

**Introduction to the International Symposium
„Future Challenges of Transport and Environment “
by Jürgen Resch (CEO, Deutsche Umwelthilfe e.V.)**

Dear Axel Friedrich,

Dear friends and guests,

I am highly honoured to welcome all of you to the Symposium on the Future Challenges of Transport and Environment. It is a great pleasure and honour for me to welcome high ranking specialists from all over the world who came to give us an insight in the latest results of their work and the conclusions they draw out of these. The list of speakers and attendants underlines the importance of the topic.

The successful realization of this symposium is only due to the great support of ICCT and The William and Flora Hewlett Foundation. Let me express our special thanks to these organizations. Together with the ICCT and the Hewlett Foundation my special thanks shall be addressed to our supporters Deutsche Bahn AG, HJS, the ITDP and our European umbrella organisation Transport and Environment.

The date for the conference has not been chosen by accident. Dr. Axel Friedrich will retire next month and conclude with this step a part of his life time work which has been decisive for all of us. I use the words “part of his life time work” for I am more than sure that he will continue his efforts to guide us on the right track.

The Deutsche Umwelthilfe welcomed the opportunity to organise this great event closing a part of his great career – a task that should have been achieved by the BMU as the appropriate authorities who decided against it and deferred to us this honourable duty.

Let me quote our invitation: *“The new alarming data on climate change impacts especially in the Arctic show the need for a fast reduction of climate gas emissions from all sectors. In order to maintain global average temperature rise in the expected range of 2 to 2.4°C, the last IPCC report indicates a need for a global reduction of 50 to 85 percent from 2000 levels of the climate gas emissions in 2050.”*

Facing the enormous expansion rate in the traffic sector the need of taking action becomes apparent.

The Symposium will provide you with the latest results of climate change research and the forecasts on traffic development in the most relevant areas of the world.

We will not persist on numbers and facts but take a look ahead. The aim is to exchange experience, ideas and visions to find possible solutions being aware of the responsibility for the upcoming generation which lies in our hands. All parties – government, science, NGO and civil society will have to collaborate on this huge task.

There is an enormous saving potential especially in the transport sector. The Deutsche Umwelthilfe, is engaged for years now for sustainable solutions mainly on the field of road traffic.

One example is the implementation of air conditioning systems with carbon dioxide as natural refrigerant (R744).

The European Union will ban refrigerants with global warming impact (GWP) of more than 150 in new cars starting from 2011. The refrigerant used to date in mobile air conditioning systems is the fluorinated greenhouse gas Tetrafluoroethane, which has a Global Warming Potential (GWP) of 1.300 and is known commercially as R134a.

Today, there are about 400 million motor vehicles equipped with air conditioning systems on the basis of R 134a worldwide. In 2015, these systems alone will emit at least 270 million tonnes of CO₂ equivalents into the atmosphere and further accelerate global warming.

German carmakers had already decided last September to use the natural refrigerant CO₂ (carbon dioxide) in new cars. As a refrigerant it is known as R744. Carbon dioxide as refrigerant lowers greenhouse gas emissions because of a GWP of 1, it is already available, safe and more energy-efficient.

We want to push the positive and climate friendly aspects about R744 and to accelerate the process for mass production world wide. But the chemical industry fights for a new refrigerant called 1234yf, which is mostly unknown. First results of a test show an easy flammability. We don't know anything about the toxicity; we have no long term tests. 1234yf will be high in price, so we fear that beyond European Union the old and climate harmful refrigerant R134a will be used even in the future.

The decision in favour of R744 must not be alone a German or an European solution. We need a real climate friendly refrigerant as an international solution.

From the good to the bad Carbondioxide:

After failing the 2008 CO₂-targets the European Commission fights for ambitious new CO₂ targets and a clear regulation to reduce CO₂ emission from passenger cars. If we want to stay authentic in our national and our EU wide climate protection targets we have to start on national level now with concrete actions to motivate private car-owners as well as companies to buy efficient cars.

And we need a EU regulation by 2012 with a clear 120g CO₂ per kilometre target – no phasing in, no weaker target!

We must not sacrifice climate protection to short sighted economic interests. German and European car industry will have to face the challenge to stay front runner in the long run – German and European politicians have to face it to fulfil responsibility for future generations.

There are more relevant air pollutants than CO₂ – we have to reduce black carbon, NO₂ and other harmful substances. No matter which technology we adopt – we need technology neutral standards and targets.

This conference will offer an important background for all of us who are working on the issue of traffic and environment. The conclusions and the necessary next steps of the conference will be discussed in broad circles and will help us to raise public awareness of the urgent demand to take action now.

I hope we'll have two days of interesting talks and successful sessions.

Thank you for your attention!