Conclusions: Toward Regional and National Policies

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Toward a Policy Agenda for Climate Change

We're Screwed!

- Transport demand growth is unstoppable.
- The coming oil peak will make GHG emissions irrelevant.
- The public is poorly informed and almost indifferent.
- Developing world: "Climate change is your problem."
- GHG is not a crisis yet, and when it is, it will be too late.

The Asilomar declaration:

We ALL agree that:

- 1. Climate change is real, transportation's emissions are a major part of the problem, and they must be reduced.
- 2. National policy has so far failed to adequately address transportation's role in climate change; this can and must be remedied.
- All stakeholders want to work cooperatively to reduce transportation's GHG emissions, for the public good.
- 4. There are innovative solutions to the problem of GHG emissions from transportation that will contribute to a better transportation system for current and future generations.

Agenda

• What have we accomplished here? - Panel - You Where should we be at Asilomar 2009 and how can we get there? Panel -You

Have we answered Dan's questions?

- What is the role of economy-wide policies in transport?
- Can CO2 really be reduced 60-80% by 2050?
- Should transport do its "share"?
- Is VMT reduction a realistic goal? How?
- Is there a paradigm shift in consumer behavior?
- What about the changing oil market?
- Low-C fuels standard or cap-and-trade?
- How should we craft CAFE or GHG standards (or feebates)?
- What about heavy-duty vehicles, air, rail and freight?

Where should we be at Asilomar 2009?

- We have shown that transport can do its "fair share" and policies are in place to achieve near term goals (2030).
- We have identified and described the policies and strategies that can induce the innovation necessary to meet the long-term goal of an 80% reduction by 2050.
- We have adequately addressed all modes, including freight, air and rail passenger travel.

THANK YOU.