutral and environmentally friendly. For that purpose, passenger figures must be reduced and the number of flights (for people and freight) must be reduced by bolstering rail transportation. Short-haul flights must be completely replaced in the medium term by improved long-distance train travel. Fossil fuels must be replaced by hydrogen-based fuels that are exclusively produced and based on 100% renewable energy; jet fuel made of biomass is no alternative since its production competes with food production for human consumption.