Pathways to Low Carbon Transport in the EU

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CEPS, Brussels 02 July 2013
CEPS Task Force Report on Transport and Climate Change

- Participants from car, logistics, rail and oil industries, national and international agencies officials, business associations, NGOs and academic experts

- Based on evidence

- Four meetings with discussion
The ambitious 60% GHG reduction objective is possible but requires step-wise immediate action!
The greatest potential for CO\textsubscript{2} gains in transport lies in new low-carbon technologies, both fuels and vehicle technology.

The key policy for reducing GHG emissions in road transport is the steady tightening of emissions standards in line with the technological frontier.

Clear-cut standards will create regulatory certainty for product developers and manufacturers.
Standards have worked to date

**Total reduction of total NOx and particles (PM10) (specific emissions x km travelled)**

**EU emission standards developments for diesel-powered passenger cars (mg/km)**

Source: Eurostat, European Environment Agency

Source: CEPS Task Force Report
Policy is the key

Key policy instruments are already in use:

• Standards

• Fiscal and financial incentives

• Labels

• Fuel taxes

Structure of incentives needs to be aligned across the EU!
## Car labelling across the EU

<table>
<thead>
<tr>
<th>Vehicle CO₂ ratings across European countries</th>
<th>Tested CO₂ emissions (gCO₂/km)</th>
<th>France</th>
<th>UK</th>
<th>Belgium</th>
<th>Switzerland</th>
<th>Germany</th>
<th>Spain</th>
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<td>Absolute Values</td>
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<td>C</td>
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<td>D</td>
<td>F</td>
<td>C</td>
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**Source:** International Energy Agency
Incentives would need to be

- Technology neutral

- The market forces will select in the long run the most efficient technologies

- ‘Well-to-wheel’ (full life-cycle)

- Progressive

- Predictable
Transport system can become more efficient

- Higher load factors/occupancy rates, co-modality combining different modes of transport, better urban planning and better logistics

- Information and Communication Technologies (ICT) and eco-driving systems have a great potential for improving transport flows and contributing to significant energy savings
Illustrative pathways for achieving the required CO₂ reduction from transport

Volume:
Changes in demand

Efficiency:
Higher occupancy rates/load factors, modal swift to more efficient transport, more efficient logistics

Eco-driving:
Better traffic flow

Low Carbon Fuels, Engines:
Energy & Carbon efficiency improvements

60% CO₂ emissions reduction in 2050/1990 levels equals about 70% reduction/2005 levels

Pathway A: Strong contribution from low-carbon technologies
Pathway B: Weaker contribution from low-carbon technologies

Source: CEPS Task Force Report
Action now!

15 measures to be immediately taken