

Deriving an Action plan for sustainable European transport policies up to 2020

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1. INTRODUCTION: TARGETS OF THE ACTION PLAN

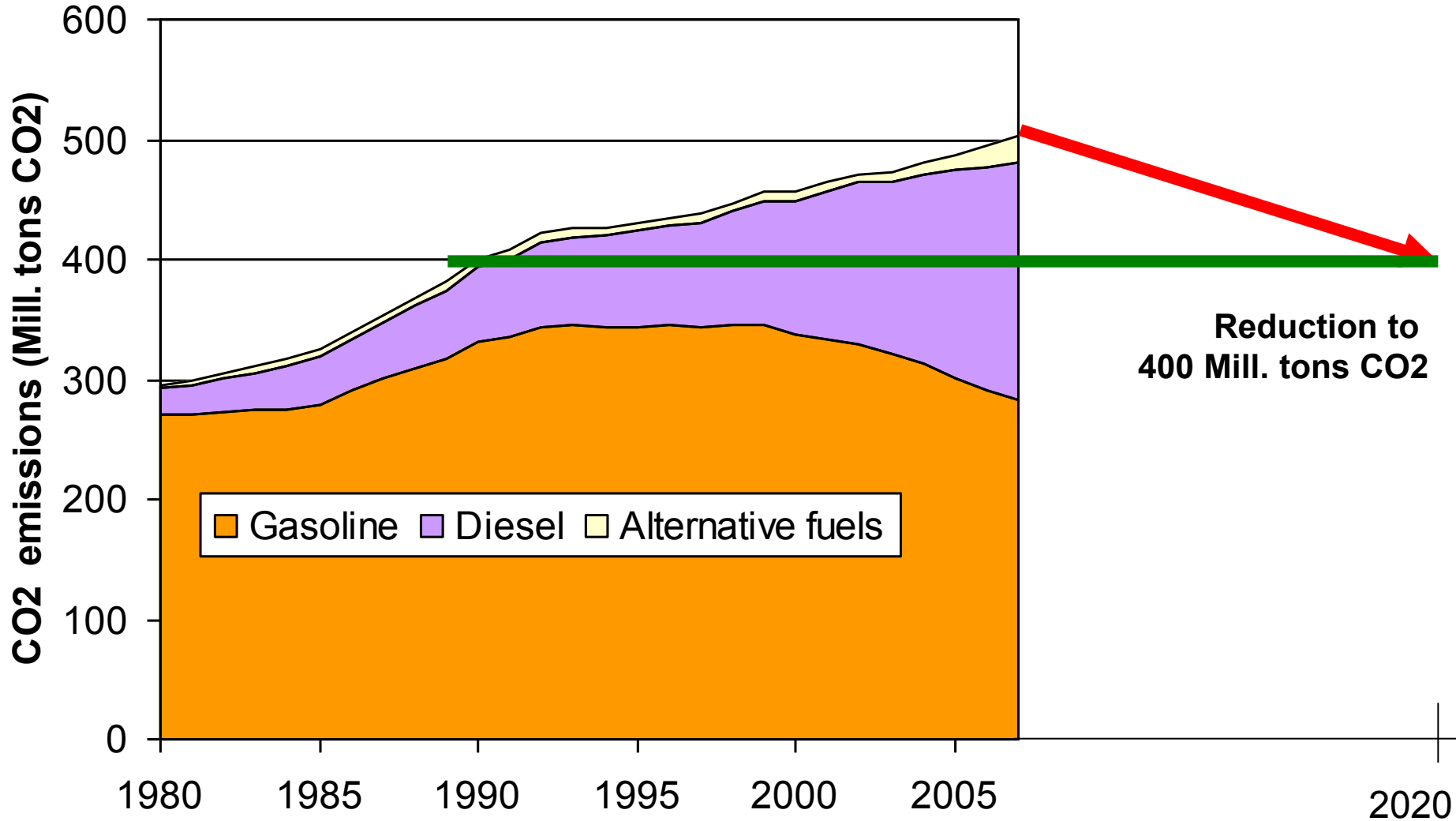
- ULTIMATIVE OBJECTIVE: REDUCE CO2-EMISSIONS
- WHICH EFFECTS contribute to REDUCE CO2-EMISSIONS? (e.g. reduction of cars)
- WHICH POLICIES/ACTIONS (e.g. increase registration tax) do we consider to have an impact (also or not) on the above-mentioned EFFECTS?



2. WHAT IS POSSIBLE UP TO 2020?

- * **Improving efficiency of conventional cars by 20% (instead of 10%)**
- * **Increasing biofuels from 350 PJ currently to 800 PJ**
- * **Driving 10% less per conventional car**
- * **Increase number of electric vehicles to
500000? 5 Millions?**

* CO2-emissions: What is possible to 2020?



3. 10 MAJOR HYPOTHESES FOR HEADING TOWARDS SUSTAINABLE PASSENGER CAR TRANSPORT



REMARKS:

1. ACTION PLAN IS A LIVING ACTION PLAN WHICH WILL BE UPDATED AND FINE-TUNED CONTINUOUSLY

2. IT IS SO FAR CONSIDERED TO SERVE AS A FORUM FOR

DISCUSSIONS WITH STAKEHOLDERS!!!

3. DANGER TO BET ON THE WRONG HORSE (WHAT ARE “NO-REGRET” - STRATEGIES?)



1. REVISE REGISTRATION TAX SYSTEM EUROPEAN-WIDE!

The reg tax in EU-countries should be changed towards a progressive system taxing larger (and more dirty) cars remarkably higher. The magnitude should be similar to the current one in Denmark.

Exemptions for registration and/or ownership tax for company cars – as they exist e.g in Germany or Sweden – should be rigourously abolished.



2. INCREASE FUEL TAXES BY 20% ON TOP OF THE CURRENT MAXIMUM LEVEL AND CONVERT TO CO₂-BASED TAX

Fuel taxes in Europe has been a reason why fuel consumption as well as CO₂-emissions of passenger cars compared to e.g. USA has been lower.

An increase of fuel taxes by 20% the currently highest tax levels – as implemented e.g. in Germany, The Netherlands and France would provide a significant contribution towards the 2020 targets. Moreover, this tax should take into account the differences between the WTW-CO₂-emissions of all fuels!



RECYCLING OF TAXES FROM PASSENGER CARS:

Use tax revenues to:

- reduce taxes on wages and ensure balanced burden for different social groups;
- provide incentives for using Zero-emission transport modes (walking, biking ...)!
- Improve performance of public transport !



3. INTRODUCE AND TIGHTEN STANDARDS FOR THE “STOCK OF CARS”!

There is a huge gap between car fuel intensity achieved in the laboratories and on-road fuel efficiency performed.

A strict check of cars on-road (surveillance like for speed) regarding CO₂-emissions could kick-out the worst vehicles.



4. “NEW VEHICLES” REQUIREMENTS TO THE CAR MANUFACTURING INDUSTRY

Car producers must be committed to market a certain share of smart cars with less kW and lower CO₂ emissions

One major policy measure to reduce fuel consumed per km driven is the enforcement of standards.

We suggest an improvement of standards for the aggregate of all segments of sold vehicles in every country by 3% per year of CO₂ emissions up to 2020.



5. PROMOTE ALTERNATIVE FUELS AND HIGH EFFICIENCY FOR PUBLIC VEHICLES IN CITIES!

The case studies analysed has proven that alternative fuels – regardless whether it is CNG, Biogas, plant oil or biodiesel in cities – have clearly indicated that this is a promising approach to be pursued further. It has a high acceptance, CO₂ emission savings of about 50% and reasonable economic performance.

(raises public awareness!!)



6. INTRODUCE AND EXTEND EMISSION-FREE ZONES!

Starting with small zones in cities where only emission-free vehicles are allowed is an approach that stimulates the demand for Zero-emission vehicles without providing subsidies and without leading to the danger of additional transport caused by just adding electric vehicles to the existing car stock.

Provide charging stations for BEV close to the emission-free zones and at railway stations as well as bus terminals!



7. PROVIDE INFRASTRUCTURE FOR ELECTRIC VEHICLES

(Battery) Electric vehicles may to some extent contribute to a relief of over-all CO₂-emissions and may especially in cities contribute to improve air quality. Yet, the overall ecological performance of BEV strongly depends on how electricity is generated, how the battery performs ecologically and whether actually conventional passenger cars are substituted or additional transport is triggered. Hence, it is recommended that the public supports the build-up of infrastructure but there is no reason for subsidizing the purchase of EV.

Moreover, in lockstep with the market introduction of BEV the corresponding deployment of new RES-E capacities must be ensured and proven by certificates.



8. TEACH ECO-DRIVING!

The way of driving can save about 20% of fuel intensity. To harvest this potential we suggest to Introduce a rigorous EU-wide (and beyond) mandatory learning programme for fuel-saving driving.



9. PROMOTE BIOFUELS FIRST GEN CAUTIOUSLY

BF 1st gen (Biodiesel, bioethanol, biomethane) should be promoted further mainly by means of increasing quotas.

Moreover, biofuels should be exempted from general excise taxes but a WTW-based CO₂-tax should be implemented.

It must also be ensured that the **ecological performance of BF 1st improves** and meets continuously tougher standards regarding net CO₂_equ-emissions. These standards should be subject to arigorous monitoring and a pan-European certification scheme leading e.g. to **70% less CO₂ emissions of BF 1st gen up to 2020.**



10. EFFICIENT R&D FOR 2nd GEN BIOFUELS AND HYDROGEN

The time horizon of this project is 2020. Within the remaining period it is very unlikely that either 2nd gen biofuels or hydrogen enter the market in a significant quantity. Yet, it is very important that R&D is intensified focussing especially on **a more efficient conversion of feedstock and primary energy carriers into these alternative fuels**. Further pilot projects are needed to come down the learning curve! This should finally also lead to more cost-effective production paths and market competitiveness.



OTHER MEASURES SUGGESTED?

Please specify!

Meter for pedestrians: If you prove that you have walked 2000 km per year you receive (negative) registrian subsidy! (and for bikes!!!)

PRIORITY OF MEASURES

Please comment on the order presented above regarding the priorities of action!



4. MAJOR CONCLUSIONS

- There is no “One size fits all” measure;
- a quite broad portfolio of actions has to be implemented to finally meet environmental targets (**also to avoid to bet on the wrong horse!**)
- A major recommendation will be to focus on fine-tuning, adaptation and exchange of lessons learned – between countries and regions