Revolution of Transport in Germany

Political Position

PREAMBLE
GLS Mobility stands for modest mobility as part of a humane future, which enables living standards and quality within planetary boundaries. It is essential to meet the 1.5 degree target by 2035, which requires a socio-ecological transformation of society as a whole and an ambitious multi-level policy (EU, federal, local level). For individuals, the greatest influence in reducing one's carbon footprint lies in their mobility behavior. The volume of traffic must be drastically reduced and rethought from the ground up. In addition to a change in values and a rethinking of people's behavior patterns, the creation of alternatives to individual motorized transport is also needed to implement the transport revolution and make it socially acceptable.

Fewer cars on the roads!
The number of cars on German roads must be halved by 2030, compared to 2021.
We demand subsidies for low-CO_2 mobility instead of the so-called "Dieselprivileg" and further tax rewards.
The existing traffic space has to be divided fairly between all traffic participants and no longer be available primarily cars.
A new parking management system has to reduce the number of car parking spaces. In addition, new, wide bike lanes will reduce the number of traffic lanes for cars. At the same time, a diverse range of mobility options promotes incentives to switch to alternative modes of transportation and reduces car-dependence.
Speed limits on highways and city centers lead to enormous CO_2 savings, while reducing costs for everyone. Sharing concepts should be further expanded to enable modest and fair mobility.

Strengthen public transport & the rail system!
Currently, there are more than 120 different transport and tariffs for public transport in Germany. The underlying ticketing system must be simplified and standardized. It must be affordable for all people of different income groups and should provide incentives to prefer public transport before private cars. Transport infrastructure must also be expanded and promoted in rural regions. In a perfect scenario, buses will be completely free of emissions. Most of the truck traffic will be shifted to rails.
Public transportation should be financed on a pay-as-you-go basis, e.g., through energy tax revenues. Good rail infrastructure must make short-haul flights unnecessary and non-profitable.

Revolutionize corporate mobility!
A large part of the traffic volume is due to employees traveling to and from work.
Companies should electrify their company car fleets, ban flights of less than 1000 km and abolish the company car privilege ("Dienstwagenprivileg"). Redundant trips have to be avoided with the help of digital communication technologies. In addition, company mobility should be supported by tax relieves for climate-friendly behaviour.
Companies can play a key role in reshaping the mobility of tomorrow through their own employees. All measures should be communicated transparently and designed in a way that is easy to adapt. Incentives for the use of alternative forms of mobility (JobRad, job ticket, e-car) should be used in a targeted manner to create ecologically sound alternatives.

Focus on the human, not the machine - redesigning the urban landscape.
Our cities should be livable spaces for all citizens. Speed limits and areas with less traffic, as well as car-free city centers, are indispensable elements of a sustainable cityscape. Convert parking areas into parks, playgrounds and green spaces, to contribute to more biodiversity, higher air quality and less traffic noise. The transport revolution must be noticeable and tangible on our own doorstep. Cities should become "cities of short distances" through pedestrian-friendly infrastructure with wide sidewalks, intelligent traffic light phases and benches, as well as a bicycle infrastructure that gets people from A to B quickly, safely and comfortably. Additional and separated bike lanes are needed.

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Accelerate the spread of new technologies and energy systems!
To achieve the 1.5°C target, the transport sector needs to be decarbonized quickly. This includes no further new registrations of cars with combustion engines and plug-in hybrids after 2030. For individual motorized transport, climate-neutral electromobility should be prioritized. The rapid promotion of e-mobility requires the expansion of public charging infrastructure with a unified, simple charging system. Urgently necessary for the successful implementation of this goal is the immediate abolishment of subsidies for cars with diesel engines and, on the EU level, the closing of possible loopholes in the CO2 fleet limits.
To ensure a sustainable transport transition, the energy needs of the transport sector must be provided by 100% renewable energies. In order to link the energy and transport sectors and to meet the rapidly increasing demand for energy, policy makers should thus significantly accelerate the expansion of renewable energies and provide sufficient state subsidies. Green hydrogen should be used exclusively in logistics and air traffic. Energy efficiency is indispensable to meet the newly emerging demand.

Avoid traffic through digitization!
New mobility requires a global networking of offers, platforms and possibilities. Therefore, the technical interfaces of the different mobility offers (e.g. public transport, car and ridesharing) should be opened in order to strengthen multimodal transport use. An integrated system of all providers creates simplified accessibility to needs-oriented mobility and standardizes the booking and payment process. Inclusive offers must also be created for rural areas in order to reduce dependence on cars.
Sharing services and cross-company carpooling offers, as well as the expansion of internet infrastructure to enable home offices and mobile working, must be made accessible to all.