

Climate Change and Transport in Europe

Olivier Pairault

Deputy Counselor Climate
Change and Ecology, Embassy
of France to the United States

March 26th 2010

Ressources, territoires, habitats et logement
Énergie et climat Développement durable
Prévention des risques Infrastructures, transports et mer

**Présent
pour
l'avenir**



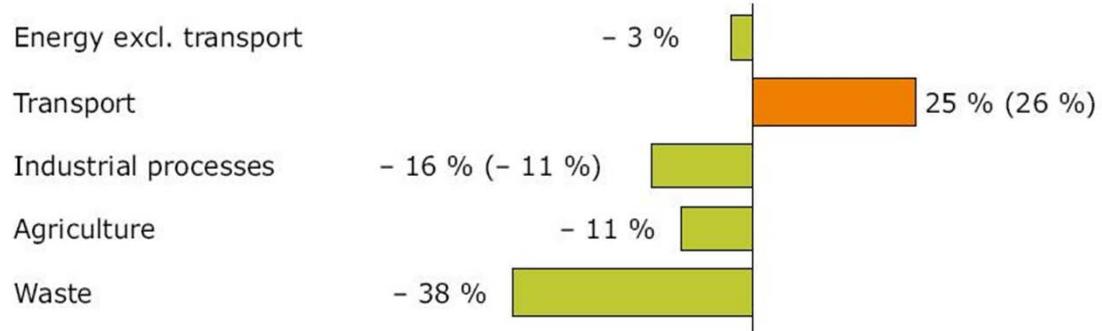
Ministère de l'Écologie, de l'Énergie, du Développement durable et de la Mer
en charge des Technologies vertes et des Négociations sur le climat

GHG Emissions and transport: where we are.

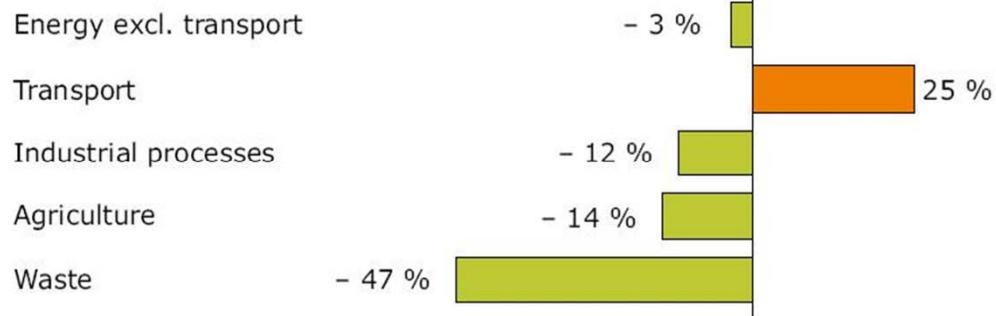
Emissions from transportation

= 21 % of EU GHG emissions in 2005

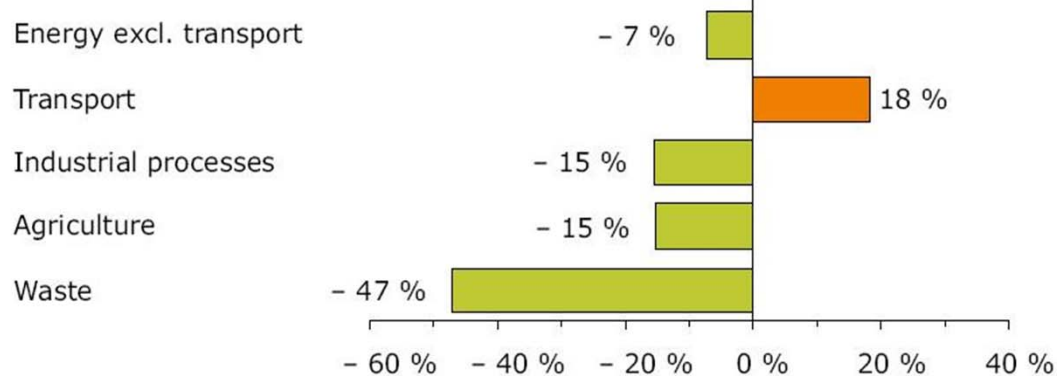
Past change in greenhouse gas emissions, from base year to 2005



Projected change from base year to 2010, with existing measures



Projected change from base year to 2010, with existing and additional measures



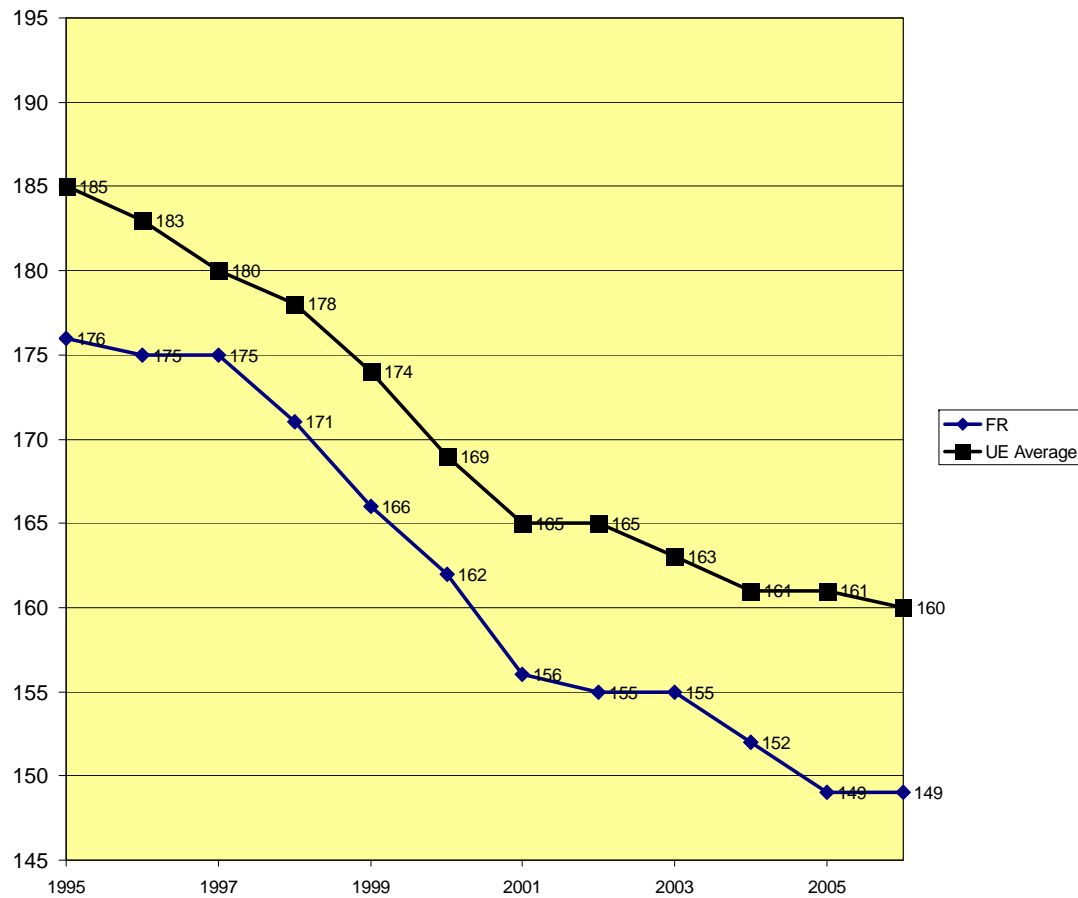
European Political Context

Member States have different priorities:

- New Member States tend to support new infrastructure development
- Member States with high transit levels consider transit taxation schemes based on environmental costs while outlying Member States oppose such options.
- European car manufacturers compete on different market segments: Italian and French tend to sell small and low emitting cars while German, British and Swedish are well known for their powerful and high emitting cars => any European regulation must maintain a level playing field

European regulations

Passenger cars (1)



Voluntary Agreement with car manufacturers in 1998-1999: new car average emissions target at 140gCO₂/km in 2008-2009 from 185 gCO₂/km in 1995.

In 2006, the average emissions from new passenger cars reached 160 gCO₂/km

=> The EU decided to regulate

European regulations

Passenger cars (2)

Regulation:

Target: 130 gCO₂/km by 2012 and 95 gCO₂/km by 2020 on average

Individual target for each car manufacturer depends on the average mass of the vehicles it sells.

Phasing-in of the car manufacturers fleet ending in 2015.

High financial penalties for car manufacturers above their objective.

Specific target for Light Duty Vehicles: European Commission proposal 175g CO₂/km by 2014 and 135g CO₂/km by 2020 .

Why is the European regulation not 100% satisfying?

Passenger cars (3)

The European Integrated Approach regulation set an objective of GHG emissions for new passenger cars sold beginning in 2012.

However, this regulation does not prevent each Member State from adopting its own fiscal scheme to incentivize the purchase of more fuel efficient cars.

Those schemes, although very efficient as far as environment is concerned, happen to reduce the efficiency of the common market (different thresholds).

France implemented such a scheme in 2008: while emissions had decreased by 1 to 2 gCO₂/km until then, the decrease reached 9 gCO₂/km in 2008, and 5 gCO₂/km from January to April 2009

European regulations

Biofuels

In 2003, the European Union adopted a **5,75%** biofuel content objective in road transportation gasoline and diesel by 2010. In 2009, a broader objective of renewable energy in transportation fuels was set at 10% by 2020 (except aviation). This target can be achieved via biofuels and renewable electricity.

To be taken into account, biofuels must reduce emissions, on a LCA basis, by 35% compared to fossil fuels until 2017, and 50% thereafter. Other criteria regarding the loss of biodiversity and use of water are also applied.

European regulations

Aviation

While European emissions dropped by 3% between 1990 and 2002, aviation emissions increased by 70%. In the meantime technology improvements had allowed an increase of plane energy efficiency.

The EU decided to put the aviation sector in the European carbon market beginning in 2013. All domestic flights and international flights leaving from or arriving in the EU will be included in the ETS.

A cap for this specific sector is set at 95% of 2004-2006 emission levels (97% in 2012). 15% of allowances will be auctioned. Airline companies will have the possibility to buy allowances on the EU carbon market but not to sell their allowances on this market.

International negotiations

Bunker fuels

Bunker fuels (aviation and ships) account for 3% of worldwide GHG emissions but are increasing at a rapid rate.

They are not included in the Kyoto Protocol as they cannot be allocated to a specific country. Developed countries committed themselves to work within IACO and IMO on the way to reduce emissions from bunker fuels, but, so far, burden sharing between countries remains an issue. Developing countries in particular support the use of common but differentiated responsibility criteria for sharing the effort among countries.

The EU supports the adoption of an emission reduction objective for each of these sectors within the UNFCCC framework. IMO and IACO would then be responsible for implementing the policies to achieve these objectives.

Thank you for your attention

Olivier.pairault@dgtpe.fr

<http://www.ambafrance-us.org/climate/>



Liberté • Égalité • Fraternité
RÉPUBLIQUE FRANÇAISE



Ministère
de l'Écologie, de l'Énergie,
du Développement
durable
et de la Mer