

Greener vehicles, greener jobs

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The role of standard setting

- **Yesterday – voluntary agreements and strategies**
- **Today – implementation of adopted rules**
- **Tomorrow – political orientations and policy developments**

Yesterday – voluntary agreements and strategies

Cars:

- 1995 voluntary commitments by European, Japanese and Korean manufacturers to reduce CO₂ emissions to 140 g/km in 2008 or 2009
- 2004 achievement was 163 g/km from a starting point of 186 g/km
- 2007 strategy – 130 g/km in 2012 plus 10 g/km through other means
- 2008 154 g/km

Today – implementation of adopted rules

Cars:

- **Adopted Regulation with a 2014 target of 130 g/km and a 2020 target of 95 g/km**
- **Implementing rules covering**
 - Derogations, monitoring of CO₂ emissions and eco-innovations
- **Preparations for the implementation of the 2020 target**
- **The role of electric vehicles**

Today – implementation of adopted rules

Vans:

- **Commission proposal with a 2016 target of 175 g/km and a 2020 target of 135 g/km**
 - Council policy debate showing a clear division between Member States – some more ambitious for the 2020 target; others more concerned by the 2016 threshold
 - Parliamentary thinking is developing

Today – implementation of adopted rules

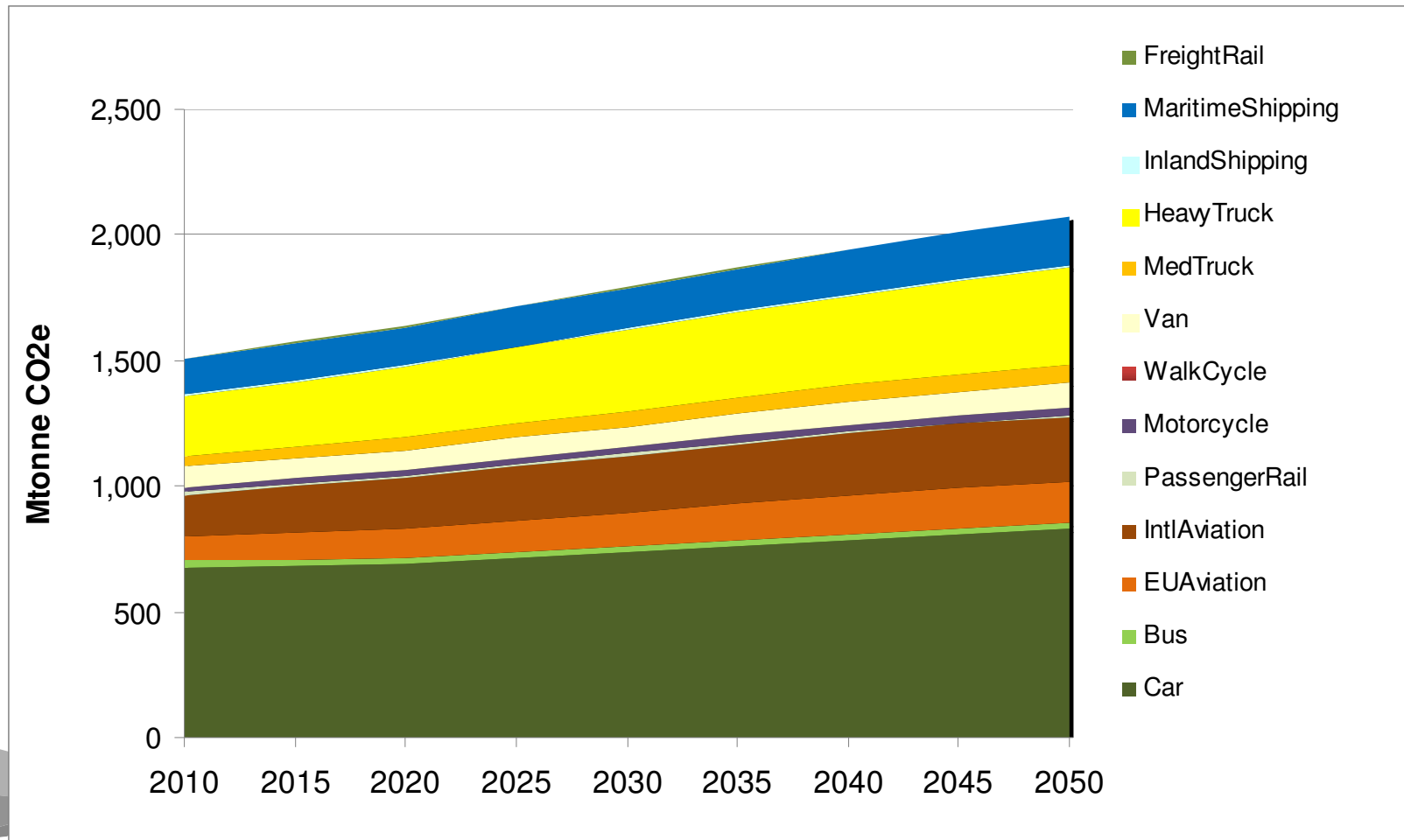
Aviation:

- **Adopted Directive with a 5% reduction in emissions 2012 – 2020**
- **Implementing rules covering**
 - Monitoring and reporting of performance and CO2 emissions; simplified reporting for small operators

Fuel quality:

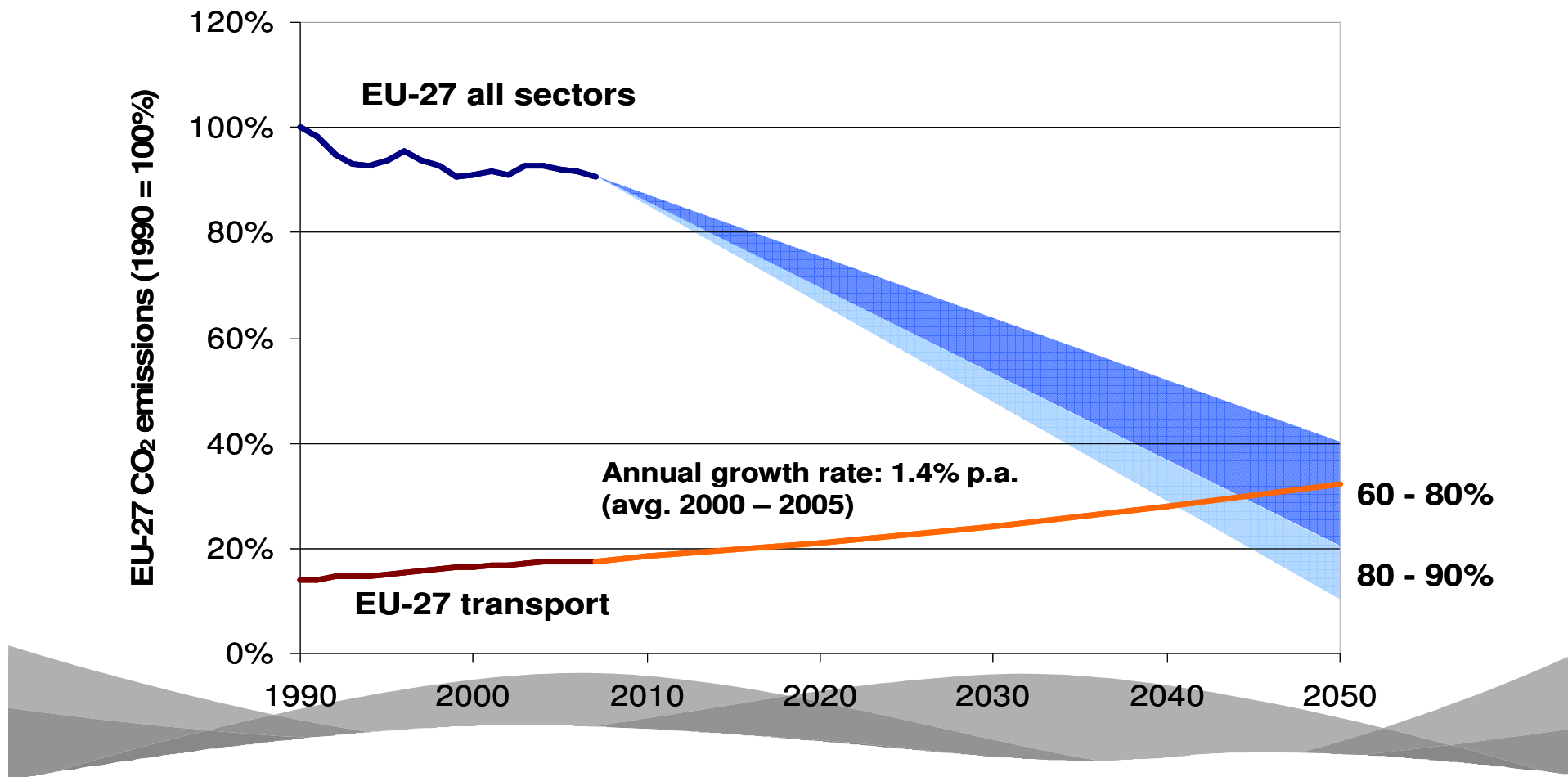
- **Adopted Directive with a 6% reduction in greenhouse gas emissions 2010 – 2020**

Tomorrow: the challenge – projected GHG emissions growth by mode



Source: EU Transport GHG 2050 tool

The 2050 target: *keep global warming under 2°C by end of century*



Political guidelines and Europe 2020

■ Political guidelines – decarbonisation of transport

■ Europe 2020

→ Innovation Union

- European Research Area focused on transport and climate change

→ Resource efficient Europe

- Modernise and decarbonise the transport sector thereby contributing to increased competitiveness

Policy developments

■ Strategy on clean and efficient vehicles

- Two pillar approach comprising:
 - Short/medium term on improving the internal combustion engine
 - Medium/long term concerning alternatives

■ White Paper on a sustainable future for transport

- Focus on decarbonisation but also passenger access, safety etc.
- Infrastructure

Policy developments

■ Heavy Duty Vehicles

- Measuring system
- Competitive advantage

■ Maritime sector

- IMO
- European action

■ Aviation and maritime

- Efficiency and design?

The vision

- **To meet long term goals transport GHG should be reduced by 50% to 80% by 2050**
- **To achieve this technical, spatial/infrastructural and demand measures are needed**
- **EU level intervention could be imagined:**
 - ➔ R&D for radical new transport systems
 - ➔ Infrastructure policy
 - ➔ Traffic management systems
 - ➔ Pricing policy
 - ➔ Promotion of non-transport policy

<http://www.eutransportghg2050.eu/>

Conclusion

- **There is legislation covering the next 10 years**
- **The impact of the current economic climate**
- **Policies for 2030**
- **A vision for 2050**