



The impact of the conclusions of COP21 on European transport policy

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Climate change & transport

Climate change is a huge challenge and transport needs to be part of the solution to tackle it, not part of the problem.

Emission reduction in transport is particularly challenging:

- responsible for 32% of final energy consumption
- responsible for 24% of total greenhouse gas emissions
- relying on oil for 94% of its energy needs

At the same time: transport = key economic sector and enabler of other sectors; crucial for competitiveness

Follow-up CoP21

Paris climate agreement = milestone (2° goal!)

IMO: adoption of system to deal with data on emissions from ships (hopefully leading to measures reducing CO₂ emissions from international shipping)

ICAO: delivery on GMBM; agreement on first ever-global standard to regulate CO₂ emissions from aircraft in Committee on Aviation and Environmental Protection (CAEP)

EU action on 'domestic' decarbonisation of transport and follow-up

Decarbonisation of transport - overview

- *Background: Energy Union action plan*
- *All transport modes*
- *Linked to initiative on Effort Sharing Decision*
- *Background and reference point: 2030 Climate & Energy targets agreed by European Council*
 - binding EU target at least 40% domestic reduction in GHG emissions by 2030 compared to 1990
 - binding EU target least 27% share of renewable energy consumed in the EU in 2030.
 - indicative EU target at least 27% for improving energy efficiency in 2030
- *Communication and analytical support document*
- *Planned timing: summer 2016*

Decarbonisation of Transport – approach (i)

- *Disclaimer: No final decisions taken at this point in time*
- *Mix of policy instruments / integrated and systematic approach for lasting and sustainable decarbonisation of the transport sector*
- *Objectives (EnU and beyond) –*
 - *reducing emissions, decreasing oil import dependency, increase the competitiveness of the European economy, reducing environmental pollution (and congestion)*

Decarbonisation of Transport – approach (ii)

Promoting and supporting a combination of

- (i) low carbon energy use in transport (including deployment of electric vehicles, advanced biofuels and other alternative, sustainable fuels),*
- (ii) increased energy/vehicle efficiency and*
- (iii) intelligently managing transport demand.*

Cross-cutting issues

- (i) Research, urban, finance ...*
- (ii) ICAO, IMO*

Decarbonisation of Transport – issues (i)

Opportunity for innovation and technology leadership:

- cleaner, alternative fuels and electrification, connected and automated transport, tailored mobility services and door-to-door logistics
- Behavioural changes, sharing economy ...

Research & innovation:

- exploiting synergies with other sectors - smart electricity grids, renewables production, battery technology, big data, and the internet of things
- HORIZON 2020; STRIA

Decarbonisation of Transport – issues (ii)

Co-benefits:

- Technology transfers; multimodal integration through ITS; improved air quality ...

Planning security for manufacturers

- Deployment of refuelling infrastructure, effective public procurement, progressively tighter CO₂ standards

Internalisation of external costs & road initiatives

- Non-discriminatory road charging schemes based on the polluter-pays and user-pays principles & possibly modulation according to CO₂ emissions
[removal of legal and technical access barriers to the road transport market; strengthening the enforcement of social legislation].

Thank you for your attention

