THE ROLE OF TRANSPORT DECARBONIZATION IN THE EFFORT SHARING REGULATION

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Transport: the biggest non-ETS sector

Greenhouse gas emissions from sectors outside the ETS (ESD) 2016

- Transport (excluding aviation and international shipping)
- Buildings
- Agriculture
- Industry
- Waste

A strong ESR will translate into a continent with:

- cleaner vehicles
- super energy-efficient houses
- more sustainable farming
- less congestion
- lower energy bills
- more jobs through future-oriented industries
- major opportunity to save billions on oil and gas imports and safeguard the old continent's energy security

This isn't just about climate policy but also about smart economic policy, security, innovation and quality of life improvement.
EU MEASURES DELIVER...

Figure 3.5: Time series trajectory for direct GHG emissions for various scenario packages in comparison to the baseline scenario (BAU-15)

Total direct GHG emissions - All Modes

- BAU-15
- Vehicle standards (central)
- Vehicle standards (low)
- Vehicle standards (high)
- EU-level policies
- MS-level policies
- Low ambition mixed
- All options
- -30% on 2005
- -50% on 1990

What the EU can do for you
Transport emissions reduction scenarios for 2030

Contribution of CO₂ standards for all vehicles (2025 & 2030) to reduce transport emissions

-20%: 63%
-30%: 42%
-40%: 31%

Source: IEA, Institute of National Analysis
MT = Megatonnes of CO₂ equivalents
... BUT ACTION NEEDED

Projections by Member States with existing measures (EEA 2015)
CARS AND VANS: 70g by 2025

THE ESR -30% TARGET

POLITICAL MOMENTUM, 2030 TOO LATE

LESS OIL, MORE JOBS

SUPPORTS ELECTRIFICATION

ACHIEVABLE & COST-EFFECTIVE

INVESTMENT SECURITY

REVERSE LOSS OF INNOVATION
TRUCKS: STANDARDS by 2018

POTENTIAL STRATEGIES FOR CURTAILING 40% GREENHOUSE GASES

THE ESR -30% TARGET

LESS OIL, BETTER ECONOMY

(BIG) BUSINESS SUPPORT

EU VS. USA

MORE SAVINGS, CHEAPER

PRIORITISE CO2 FOR OEMs

THESE IMPROVEMENTS SAVE 11.88€ & 13.2 LITRES PER 100 KILOMETERS.

(* BASED ON ICCT PRELIMINARY RESULTS)