



Pathways to Low Carbon Transport in the EU

Vasileios Rizos

CEPS

CEPS, Brussels 02 July 2013



CEPS Task Force Report on Transport and Climate Change

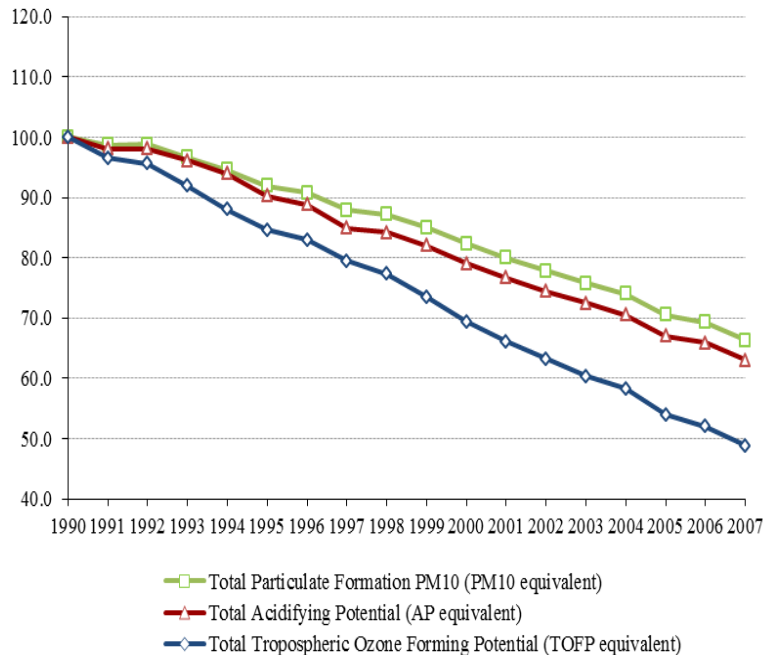
- **Participants from car, logistics, rail and oil industries, national and international agencies officials, business associations, NGOs and academic experts**
- **Based on evidence**
- **Four meetings with discussion**

**The ambitious 60% GHG reduction objective
is possible but requires step-wise immediate
action!**

- ➔ **The greatest potential for CO₂ 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**

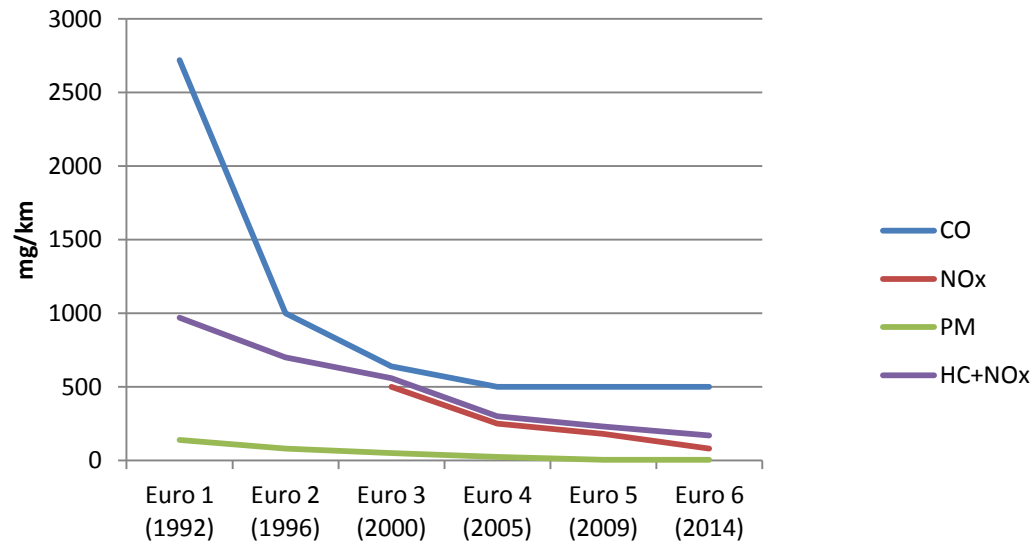
Standards have worked to date

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



Source: Eurostat, European Environment Agency

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



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

Vehicle CO ₂ ratings across European countries							
	Tested CO ₂ emissions (gCO ₂ /km)	France	UK	Belgium	Switzerland	Germany	Spain
		Absolute Values			Relative values		
Smart Fortwo MHD	98	A	A	A	A	C	C
Ford Focus 1.6 TI-VCT	139	C	E	C	B	D	A
Lexus RX450h	148	D	F	C	A	A	A

Source: International Energy Agency

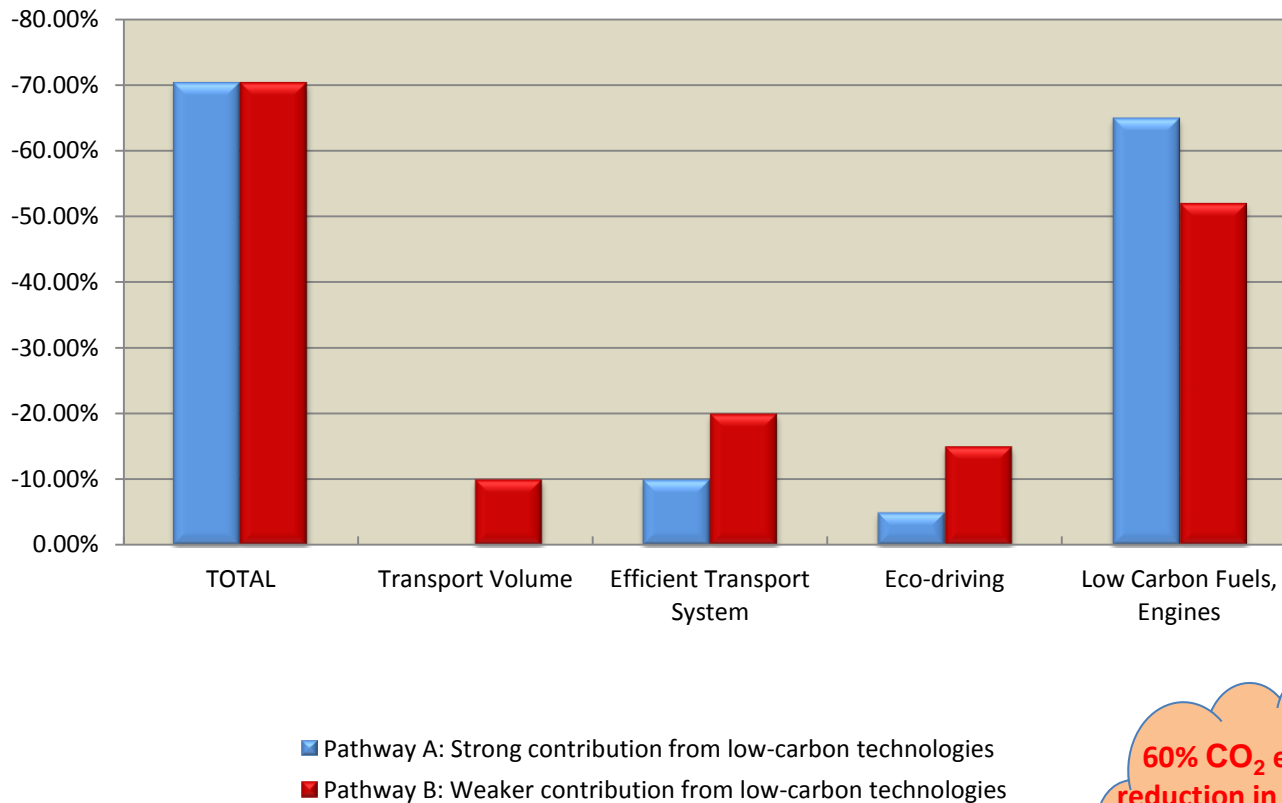
Incentives would need to be

- 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



Source: CEPS Task Force Report

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



Action now!

15 measures to be immediately taken



Thank you!