



EU Transport GHG:Routes to 2050

**Second large stakeholder meeting
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Stefan Larsson
Director, Regulatory Projects

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Light Duty Vehicles

□ **Ultimate goal = Integrated approach**

- Overview shows importance of **driver (eco-driving)**
- **Alternative fuels** – coordinated approach (public support)
- **Infrastructure/traffic management** improvements
- CO2 based **taxation**

□ **Market demand is key** – keeps the **balance with affordability**

- Regulation never to require specific technologies → need for appropriate market incentive system (technology neutral)

□ **Further diversification of vehicle types & propulsion**

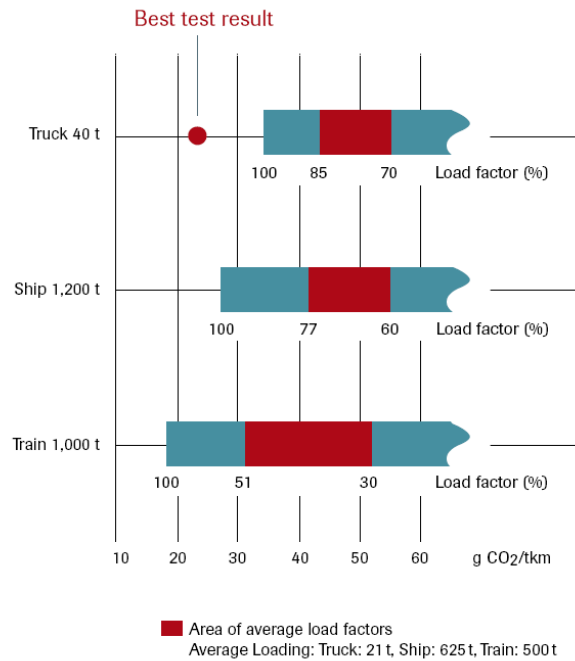
- Electrified drivetrain will cover a large area in the application map
- Success and penetration of electrified drivetrain depend on many **external factors**: appropriate market incentive system, customer acceptance, recharging infrastructure, etc....



Heavy Duty Vehicles

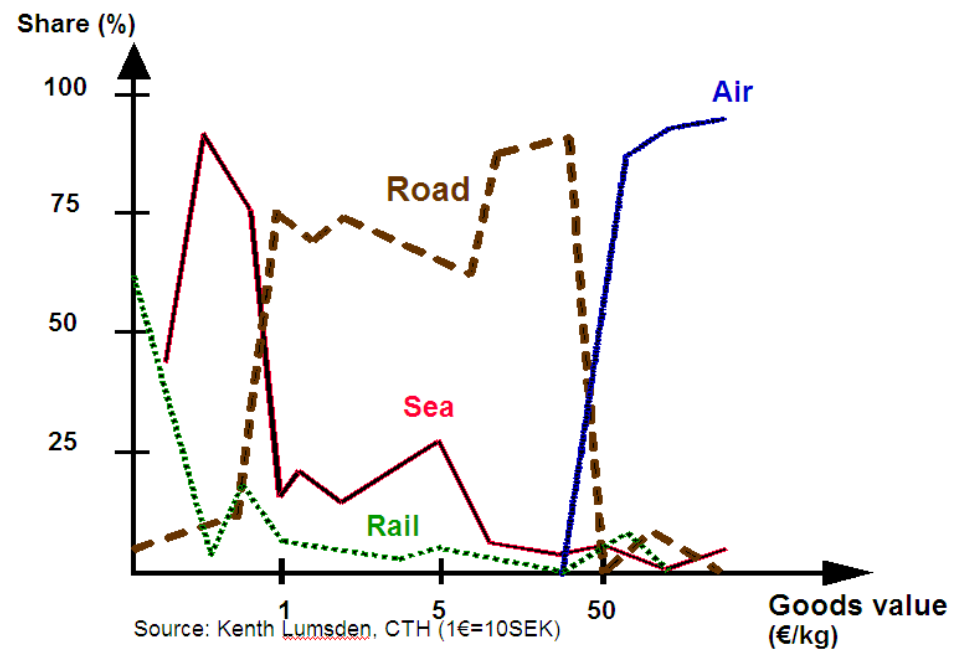
Transport of Goods - Important observations

CO₂ per ton/km is similar for all modes when compared at their normal capacity utilization



Sources: Charterway, Deutsche Bahn, IFEU, Daimler

The value of goods in relation to transport modes



Different modes handle goods of very different value



Thank you for your attention !

