

Transport and climate change

—

to do and not to do

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T&E, the European Federation for Transport and Environment
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T&E membership

Austria, Belgium, Czech Republic, Denmark, Estonia, France, Germany, Greece, Hungary, Italy, Netherlands, Norway, Poland, Portugal, Romania, Russia, Slovenia, Spain, Sweden, Switzerland, UK

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The strategic question:
what to do with
(road) transport emissions ?

Not to do: road transport in ETS

- 1 as long as climate policy is regional, equal carbon prices in all sectors (i.e. all sectors in the ETS) lead to economically and / or environmentally unattractive outcomes
- 2 more aggressive reduction policy in 'domestic' sectors like transport (and households and buildings) is cost effective as this minimises the sum of abatement PLUS carbon leakage costs across sectors.
- 3 Inclusion in ETS is either economically damaging, or environmentally ineffective, or both



To do: set a binding target for transport emissions

Break down into objectives for transport efficiency, energy efficiency, and decarbonisation of fuels

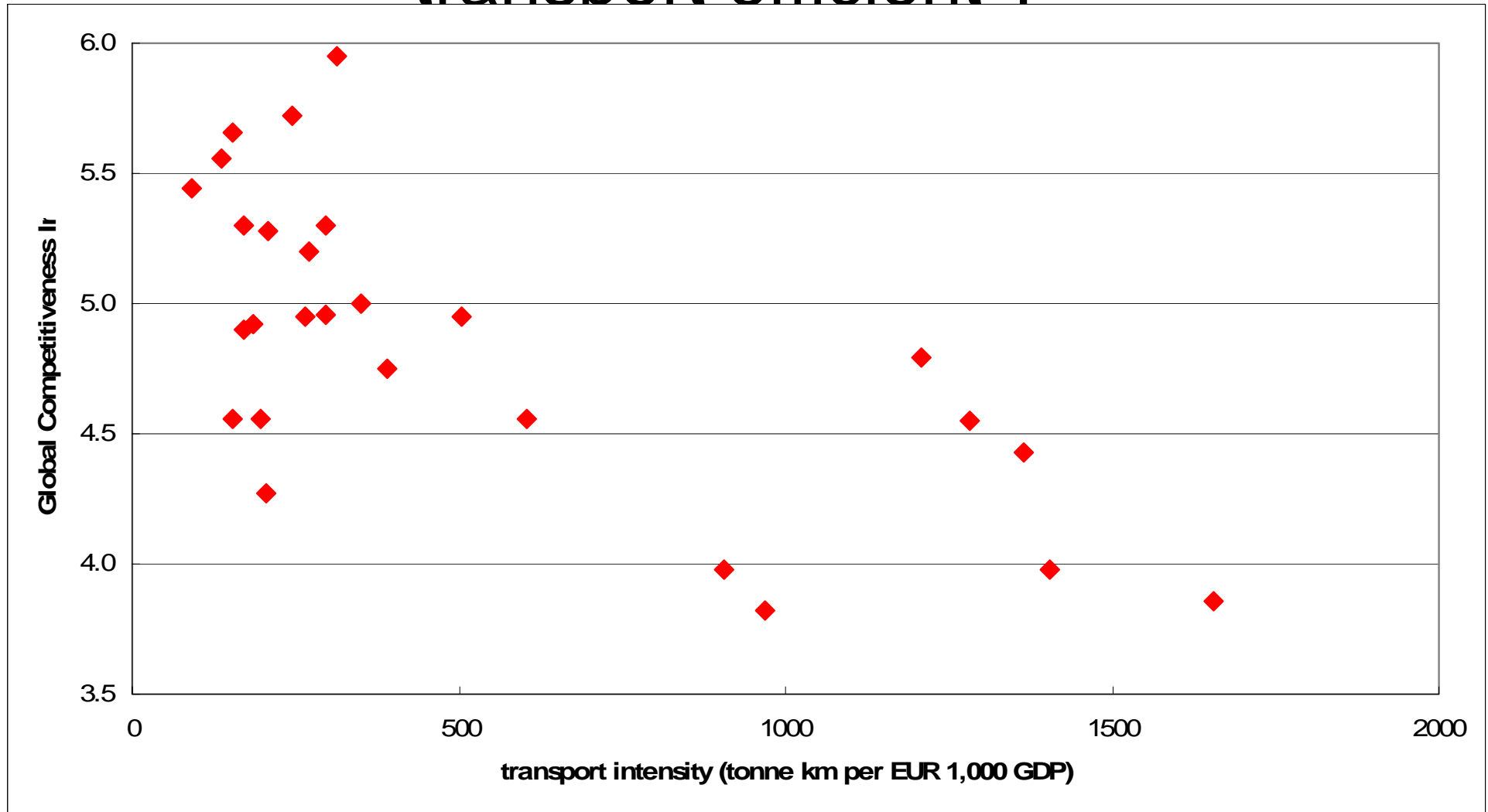
Maybe set up a separate trading system for transport ? And include other 'domestic' sectors such as households and buildings ?



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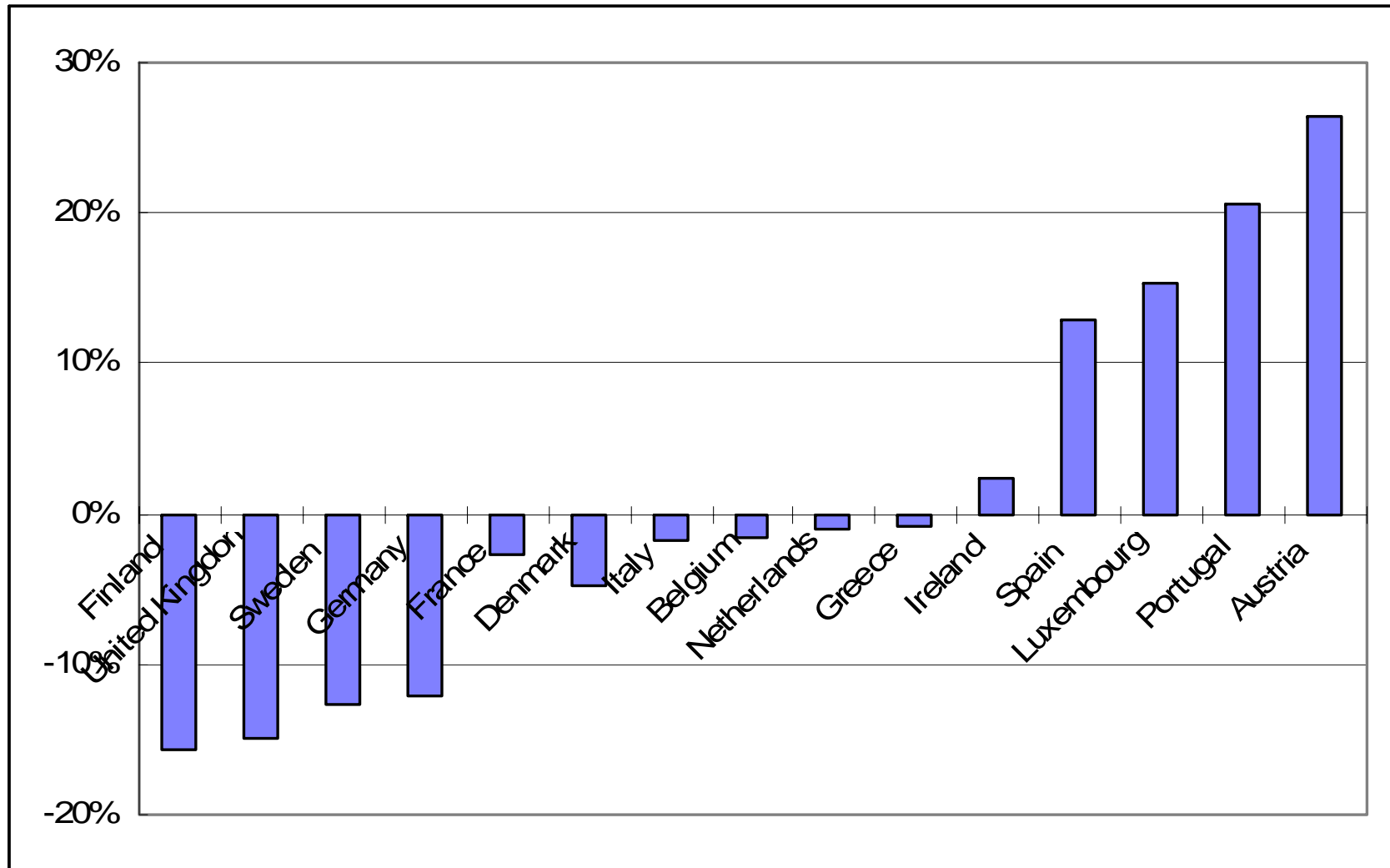
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Why are competitive economies so much more transport efficient ?

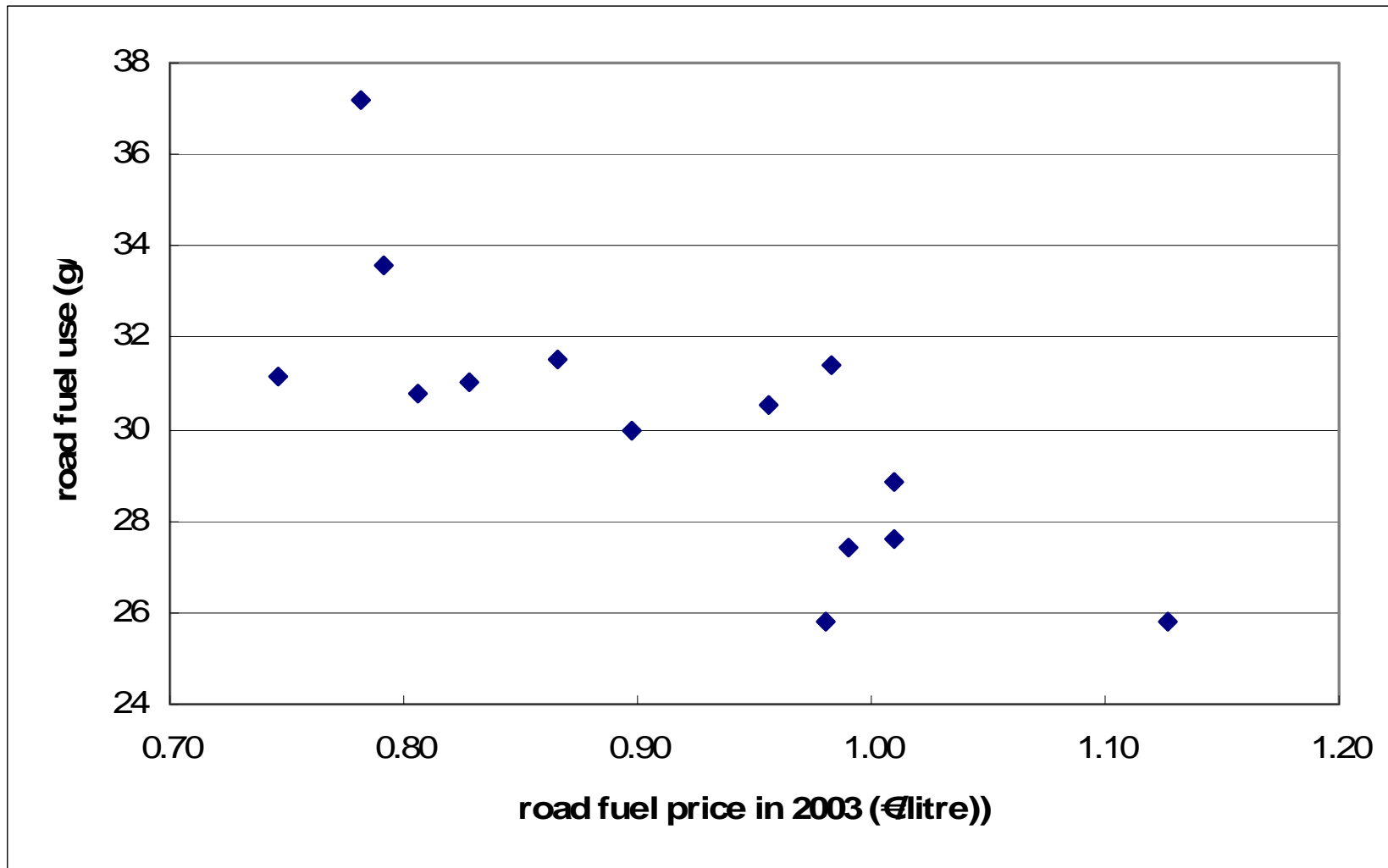


We need a target for
transport efficiency of EU economy

Why did some countries become more and others less transport fuel efficient ?



fuel prices are a big factor



Intermodality is another

Make the rail sector more efficient.

National level issue ?



Get the lorry charging directive right.

EU level issue

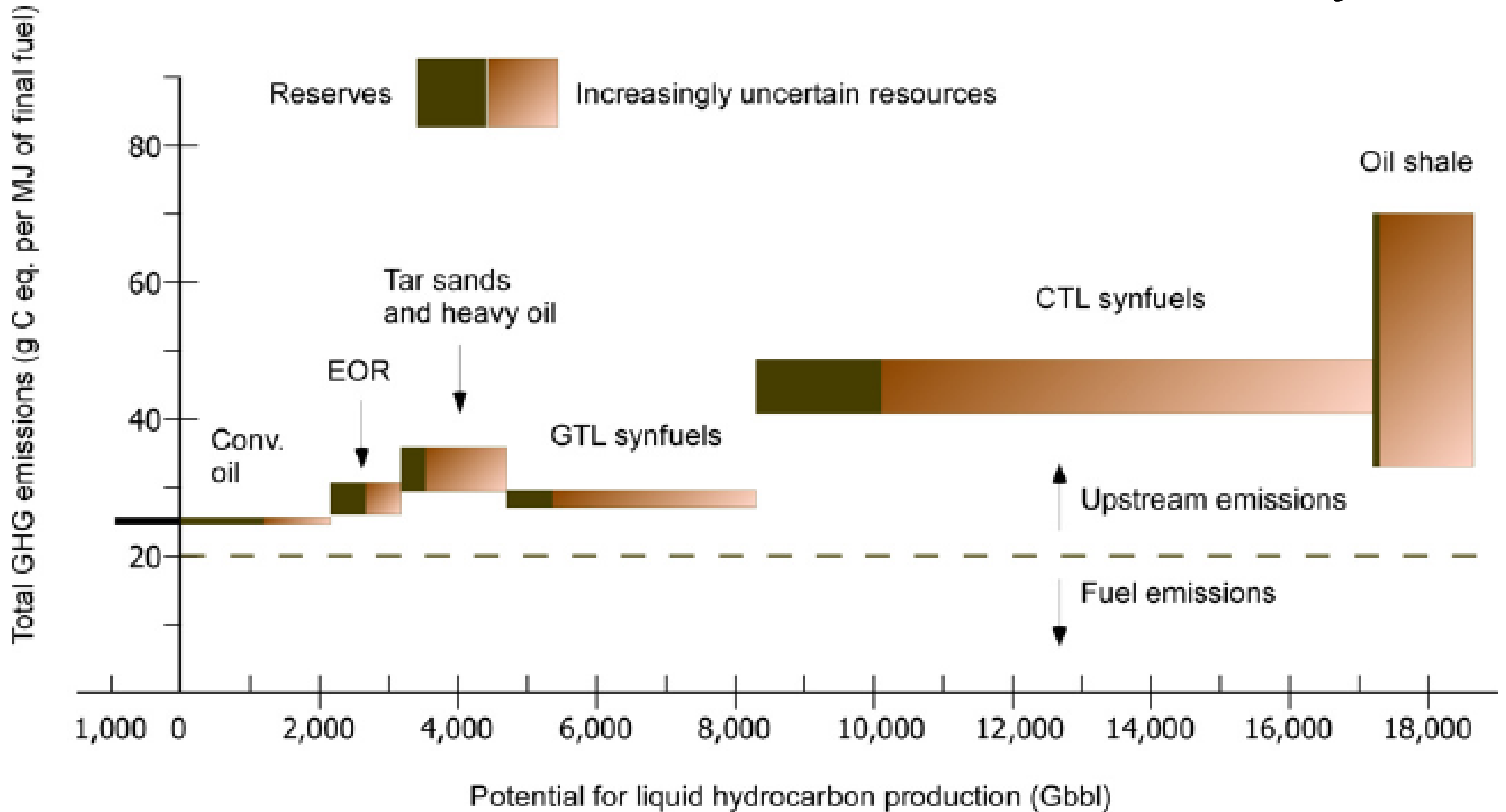
The energy question: what to do with transport energy ?



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Future oil will be a lot dirtier than today's



Liquids will be ever more problematic,
electricity increasingly looks like the way forward.

Not to do: set biofuels quantity target

Market: production of a litre of biofuel as cheaply as possible, regardless of environmental impact

Government / NGOs: certification on minimum environmental standards

Recipe for costly and ineffective solution –
SHOULD BE SCRAPPED

To do: set low carbon fuels standard

9-1-2007: Schwarzenegger proposes
'Low Carbon Fuel Standard' (LCFS)
'Well to Wheel' greenhouse gas
emissions per litre of petrol and diesel
-10% in 2020



31-1-2007: Commission proposes
reviewed fuel quality directive, including
lifecycle greenhouse gas target for
petrol and diesel
-10% in 2020



SHOULD BE KEPT

Issues with a low carbon fuel standard

Market uncertainty – who will do what ?

Fossil, bio, ...

Puts fuel suppliers in charge – which might be detrimental for options like electricity

Break up
the target ?



The vehicles question: what to do with cars and lorries ?

Efficiency standards

- 1 Are effective, efficient, and fair -> a piece of climate policy that lowers fuel bills
- 2 Create added value and jobs in supply chain, rather than wealth transfers due to oil imports
- 3 Massive economic benefits at current oil prices



Lorry efficiency – what NOT to do



Lorry efficiency – a better idea



And then: speed limit(er)s

- 1 Only lorries over 7.5 tonnes have speed limiters – max. 89 kph
- 2 Why not vans and lorries up to 7.5t ?
- 3 Time is coming to tackle ‘the German issue’



Key messages

Short term agenda:

get the best laws possible on cars, fuels, ...

Medium term agenda:

1. Tackle the big 'taboo' issues: transport volume, emissions cap, speed, taxation
2. Work hard on the 'nitty gritty': test cycles, carbon calculators, truck standards, ...
3. Debunk 'easy' but fake solutions (ETS, biofuels, gigaliners,



Thank you !!

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