



EU Transport GHG: Routes to 2050?

Session 1: Project/event objectives and approach

Ian Skinner

1st Stakeholder Event
Friday 27th March 2009, Brussels

www.eustransportghg2050.eu



Overview of presentation

1. Project

- Objectives and principles
- Background
- Themes and phases

2. Objectives of this meeting/project's wider stakeholder engagement

3. Format for the rest of the day

Project objectives and principles

- Begin to consider long-term transport policy framework in context of need to reduce greenhouse gas (GHG) emissions economy-wide
- Dealing with medium- to longer-term (post 2020; to 2050), i.e. moving beyond recent focus on short-term policy measures
- Identify what we know about reducing transport's GHG emissions; and what we do not
- Identify by when we need to take action and what this action should be
- Qualitative and quantitative approach (necessarily given timeframe)
- Need to engage transport and other stakeholders about what transport needs to deliver in terms of GHG emissions reductions

Project background

- For DG Environment; desk officer: Ian Hodgson
- Began in December 2008; will run to March 2010
- Involving AEA (UK), CE Delft (NL), TNO (NL), ISIS (IT) and Milieu (BE):
 - AEA responsible for overall project management and reporting
 - CE Delft leading on stakeholder engagement
 - Other partners leading on/contributing to particular tasks

Project themes

- 1) What level of GHG emissions from the transport sector would be likely to be compatible with the EU's long term GHG reduction goals? What is the optimal timing for actions to achieve these?**
- 2) Transport trends and drivers: How is transport demand influenced by the wider economy and wider trends?**
- 3) How much GHG emissions reduction is technology likely to be able to deliver and what other actions will be needed? What will the overall costs to society be for these actions?**
- 4) How can likely changes in transport type and structure affect the sector's GHG emissions?**
- 5) What policy framework is needed over the short, medium and longer term to ensure the compatibility of EU transport sector GHG emissions with long term climate goals?**

Project parts

- Part I (January to August 2009) includes:
 - Project inception (including website)
 - Collation of information on measures to reduce transport's GHG emissions
 - Identification of scenarios of potential GHG reductions required by transport
 - Review of transport trends and drivers
 - Initial assessment of measures to reduce transport's GHG emissions
- Part 2 (September to January 2010) to include:
 - In-depth qualitative assessment of selected measures
 - Exploration of scenarios, plus development of cost curves for selected measures
 - Proposals for long-term policy frameworks to reduce GHG emissions, including a prioritisation of measures
- Ongoing:
 - Stakeholder engagement

Objectives of this meeting and project's wider stakeholder engagement

- **Inform** you about the project and **communicate** to you its objectives and timescales
- **Share** with you our initial and developing thoughts on the context in which transport needs to reduce its GHG emissions
- **Stimulate a debate** among EU stakeholders about future policy action that might be needed to reduce transport's GHG emissions
- **Capture the information** that we need to undertake the project

Format of remainder of this event (1)

This morning: Session 1 (introduction and scene setting):

- David Delcampe (EEA) - Overview of transport and GHG emissions
- Magdalena Jozwicka (TNO) on potential GHG reductions required by transport
- Riccardo Enei (ISIS) on transport trends and drivers
- Jos Dings (T&E) - Visions on future of transport in light of GHG reduction challenge

After lunch: Session 2 (long-term GHG reduction options):

- Richard Smokers (CE Delft) introduces work on technical/non-technical options
- Eric Ling (CCC) - Options for long-term GHG emission reductions in surface transport

Format of remainder of this event (2)

After afternoon coffee: Session 3 (policy instruments):

- Huib van Essen (CE Delft) introduces work on policy instruments
 - James Ryle (Sustrans) - Personalised travel marketing: Experience, obstacles and potential
 - Andreas Hildebrandt (City of Freiburg) gives the perspective from a city
 - Philippe Crist (OECD) on policy instruments for GHG reduction in transport
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- Each session will conclude with a discussion

 - Call for evidence, next steps and future dates



Any questions?



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Session 1: Summary and discussion

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Summary of key messages from presentations

- Transport's GHG emissions are increasing and are projected to continue to do so; this cannot continue if proposed reduction targets are agreed
- At the minimum, transport's GHG emissions will need to return to 1990 levels by 2050; required GHG emission reductions could be as much as 84% of 2006 levels
- Most external drivers (apart from high energy costs and an increase in low carbon lifestyles) will increase demand for transport and thus GHG emissions (without changes to the way in which transport demand is met)
- The transport sector/system in 2050 is likely to have to look significantly different from that in place today.



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Call for evidence/future stakeholder engagement

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Call for evidence

- Next phase is to review/analysis evidence for GHG reduction potential for (April to August):
 - Technical options (e.g. alternative fuels, new technologies)
 - Non-technical options (e.g. modal shift, demand management)
 - Policy instruments
- We are collating evidence through various means
- Will be an ongoing call for evidence on the project's website for you to submit any documents to us that you would like us to consider

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Future stakeholder engagement

- Large event in September 2009 (**date to be confirmed**) to present progress, draft findings re gaps, work plan for Part II of the project
- Large event in February 2010 (**date to be confirmed**) to present draft findings
- Additional focus events to explore specific issues in more detail; these will be:
 - Smaller
 - Focused on particular issues
 - Involve selected experts to discuss particular issues



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Thank you in advance for your cooperation

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