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EU Transport GHG: Routes to 2050?

Overarching regulation
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Partners

www.eutransportghg2050.eu



Overview of presentation

1. Overview and types of overarching regulation
2. Public transport
3. Logistics
4. Urban areas
5. Personal carbon budgets
6. Conclusions/discussion/questions

Types of regulation

- Starting points for overarching regulation:
 - Monitoring of GHG emissions
 - Monitoring of drivers for GHG emissions
- Various implementation levels:
 - Transport companies
 - Transport users (hauliers or persons)
 - Governments (e.g. cities)
- Critical issues:
 - Regulation should be linked to range of influence
 - Clear definitions of indicators
 - Feasibility (e.g. data requirements, cost)
 - Absolute or relative standards

Public transport

- Options:
 - Fuel efficiency standards for vehicles used for public transport
 - Apply public procurement rules to all public services
 - Cap on emissions (g/pkm) per company and/or type of transport
 - Overall GHG reduction targets for public transport operators: from voluntary agreements to binding regulation
 - Application of specific reduction options
- Main barriers:
 - Lack of data and monitoring mechanisms
 - Comparability

Logistics

- Relevant developments:
 - Reporting of carbon footprints: per company or product
 - Standard for calculation of carbon footprints (CEN)
- Options for regulation for:
 - GHG emissions per transport volume (g/tkm)
 - GHG emissions targets for products
 - Improvement rates
 - Application of specific reduction options
- Main barriers:
 - Indicator that could be used as basis for regulation
 - Monitoring
 - Complexity
 - Comparability of various markets (e.g. volume or mass)

Urban areas

- Options for regulation for:
 - Average GHG emissions per inhabitant
 - Transport movements per inhabitant
 - Shares of various technologies or modes
 - Average load factors
 - Application of specific reduction options
 - Cycle-friendliness index
 - g/tkm
- Main barriers:
 - Indicator that could be used as basis for regulation
 - Monitoring
 - Complexity
 - Comparability of various cities (size, demography, type of economic activity, etc.)

Personal carbon budgets

- Main options for regulation for:
 - Cap on GHG emissions per person
 - Tradable or non-tradable
- Benefits:
 - Making GHG emissions part of every personal decision
 - Transparent
- Main barriers:
 - Calculation of GHG emissions of every transport movement
 - Monitoring
 - Complexity
 - Transaction cost
 - Freedom of choice

Main conclusions

- Various options for overarching regulation
- Relative standards may be easier than absolute standards
- Key barriers:
 - Lack of indicators and monitoring mechanisms
 - Comparability and complexity
 - Cost

Questions for the discussion

- What types of overarching regulation could be both effective and feasible?
- What do regard as the main barriers?
- Have we missed any important literature?