

EP TRAN Committee - 11 May 2020

Exchange of views with Vice-President Frans Timmermans on the future of transport sector in the framework of the Green Deal

Chair Karima Delli (Greens/EFA, FR)

- transport was one of the key sectors for the Green Deal, and it would have to play a key role in achieving climate aims;
 - transport was the only sector in Europe which had not been reducing its greenhouse gas emissions;
 - the transport sector had been hit hard by the COVID crisis (particularly the aviation industry);
 - some said that the economic recession would force the EU to backtrack on the Green Deal, while others thought the recession would be a push for the EU to make its economies and companies more sustainable;
 - she personally thought the Green Deal was an opportunity, and it was important not to miss out;
 - it would be necessary to boost the economy while also finding solutions for climate change;
 - it was time to think about new modes of transport that were more effective and would pollute less;
 - air pollution was “*an invisible scourge, but a scourge nonetheless*”;
 - it was believed that 800,000 premature deaths were caused yearly by air pollution.
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Executive Vice-President Frans Timmermans

- transport was one of the sectors most affected by the crisis;
 - this sector was crucial for the success of the Green Deal;
- huge amounts of investment would be needed to get the sector going again;
 - if the needs for investment were combined with the reality of the huge gap in private investment as a consequence of the crisis, it was clear that it was necessary to get as much of the investment capacity together as possible;
 - there would only be one shot at getting it right, and all of the money would have to be invested in the economy of the 21st century and not in restoring an outdated economy;
 - this was the most challenging part of the mandate of both the European Parliament (EP) and Commission;
 - if they reverted to the same reaction as the last crisis, they would use the scarce means to restore an economy that had no future;
- it was necessary to use the Green Deal, digitisation and increasing European resilience as the cornerstones of the recovery plan;
 - the transport sector would need to be forward-looking, cut emissions and its impact on the natural environment, and use the opportunities offered by digitisation and increased resilience to become more profitable in the future;
- he pointed out that 400,000 Europeans died prematurely every year because of bad air quality;
 - mortality in this area had been reduced due to lower emissions at that moment;
- he believed that if they wanted to achieve climate neutrality by 2050 (which would be an existential challenge) they would need to stick to their goals for 2030;
 - the Commission would come out with its impact assessment in September on whether they would use 50 or 55%;
 - this would have consequences on the transport sector and the automotive industry;
- it was important to both save jobs and create new jobs as part of the recovery plan and also make the transformation to a sustainable economy;
- it was clear that the automotive industry would need support, and the industry was extremely worried about a lack of demand;

- increasing the demand would lead to scrapping programmes, and these programmes would need to be sustainable;
- he hoped the EP would be involved in this;
- the car industry would have to increase its efforts to become more sustainable (electric mobility was a goal);
- the recovery plan should include enhanced plans for electric charging capacities around the EU;
 - up to 3 million of them would be needed by 2030;
- he also believed that work needed to be done on the aviation and maritime sectors;
 - the situation was dire, but he thought that if an airline went to national authorities for support then it was legitimate to ask the airlines what they would do for society in return (cap on bonuses, stop paying dividends, lower carbon footprint, modernise fleet, invest in sustainable fuels, cut short-haul flights to promote trains, etc.);
 - it was possible to make these demands because they were putting the financial burden on their children and grandchildren, who should be able to inherit a better, cleaner, more sustainable world;
- the shift to sustainable modes should guide the European infrastructure investment;
 - trains should be a reliable way to move freight, and it was a better way for citizens to travel short-haul distances;
 - shipping would be more important in the future, and the ability to move between modes (helped by digitalisation) would help to make transport more resilient and future-proof;
- cities were beginning to rethink their transport systems through electrification, by increasing the frequency and availability of public transport, increasing the possibility for cycling;
 - there should be support for zero and low-emission mobility;
 - this was a way to support future generations and rethink mobility;
 - clean urban mobility should be a stronger part of transport investment, especially in central and eastern Europe where air quality was a political issue;
- achieving resilience would require looking at how supply chains worked, how the economy was structured, and the EU's dependency on other parts of the world;
 - he pointed out that the behaviour of people could not always be predicted or planned, and whether people would change their behaviour was yet to be seen;
- in the current unpredictable situation, a framework was needed to move into the future and help the transport sector maintain and create new jobs in line with the goal of being climate-neutral by 2050.

Chair Karima Delli (Greens/EFA, FR)

- EVP Timmermans had talked about a number of subjects including freight, trains, and sustainable urban mobility;
 - she pointed out that there needed to be tangible change;
 - future generations wanted change, and it was necessary to have concrete proposals.

Marian-Jean Marinescu (EPP, RO)

- he agreed that he wanted to leave a better world for his grandchildren, but he also wanted them to be able to have a job;
- the maritime industry was developing its own programme to reduce emissions and was investing €50 billion;
 - he asked what Timmermans was planning for the ETS and maritime and also for roads, as he thought it was very difficult to apply the ETS to roads;

- on wind energy and alternative fuels, he asked if Timmermans was intending to do a study for 2050 on what energy production without fossil fuels would look like and how many areas for wind and solar energy would be needed;
 - he asked how much land would be required for alternative fuels;
 - he wanted to know what the cost would be for new infrastructure and the replacement of old technologies;
 - he asked if there would be enough storage capacity;
 - he did not want the study to be about supply and demand of energy, but rather about the ability to supply the energy.
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Vera Tax (S&D, NL)

- she reiterated that there were 400,000 premature deaths in the EU every year from air pollution;
 - the TRAN Committee supported the Green Deal because it was important to save lives in the EU;
 - according to the European Disease Prevention and Control Agency, there were now 150,000 deaths from the coronavirus;
 - she repeated the numbers, pointing out the importance of these figures;
 - it was clear that the economy would be hurt, but it was also clear that they should choose to save lives;
 - after the crisis it would be impossible to continue as before;
 - certain parts of industry wanted to delay the Green Deal because of the COVID crisis, but she thought that this was wrong;
 - Marian-Jean Marinescu thought that it was all about jobs, and jobs were important to the S&D group as well;
 - however, *“to have a job, first you have to have a life“*;
 - she could understand the concerns considering the major economic crisis, but they could not use the current situation to continue polluting;
 - the Green Deal needed to continue in order to save lives in the EU every year, and not only during the crisis;
 - she asked how the Commission would ensure that the economy could recover from the crisis while upholding the plans for the Green Deal, particularly for the transport sector.
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José Ramón Bauzá Díaz (RE, ES)

- he would not try to downplay the importance of moving to a low-carbon economy;
- however, everyone knew that the Green Deal hadn't kicked off in the best possible situation;
 - industry and sectors such as transport were facing an unprecedented economic crisis;
 - just a few hours previously, a Colombian airline had declared bankruptcy after seeing its income drop by 80%;
- a few months ago, the Commission had a specific plan and green agenda that was properly coordinated;
 - there had been a radical shift in the world, and the European economy was in danger;
- it was key to support the industry in its transition towards a more sustainable model and in its recovery;
 - the transition would need to be fair, realistic, and gradual;
- it was important that Europe would not be left out of the networks of globalisation with excessive taxes and duties that ignored the fact that Europe was part of a global economy;
- transport needed to transition to a low-carbon emission economy, which was about having concrete aims and doing something feasible;
 - they needed to rely on strong economic models;

- he asked how transport could respond to Europe's recovery while creating jobs and being innovative.
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Julie Lechanteux (ID, FR)

- when talking about the future of transport under the Green Deal, they needed to take account the concerns of road transport haulers especially as there were about 40,000 companies in France with €100 billion turnover in 2019;
 - this was clearly an indispensable strategic sector, and the COVID crisis had pointed this out;
 - drivers were working at high risk, but it was necessary to ensure the transport of vital goods;
 - 35% of the sector was currently active;
 - they needed a genuine relaunch strategy for the sector;
 - workers needed the necessary protective equipment, cabotage and posted work needed to stop, and they needed to protect national companies, ensure social protection for drivers, encourage training and recruitment in the sector, and financially support them in the transition;
 - the sector needed help immediately;
 - the exchanges of views were characterised by the typical bureaucratic concerns of the EU where they were talking about a distant future rather than an immediate need.
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Ciarán Cuffe (Greens/EFA, IE)

- transport and tourism had been particularly affected by the crisis;
 - he thought that the Green Deal offered a way out of the crisis: a recovery with fairness and sustainability at its core;
 - in relation to public transport, given its importance to the Green Deal he asked what EVP Timmermans would do to support public transport companies who had seen huge falls in ridership;
 - he asked what kind of European funding would be made available;
 - public transport was essential for the future;
 - many cities had expanded footpaths and cycling paths to promote active mobility which facilitated social distancing;
 - he asked if Timmermans would do everything in his power to make sure these temporary measures would be made permanent given the wider benefits for air quality, emission reduction, sustainable tourism and physical health;
 - he asked if there would be a dedicated strategy on active mobility;
 - on CORSIA, he had heard that the Commission would soon try to bypass the EP and ask MS about their intention to participate in CORSIA's pilot phase;
 - EP consent was required under the ETS directive;
 - he asked why the Commission was undermining the Parliament's role, and whether the EU's regulatory autonomy would be preserved when it came to regulating aviation emissions.
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Kosma Złotowski (ECR, PL)

- transport of people and transport of goods had been affected by the crisis;
- EVP Timmermans had spoken about how the Green Deal was an opportunity, but he asked if Timmermans would do anything to remove the obligation for lorry drivers to return to their country of origin every 8 weeks with an empty truck;
 - this would lead to huge unnecessary carbon emissions;
- on the issue of applying green conditions to a number of sectors in Europe, he pointed out that aviation in Europe and around the world had collapsed and their turnover was close to zero;

- a tax on kerosene would increase the price of tickets, reducing the profitability of the sector and meaning that many airlines would go bankrupt;
 - the Green Deal was important, but many people did not have jobs or a way to earn a livelihood at that moment and increasing prices was not a good solution.
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Kateřina Konečná (GUE/NGL, CZ)

- after the socio-economic disaster, many things would need to change and the race to the bottom must be stopped;
 - they should not lower their ambitions in making the European transport more ecological;
 - on the dignity of European workers, she pointed out that if truck drivers arrived to the customs areas too early or late they were forced to leave the premises;
 - she thought there should be an option for drivers to stay in the area;
 - companies were always pushing for the lowest possible prices for transport;
 - there should be consequences for this;
 - many people believed that after the pandemic they should abandon efforts in making the transport sector fairer and more effective;
 - the drivers were working in difficult conditions, and she was more determined than ever to finish the Mobility Package;
 - she asked EVP Timmermans what he thought of the Mobility Package in light of the pandemic.
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Chair Karima Delli (Greens/EFA, FR)

- she thanked all of the transport workers who had been working in difficult conditions to deliver essential goods;
 - she knew that EVP Timmermans was a supporter of the kerosene tax.
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Executive Vice-President Frans Timmermans

- a number of speakers had asked implicitly whether they could afford a Green Deal in this crisis and whether priority should be given to jobs;
 - it was necessary to take into account both the present and the future, and there was no contradiction between the need to recover economically and the need to do so in line with the Green Deal;
 - if money was spent on parts of the economy that would be obsolete down the road, they would be throwing away money at the expense of their children and grandchildren without giving them anything in return;
 - they could not succumb to the temptation of short-term expediency;
 - the recovery needed to be in line with the long-term goal of a sustainable society and economy;
- the ETS was a cornerstone of helping the economy to decarbonise in the aviation sector and the maritime sector;
- he was not worried about the energy situation in the future;
 - investments into sustainable energy systems outpaced investment in fossil fuels and there had been a huge drop in coal in the last years;
 - the painful element would be the transition, and the just transition fund would have to help the sectors most effectively;
 - sustainable energy was not just wind and solar. He believed strongly in hydrogen (blended first with natural gas and then moving to green and blue hydrogen) as an energy source for the future;
- he agreed that public transport needed support;
 - many cities were hesitant to buy electric mobility because they did not know if they could afford it;

- the EU should support cities in this through the instruments and programmes that already existed;
 - on CORSIA, he guaranteed that the position of the EP would not be undermined;
 - the process would start that day with Commissioner Valean, and she would be very explicit on the role of the EP;
 - the Commission strongly supported the Mobility Package, which was important for the social sustainability of the sector;
 - the impact assessment was ongoing as to whether this would lead to a lot of empty lorries driving across Europe;
 - he would answer the question on truck drivers in customs areas in writing as he did not have an answer for that;
 - he thanked those working in transport who were ensuring that essential goods were being delivered.
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Chair Karima Delli (Greens/EFA, FR)

- she pointed out that if things were done properly with the Mobility Package, trucks would never return to their home countries empty.
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Barbara Thaler (EPP, AT)

- she believed that the crisis could make Europe stronger and more resilient in the long run;
 - the opening of the railway market for private operators happened only recently;
 - new operators were faced with the question of whether to go out of business;
 - she asked what the Commission would do to avoid the mass insolvency of private railway operators who were basing their business model on affordable and effective public transport services.
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Petar Vitanov (S&D, BG)

- the Green Deal was at the heart of the EU's post-pandemic recovery plan;
 - the main priority needed to be to protect the workers and the regions that were worst affected by the transition;
 - it was important to invest in human capital that would improve the mobility of workers to avoid high levels of unemployment;
 - he asked Timmermans what the opinion of the Commission was on the amendment to include in the scope not only workers but also self-employed people;
 - the crisis had shown that self-employed people were one of the most vulnerable groups.
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Caroline Nagtegaal (RE, NL)

- the transport of goods over seas and rivers had proven to play an essential role in response to the crisis and for the overall functioning of the "*stay at home*" economy;
 - the sector was anticipating a green rebound;
 - Rotterdam had recently announced that it would invest in alternative fuels (such as hydrogen);
 - she asked whether alternative fuels would be part of the future rebound strategy;
 - if so, she thought it was important that the strategy would not lead to fragmentation if investment decisions differed greatly leading to an imbalance in infrastructure of certain energy carriers;
 - a network approach was needed.
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Jörgen Warborn (EPP, SE)

- he was pleased that EVP Timmermans had mentioned a plan for European charging infrastructure;
 - it was clear that they could not decarbonise the transport sector without large-scale electrification of vehicles;
 - the competitiveness of the automotive industry depended on paving the way for the development of greener and smarter technologies;
 - their infrastructure was severely lagging behind, which stopped consumers from choosing zero-emission vehicles and hindered the great potential of the European automotive industry of becoming and staying frontrunners;
 - he asked when the Commission would present a clear and concrete roadmap for the deployment of a full-scale European system for vehicle charging infrastructure and what funding was Timmermans willing to reallocate.
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Rovana Plumb (S&D, RO)

- the Commission was expected to come up with target measures in line with the current epidemiological situation to replace the restrictions still in force for all modes of transport;
 - these measures would have to be compatible and accepted across borders and between regions;
 - the Commission was apparently considering working with the transport and tourism sector to launch a zero-pollution in nature fund;
 - she asked EVP Timmermans to elaborate on the voluntary contribution to the fund by citizens;
 - she asked if the Commission would accompany this with public awareness measures.
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Maximilian Krah (ID, DE)

- about 13 million people worked for the car industry, and it was clear that these jobs could not be substituted if they continued with the Green Deal as quickly as Timmermans wanted;
 - this meant that Timmermans' reaction to a deep economic crisis that would lead to a recession was to increase the crisis by ruining the largest industry sector in Germany and other central and eastern European countries;
 - he asked if this was the smartest plan to win the hearts and minds of the people for Timmermans' project.
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Anna Deparnay-Grunenberg (Greens/EFA, DE)

- for over 150 years, rail had been the safest and most sustainable transport mode;
 - a strong rail sector was necessary to tackle the climate crisis;
 - the rail sector was facing huge difficulties due to social distancing;
 - transport policy was not balanced, and was skewed to the detriment of rail;
 - they needed to address the unequal competitive conditions of transport modes;
 - for example, the polluter pays principle was not applied strongly enough to road, VAT applied for cross-border rail services but not to flights, there was no taxation on jet fuel, and the EU guidelines on state aid to airlines and airports were too light;
 - she asked what EVP Timmermans' plans were to ensure the fair competitive balance between transport modes that would help the shift to rail.
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Henna Virkkunen (EPP, FI)

- it was more important than ever for industry to invest in clean energy and low-carbon mobility solutions;
- they were facing a huge challenge with the decarbonisation of the transport sector;

- part of the plan was to revise many parts of the clean energy package, which was just adopted one year ago;
 - the industry needed a long-term perspective;
 - revising the clean energy package meant that industry would not be able to invest now because they did not know how it would change;
 - she was especially thinking about the renewable energy directive because it was really important for the transport sector;
 - she asked EVP Timmermans about the long-term perspective for industries.
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Peter Lundgren (ECR, SE)

- on 1 May there was a new record for CO₂ emissions in the atmosphere;
 - this was the highest in 3 million years despite the fact that most flights were grounded and the roads were emptier than they had been in many years;
 - the Mobility Package would be necessary to achieve something with the climate;
 - for eastern MS, it was necessary to explain that the intention had never been for drivers to return home with an empty truck;
 - it would be good for the climate and for drivers to be given a chance to return home and service and repair their trucks;
 - in 2009, EVP Timmermans had stated that scientific proof showed that the temperature would rise 4 degrees in 10 years and he was heavily criticised by scientists who said that Timmermans had no idea what he was talking about;
 - now, Timmermans “*sounded like a horse trader trying to sell a limping horse*“;
 - he asked if Timmermans had concrete plans, as this was the least the taxpayers could expect.
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Elsi Katainen (RE, FI)

- sustainable aviation fuels were key for greening the aviation sector;
 - she asked how the Commission was planning to foster the production of these fuels;
 - she asked how the shift to sustainable transport could be promoted in sparsely populated regions while keeping transport costs fair;
 - a private car was often a must in these regions, but electric vehicles and the infrastructure required were expensive;
 - she asked if Timmermans saw biofuels as a solution to mitigate emissions for passenger cars.
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Sven Schulze (EPP, DE)

- Timmermans had said that conclusions could be drawn from the coronavirus crisis because there was less traffic, less pollution and fewer people being killed by air pollution;
 - he asked if Timmermans could provide any proof of these figures;
 - because of the low level of traffic, what had the consequences been on the measuring stations;
 - he had heard that there hadn't been a huge reduction in CO₂ at the measuring stations;
 - Timmermans had been speaking about public transport and bicycles, but he asked about small towns and villages and what kind of strategy there was for rural regions.
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Leila Chaibi (GUE/NGL, FR)

- the skies were free of planes because of the crisis, and the air traffic industry had seen a fall of 88% in activity;
- many governments had come to the rescue of their national airlines;
 - the Commission signed off on this;

- billions in public funds was being spent to save airlines, but less was being spent to protect the environment and airline workers;
 - EVP Timmermans was suggesting including social and environmental conditions in state aid, but she thought it was too little and too late;
 - she asked what guarantees there would be to ensure state aid would prevent job losses while moving towards growth in air traffic.
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Philippe Olivier (ID, FR)

- everyone agreed on the transition and moving towards a greener mobility;
 - on road transport and electric transport, there was no real profit model;
 - when it came to hydrogen, it was very promising but they could not yet fully grasp its uses;
 - road transport was doing its best to work towards the transition and it was a strategic sector for all countries.
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Karima Delli (Greens/EFA, FR)

- she wanted to understand exactly how the transport sector was included in the Climate Law;
 - this law should be divided by industry;
 - 30% of greenhouse gases were caused by the transport sector, and since 1990 it was the only sector which had not reduced its emissions;
 - it was time that the aviation industry was part of the green transition;
 - she asked about the kerosene tax and the possibility for banning domestic flights when there were alternatives (like rail);
 - she asked if Timmermans would be working on those green alternatives;
 - she asked if Timmermans would be bold enough in the context of the Green Deal to include railway freight as a priority aspect;
 - how would they be relaunching railway freight;
 - the EP and MS were ready, and she asked what the Commission was waiting for.
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Benoît Ludgen (EPP, BE)

- within the Green Deal, rural areas in particular would see massive action supporting mobility;
 - these areas were having difficulty with mobility, and sometimes it seemed that people did not feel supported by the EU;
 - he asked how Timmermans would reconcile the aspects linked to the Green Deal (the kerosene tax, etc.) while ensuring that these areas were linked to the rail networks.
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Izaskun Bilbao Barandica (RE, ES)

- when it came to the 21st century economy, it was necessary to think about priority European projects;
 - Timmermans had said that new resources and ideas would be required to defend and boost the transport industry;
 - she said that not building the priority projects cost 1% of the European GDP every year, just because of the bottlenecks;
 - she asked what Timmermans' strategy was to oblige MS to execute these projects;
 - trust was needed, and the fragmentation due to the lack of compliance with EU legislation including the railway package was an important problem;
 - she asked what Timmermans would do to ensure compliance with the law.
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Elżbieta Katarzyna Łukacijewska (EPP, PL)

- the coronavirus situation was imposing costs on companies, and some of the companies were in a desperate situation;

- it would be difficult to finance the low-carbon economy under these circumstances;
 - as moving to a low-carbon economy would be expensive, she asked if the Commission was planning support for SMEs (such as those currently producing car parts for combustion engines);
 - millions of people across Europe worked for these types of companies;
 - on rail transport, she asked if Timmermans had considered the standards for combined transport.
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Lina Gálvez Muñoz (S&D, ES)

- coronavirus had shown the importance of the transport industry to the internal market;
 - before the crisis, they wanted smart and sustainable mobility that would be adapted to all users within the framework of the Green Deal;
 - they were currently facing an unstable economic situation in which there was fear about the use of public transport;
 - there were also lower prices for petrol, which meant that it was harder to convince citizens to go for new electric vehicles;
 - she asked how it would be possible to balance the Green Deal post-COVID, whether there would be extra financing from the EU, and whether there would be funding for public transport;
 - she asked if the purchase of electric vehicles would be incentivised.
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Robert Roos (ECR, NL)

- he said that it seemed EVP Timmermans had already listened to the climate lobbyists;
 - many airlines had started using vouchers, and refunds were only possible after a year;
 - to comply with EU legislation, airlines would have to offer option of a refund within 7 days;
 - due to the massive cancellations, this would lead to bankruptcy and both airlines and customers would end up with nothing;
 - he asked the Commission to temporarily suspend the application of the regulation as soon as possible.
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Carles Puigdemont I Casamajó (NI, ES)

- large European metropolitan areas and cities had to radically change their mobility;
 - millions of vehicles had disappeared from the streets, which had an impact on pollution;
 - the crisis had forced a real test on changing the mobility model;
 - he thought that surely cities had been drawing conclusions;
 - he asked whether the Commission intended to use the results of this experience to adapt the Green Deal roadmap, and whether it intended to hold a conference of cities and regions to rethink the mobility of large cities based on the conclusions reached.
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Deidre Clune (EPP, IE)

- she agreed that they could not return to the old ways, and she did not want her children or grandchildren to have to bear responsibility;
 - on the idea of using rail as an alternative to aviation, she asked EVP Timmermans to keep in mind that there were island nations and remote areas that did not have the option of rail and aviation was extremely important for connectivity;
 - this was important both for tourism and for businesses that needed to transport goods to other regions;
 - she thought this should not be forgotten when it came to the implementation of the Green Deal.
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Ilhan Kyuchyuk (RE, BG)

- EVP Timmermans had mentioned the need for 3 million charging stations;
 - he asked about energy storage capacity and the infrastructure for sustainable fuels (such as hydrogen);
 - on the Mobility Package, a study showed that the requirement to return the vehicles to the country of origin every 8 weeks would lead to a 0.8% increase in total greenhouse gas emissions generated by the transport sector and 46% of the vehicles required to return to Bulgaria would travel empty.
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István Ujhelyi (S&D, HU)

- transport was closely linked to tourism;
 - he asked EVP Timmermans to support the idea of a sustainable tourism budget in the new MFF and the fund the S&D group created (the travel guarantee fund) which could support the tourism industry in the future.
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Executive Vice-President Frans Timmermans

- he saw the rail sector as essential to making the transport sector sustainable, and this would be reflected in the European Year of Rail (2021) and the plans President von der Leyen would develop;
 - it was clear that it was not in anyone's interest to have mass insolvency in the rail sector;
 - this also applied to the way they spoke to the airline industry in terms of the short-haul flights;
 - the French government had already said that its support of Air France needed to have consequences on short-haul flights;
 - if they offered an alternative to travellers for short distances, trains would be available (and night trains would be available for longer distances);
 - this would help airlines concentrate on other operations;
- it was clear to him that whether there was a COVID-19 crisis or not, there was still a climate crisis that would need to be addressed;
 - they needed to do everything possible to limit the rise in temperature to 1.5 degrees, and this meant they would need to be climate-neutral by 2050;
 - this urgency was not at the top of the list of many citizens at that moment who were struggling to keep their jobs or struggling with their health, which was understandable;
 - however, the politicians still had the responsibility to address climate change, which was still a huge problem;
 - if they tackled climate change, it would have different impacts on different parts of the EU and on different sectors (including transport);
 - this was the reason they had the Just Transition Fund, which was directed at workers including people who were self-employed;
- he thought it was clear that for some aspects of mobility electrification would not work;
 - one could argue that for heavy transport, electricity was not the solution (but fuel cells might be);
 - he believed hydrogen was a huge opportunity;
 - hydrogen would not be entirely green from the beginning;
 - infrastructure built for natural gas could be adapted for other energy sources;
 - hydrogen (along with water) was an excellent way to store renewable energy;
- they would need to increase the charging infrastructure;
 - in some densely populated areas this would pay for itself;
 - public support and money would be required in remote areas to make it happen;

- the 3 million charging stations could help people electrify their mobility (but this would take time);
- people who did not want change in the car industry before COVID because it would ruin the industry now used COVID as an extra argument to say the same thing;
 - the car industry itself had understood that there was no long-term future in internal combustion engines and that the change was necessary;
 - he wished the European car industry had come to this conclusion earlier, as they were now lagging behind some other car industries in other parts of the world;
 - in this crisis, extra measures would be needed, but he believed that ecological scrapping programmes could be useful;
- they could also stimulate the change in transport by creating a more level playing field, taxing aviation in the same way as other areas (kerosene tax), and looking at existing legislation (such as the renewable energy package);
- he did not mean to say that he had proof that fewer people had died due to lower air pollution;
 - if air pollution decreased, it stood to reason that health would be positively affected;
 - the only report he knew of was from Poland saying that there had been fewer deaths due to air pollution than anticipated, but he could not verify that report;
- the Climate Law should help set a trajectory, and it should then be looked at in a sector specific way as to how the trajectory could be met;
 - there was a relationship between the sectors which needed to be studied;
 - if they started with a sector specific approach from the beginning, it would be impossible to take into account scientific developments and other developments which could not be predicted;
 - the goal of the Climate Law was to help stick to the ultimate goal of climate neutrality in 2050 and to help map a trajectory to make that happen.