



Reducing CO₂ from transport: What is happening in Europe?

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European Commission**

- ★ **EU legislation**
 - ★ **Developments in EU transport GHG emissions**
 - ★ **New car legislation**
 - ★ **Heavy Duty Vehicles**
 - ★ **VMT**
 - ★ **Economic instruments**
 - ★ **Conclusions**
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ROAD

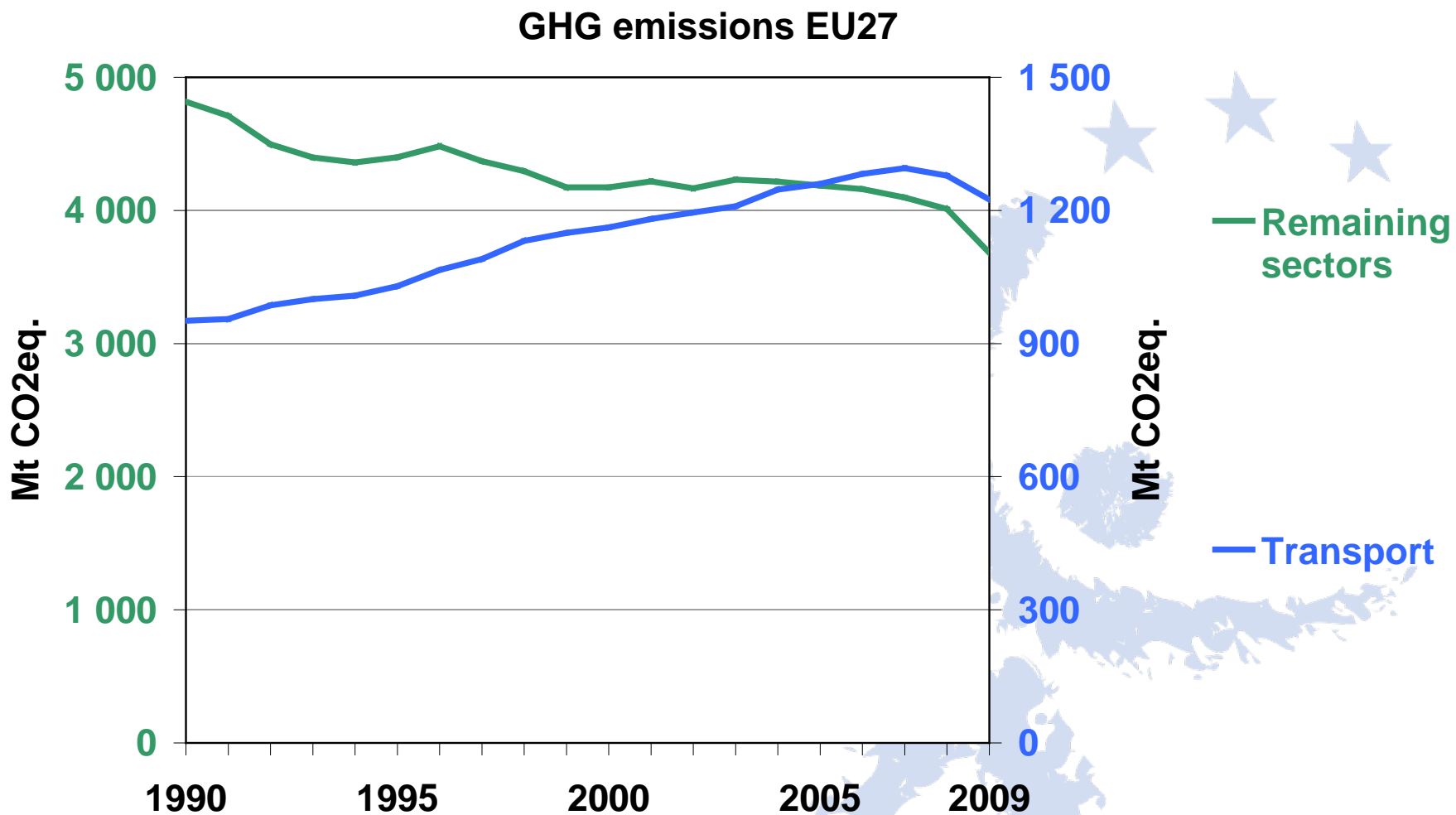
- ★ **EU legislation sets mandatory CO₂ emission standards for new cars and vans for 2015 and 2017 respectively as well as targets for CO₂ emissions in 2020.**
 - ↪ Cars - Regulation (EC) No 443/2009
 - ↪ Vans - Regulation (EU) No 510/2011
- ★ **Other EU legislation complements these, e.g.:**
 - ↪ Gear shift indicators - Regulation (EC) No 661/2009
 - ↪ Tyre rolling resistance labelling - Regulation (EC) No 1222/2009
 - ↪ Maximum tyre rolling resistance - Regulation (EC) No 661/2009
 - ↪ Car labelling - Directive 1999/94/EC
 - ↪ Public procurement - Directive 2009/33/EC
 - ↪ Fuel greenhouse gas (GHG) intensity - Directive 2009/30/EC
- ★ **Development of a strategy for reducing GHG from Heavy Duty Vehicles**

AVIATION

- ★ **Inclusion of aviation in the EU Emission Trading Scheme**
 - ↪ Directive 2008/101/EC

SHIPPING

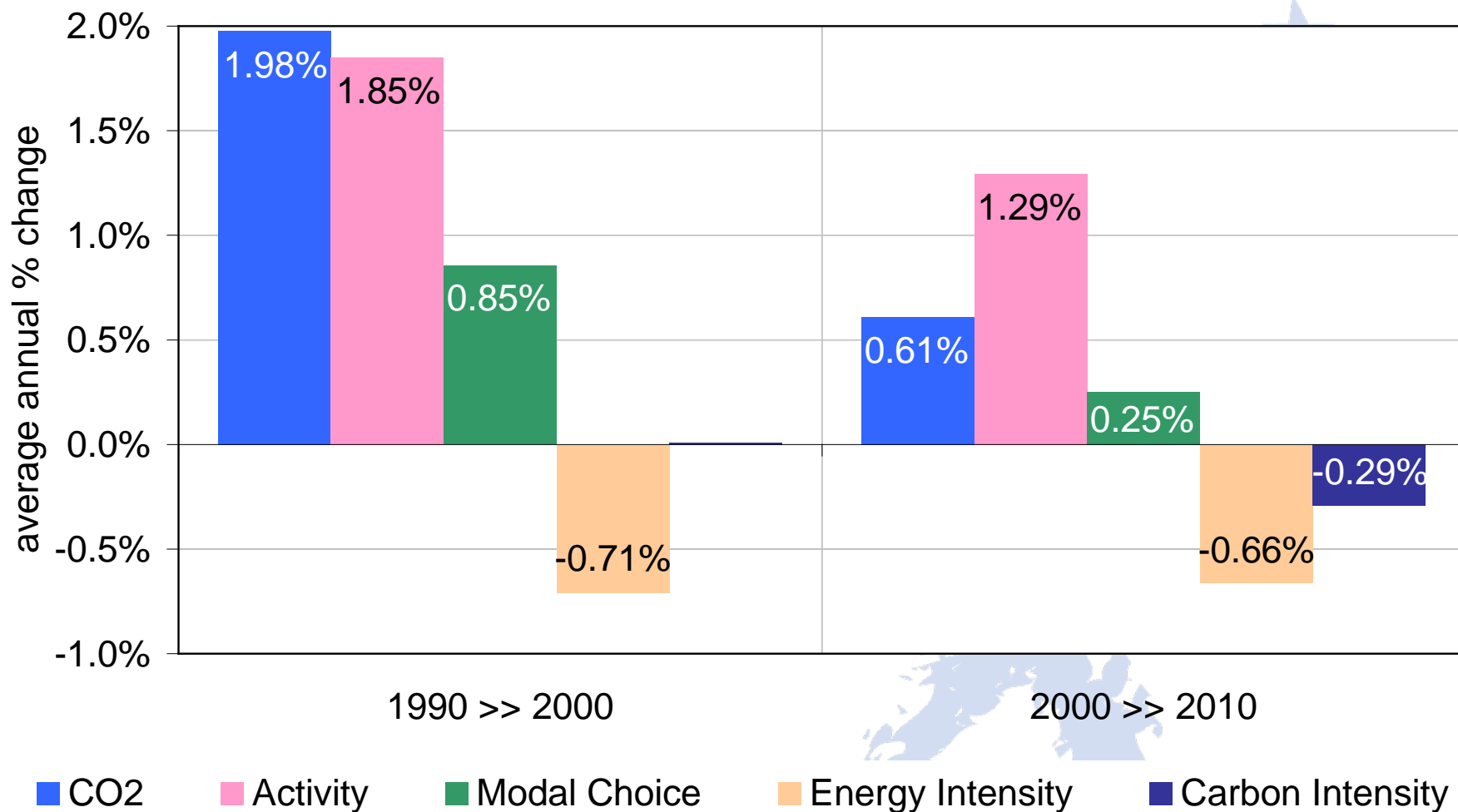
- ★ **Analysis of policy options in relation to maritime transport.**



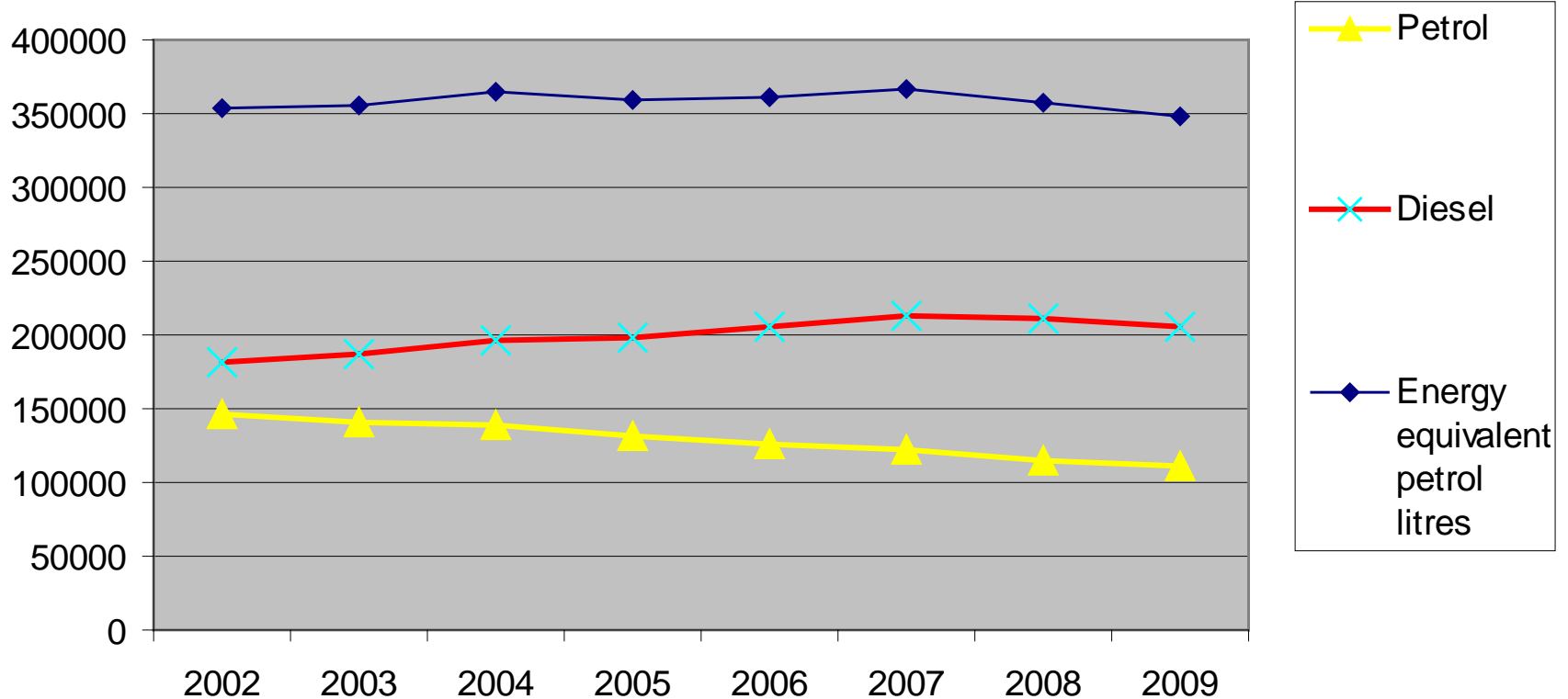
Transport including international bunkers. Remaining sectors excluding LULUCF.

Source: European Environment Agency, <http://dataservice.eea.europa.eu/>

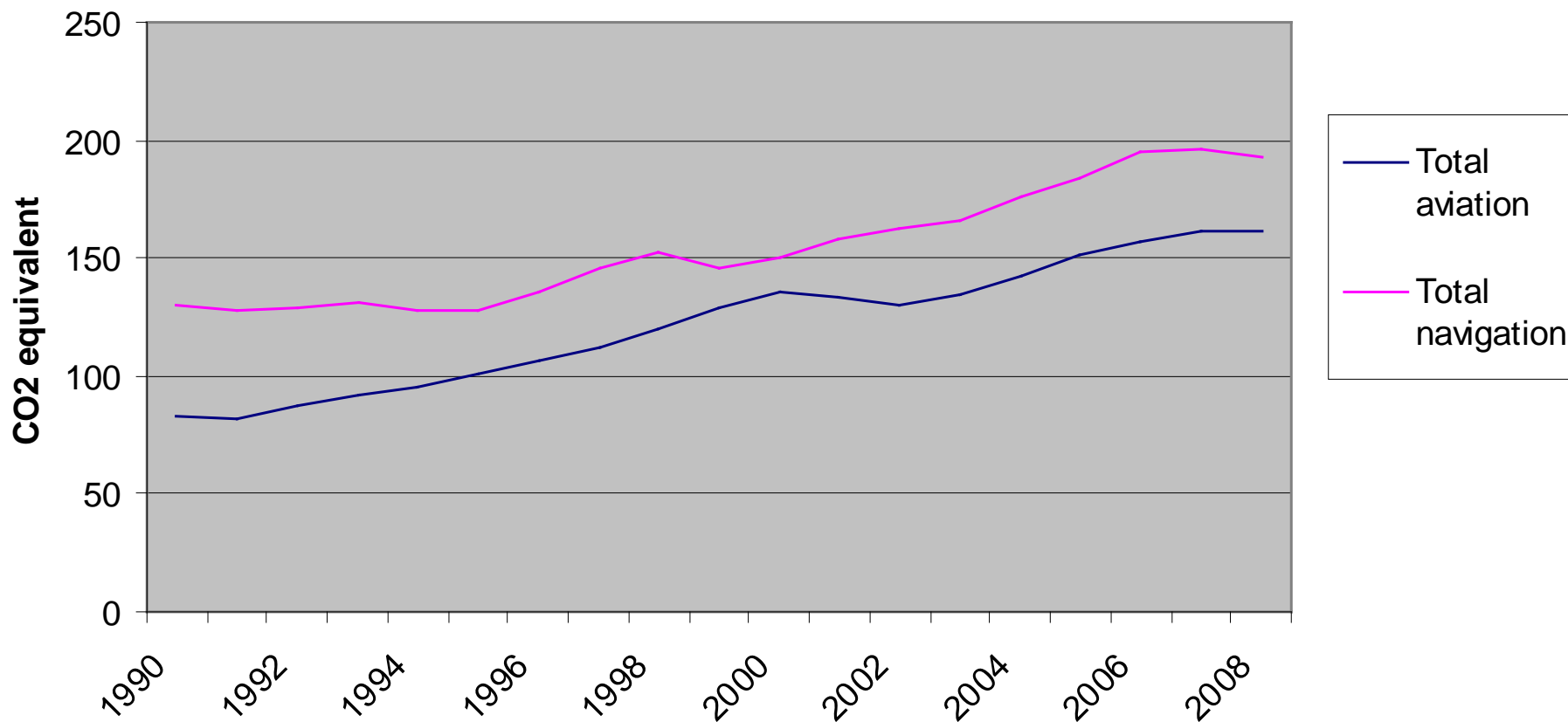
Decomposition of Transport CO₂ Emissions



EU15 road fuel sales



EU aviation and shipping emissions



Legislation covers all flights to and from EU airports

Airlines will be fully included in the scheme from 2012

Emissions cap based on historic average annual emissions between 2004 and 2006

2012 cap set at 97% of historic emissions

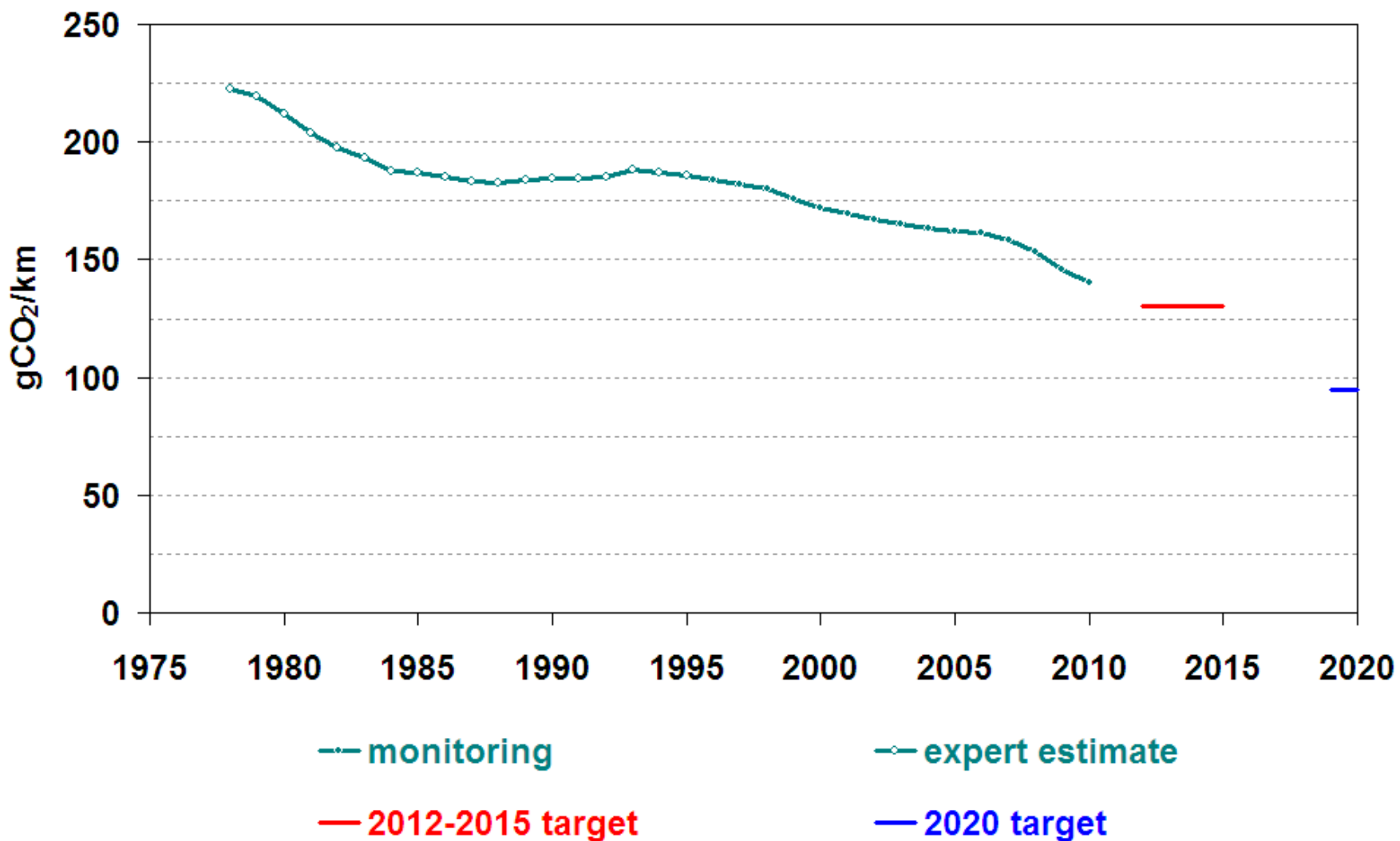
2013 - 2020 set at 95% of historic emissions

15% of allowances to be auctioned in 2012

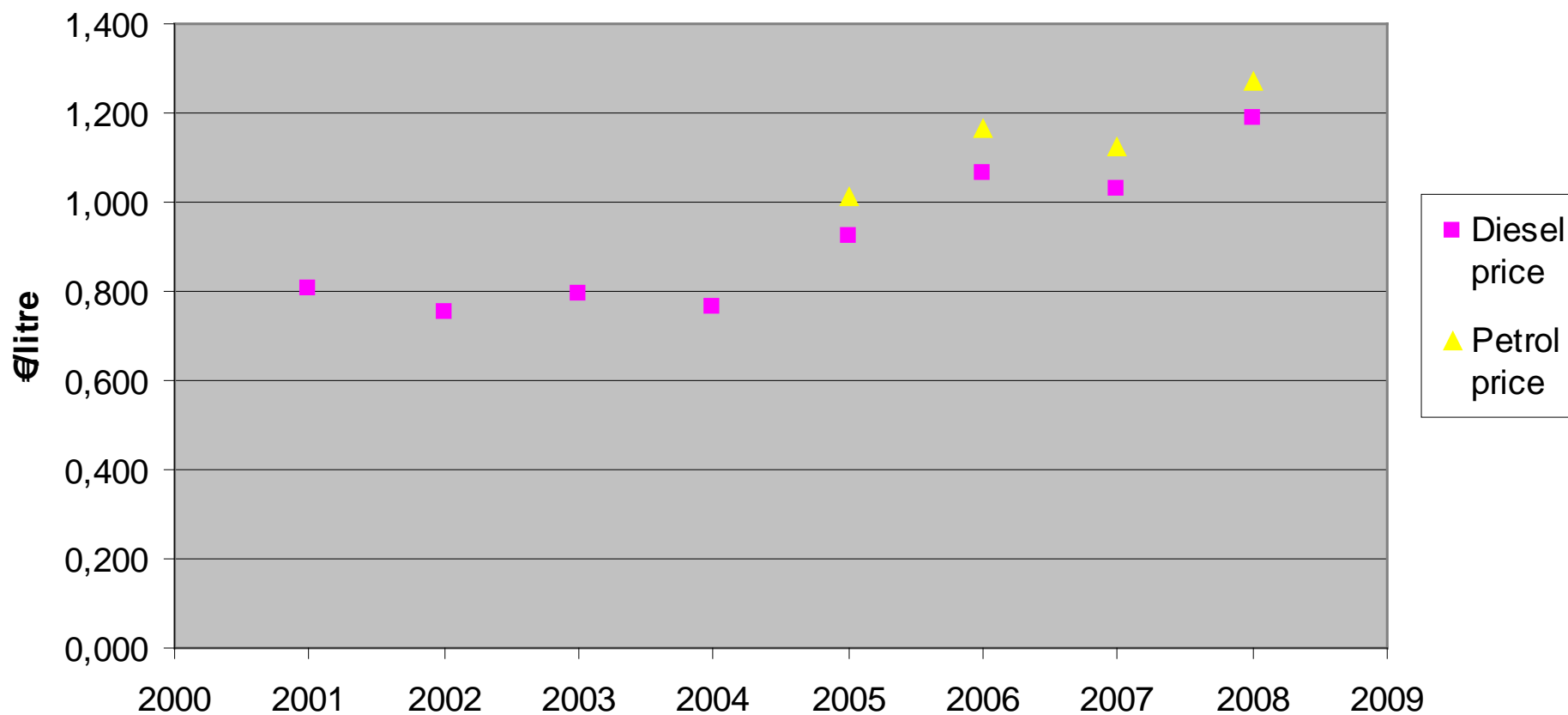
3% of allowances reserved for new or fast-growing operators

Tonne-kilometre data monitoring and reporting for application of free allowances

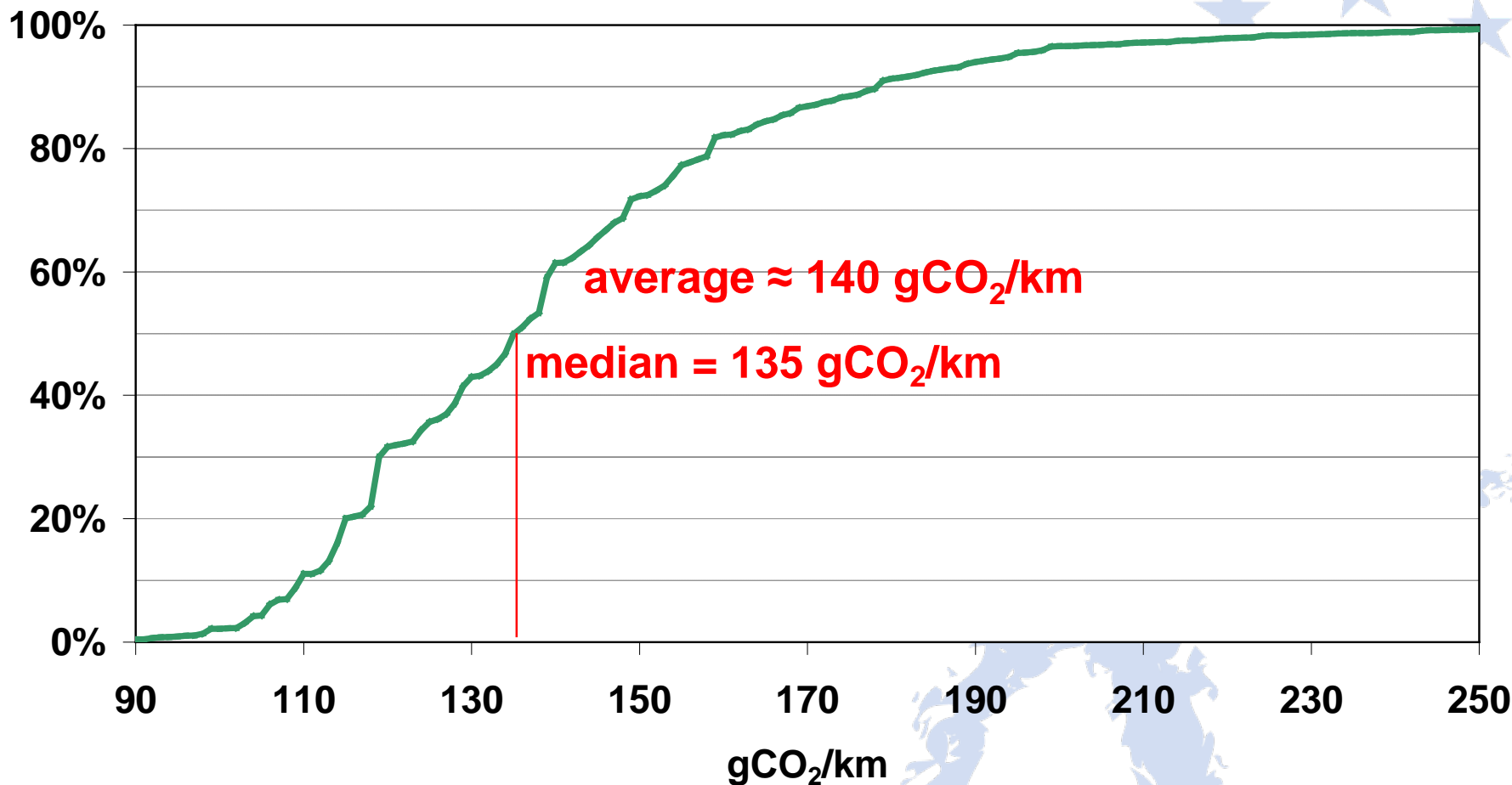
Emissions monitoring and reporting for surrendering allowances



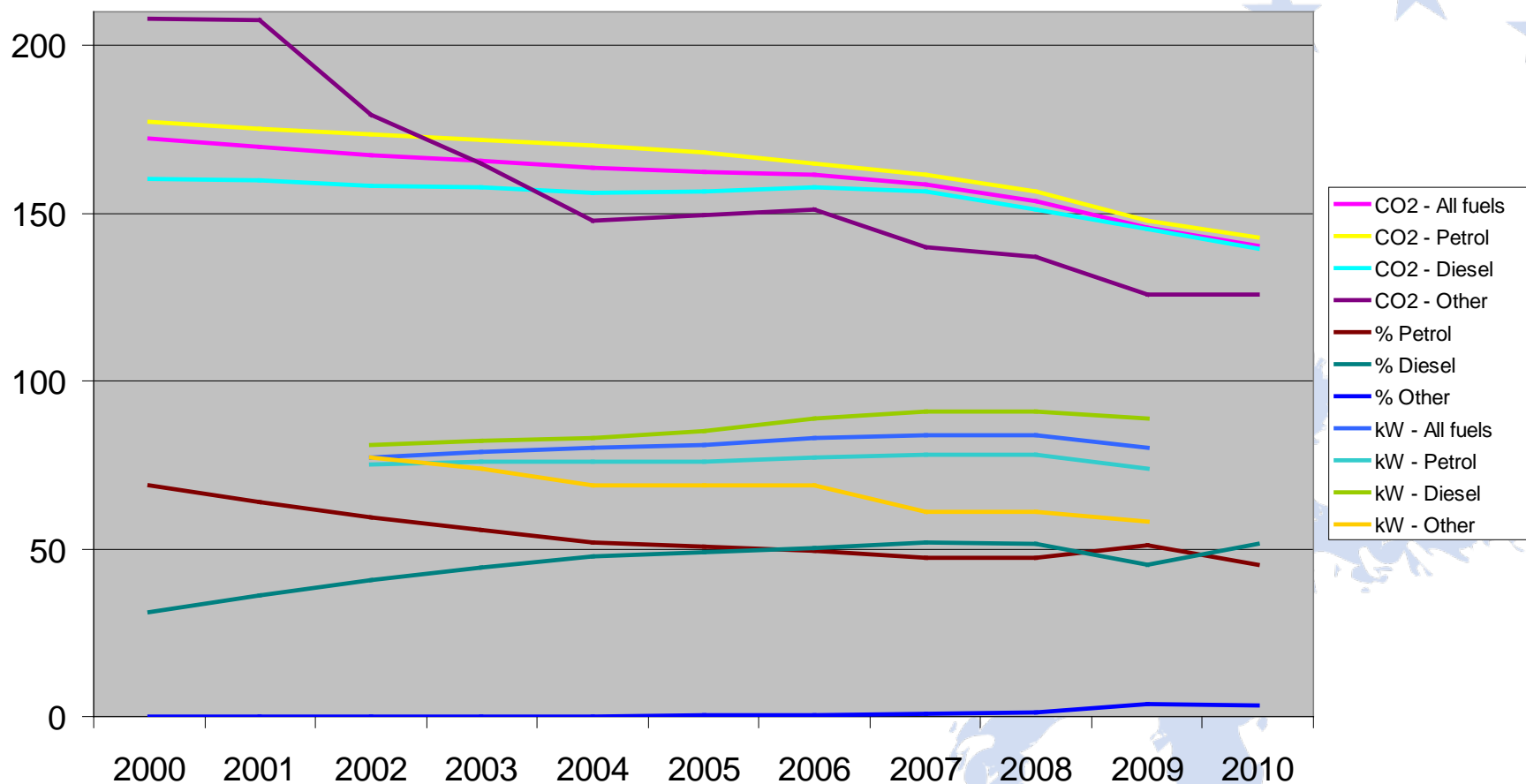
EU average road fuel price



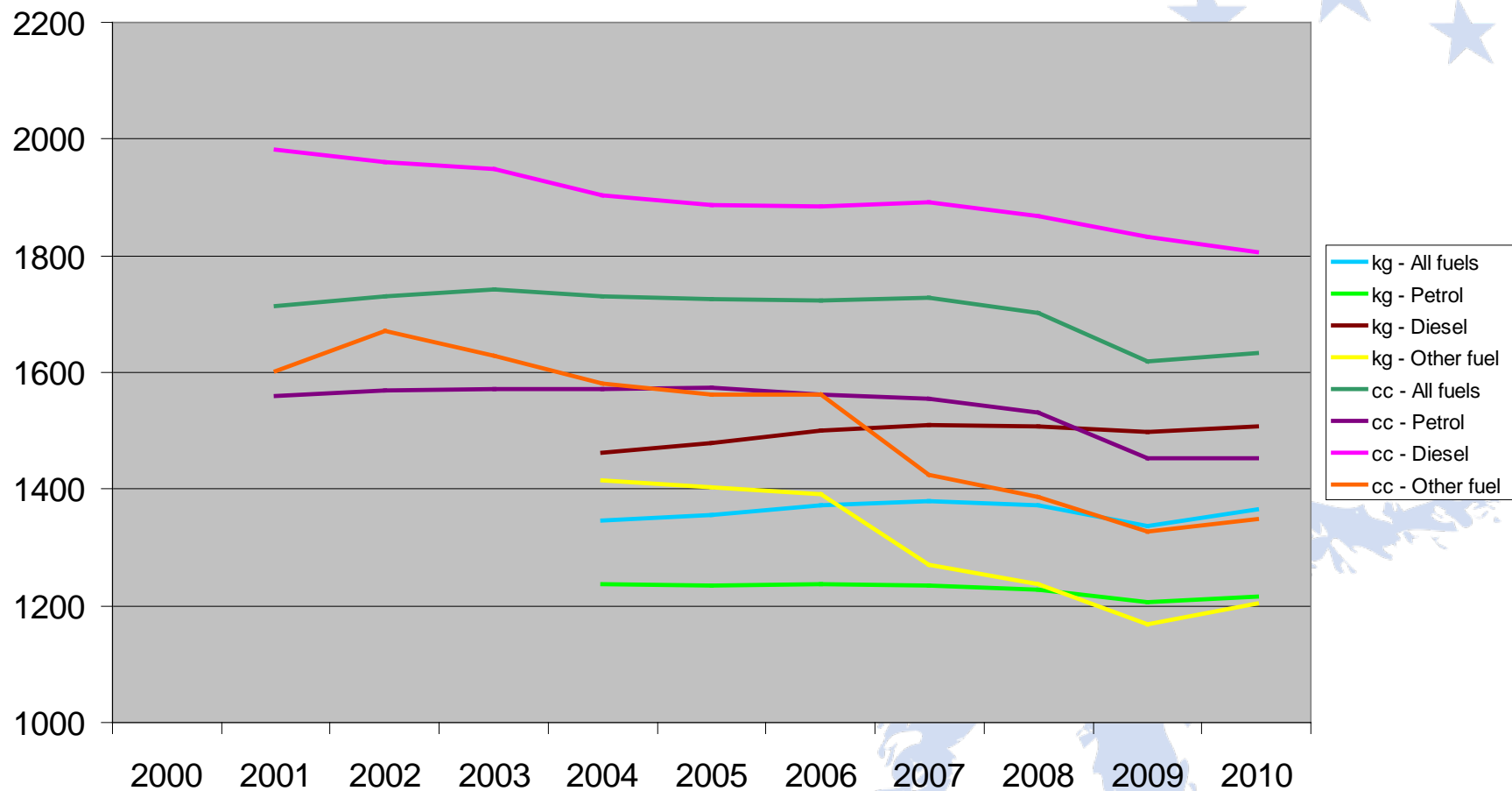
Registration of new passenger cars in the EU27 in 2010
by their specific CO₂ emissions (distribution function)



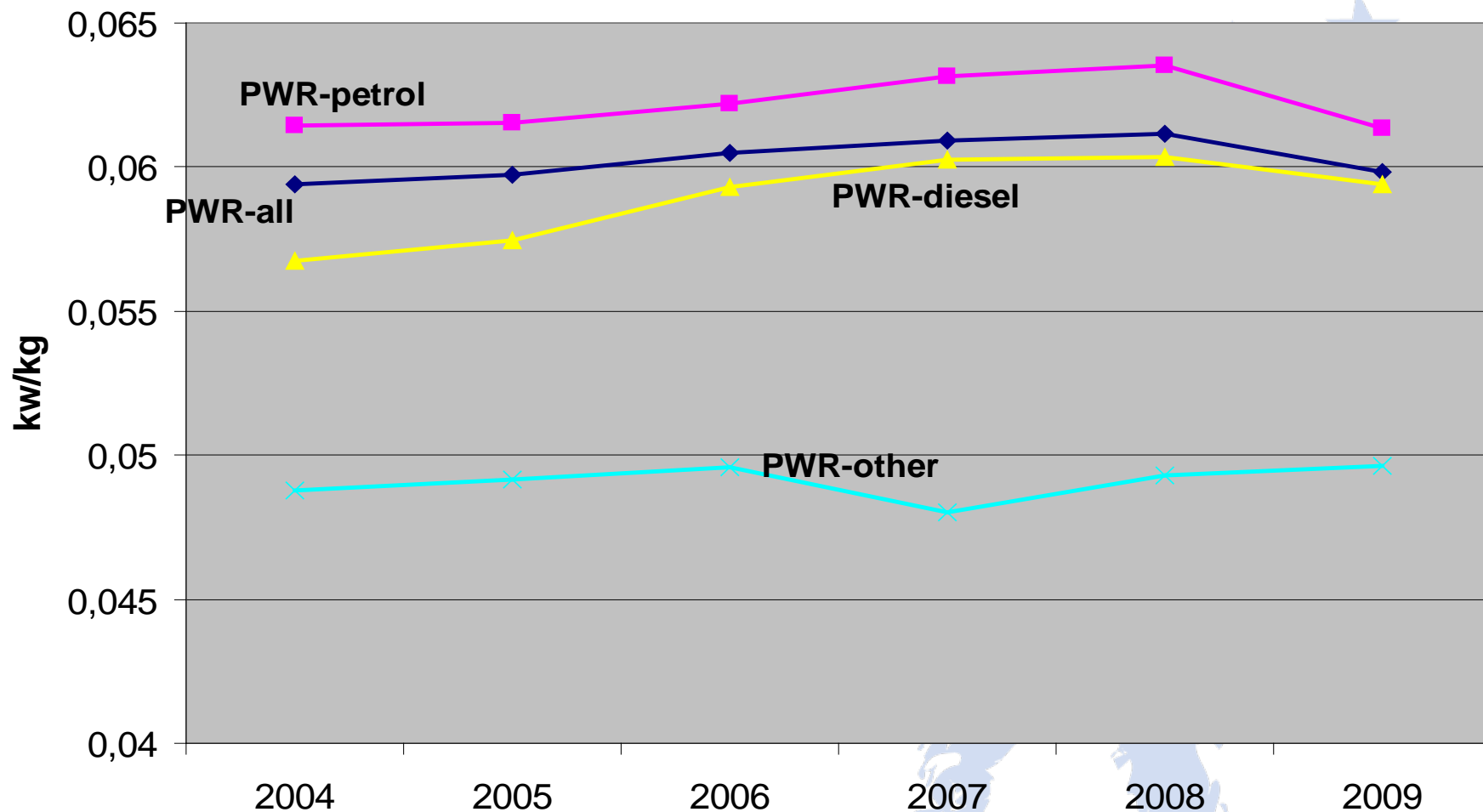
Development of EU new cars

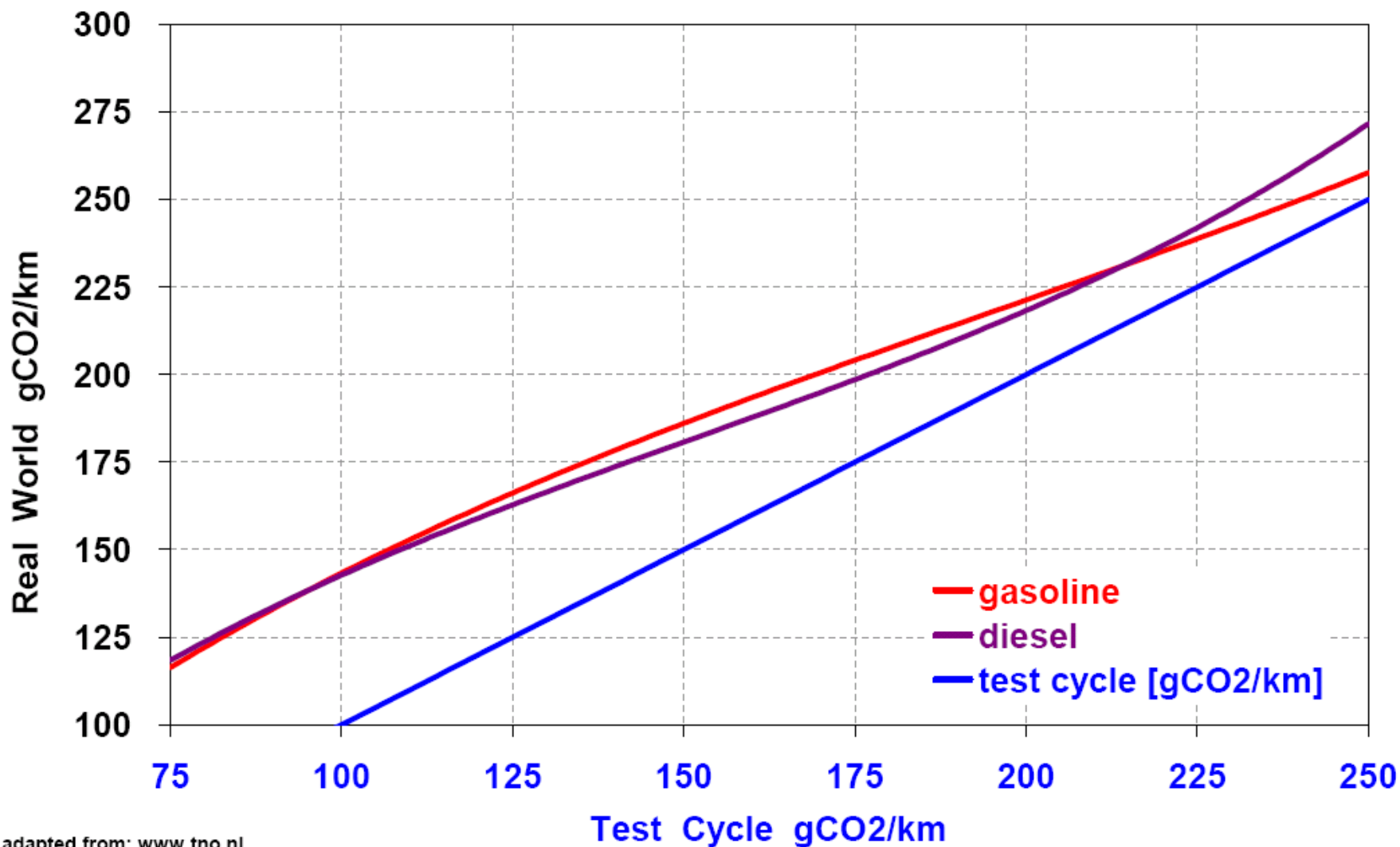


Development of EU new cars

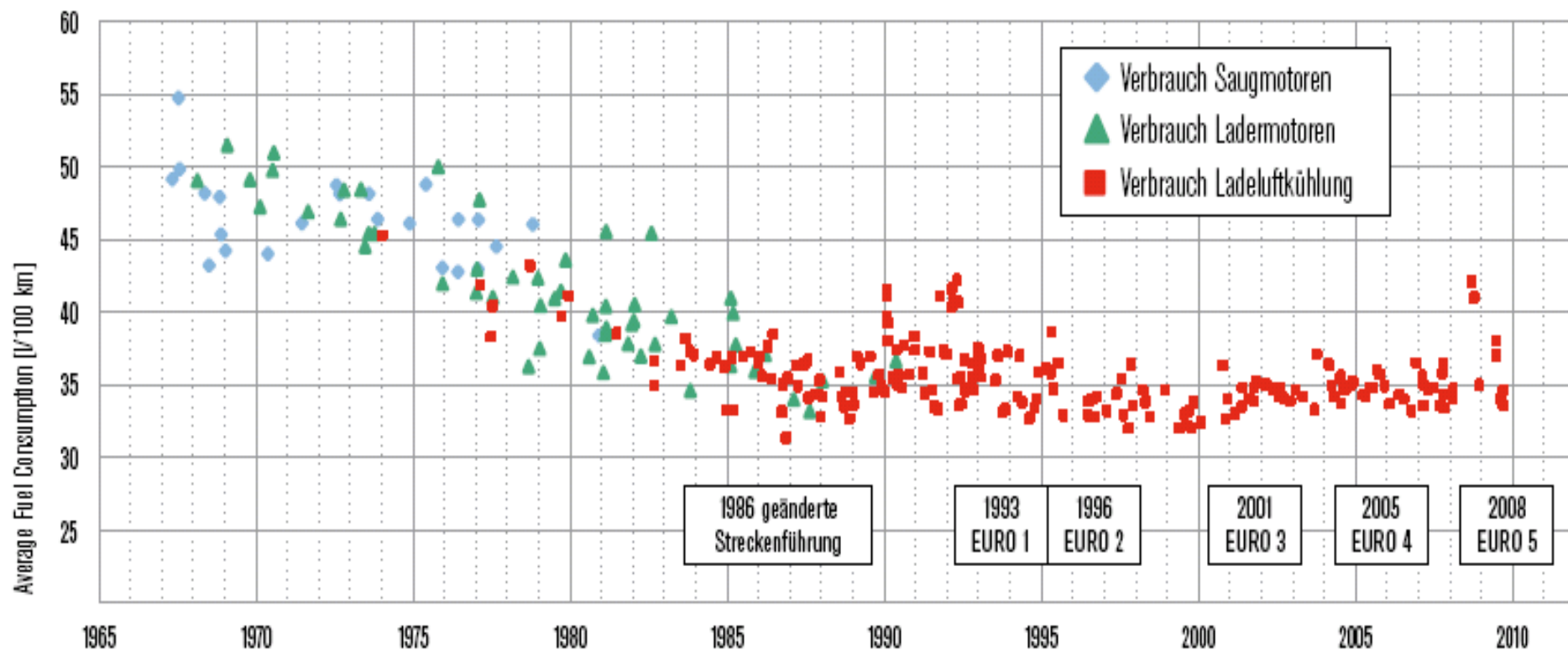


EU new car power-weight ratio





Average Fuel Consumption (Gross Vehicle Weight 38/40 t)





Climate **Action**

Energy for a Changing World



No specific EU policy objective on traffic volume.

- ★ Actions mainly at Member State level
- ★ May be mainly driven by other local concerns such as noise, air quality, landscape, e.g:
 - Low emissions zones – see www.lowemissionzones.eu
 - Sectoral lorry ban – Austria
<http://www.tirol.gv.at/themen/umwelt/luft/nachtfahrverbot/>
 - Congestion charges – London, Stockholm
- ★ Promotion of alternatives to road freight
 - Rolling road
 - Incentive programmes eg “Marco Polo”
<http://ec.europa.eu/transport/marcopolo/>

Internalisation of external costs an EU policy objective.

★ Eurovignette sets framework for HDV road user charges.

↪ Latest revision permits some charging of external costs

★ Road user charges in Member States

↪ German HDV charges on main road network

↪ Plans for HDV charges on main road network in France

↪ Netherlands abandoned intended road charging system

↪ Toll motorways in many countries

★ Congestion charging

↪ Introduced in London and Stockholm

↪ Approx 15% reduction in traffic

↪ Public support

- ★ Wide range of policies enacted by EU to manage transport GHG emissions.
- ★ Most recently implemented so too early to draw conclusions on their impact.
- ★ Most analysis suggests further policy action needed to reduce emissions in line with EU goals.
- ★ Further work underway in a number of areas e.g. shipping and HDV.

★ **Thank you**

