

**TRANSPORTATION AND CLIMATE POLICY**  
**Asilomar Conference Center**  
**Pacific Grove, California**  
**21-24 August 2007**

***«Transport and GHG Emissions»***

**Jack Short**  
*Secretary General*  
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**[www.internationaltransportforum.org](http://www.internationaltransportforum.org)**

**[www.cemt.org](http://www.cemt.org)**

# ECMT → International Transport Forum

- Transport Ministers set up a Global Forum for Transport with
  - Ministers
  - Industry
  - Civil Actors
- All modes, all OECD/ECMT Countries and invitations to China/Brazil & India
- One theme per year
  - 2008: Climate Change
  - 2009: Globalisation
- One place: **LEIPZIG**

# Transport and Global Warming

## STRUCTURE

- A rapidly changing context
- Transport's role
- What is being done
- Challenges

# Transport and Global Warming

***A rapidly changing context***

- Global warming top of political agenda  
(G8, EU, UN, nationally,...)
- Post Kyoto framework: many new targets and commitments

# Ambitious post Kyoto GHG reduction targets:

## France:

- National objective for a 25% reduction from 1990 by 2020 and a 75-80% reduction by 2050 (GHG's)

## Germany:

- Offered 40% reduction below 1990 if EU adopts a 30% reduction (GHG's)

## United Kingdom:

- National objective for a 20% reduction from 1990 by 2010 and 60% from 2000 levels by 2050 (CO<sub>2</sub>)

## California:

- State objective for a 80% reduction from 1990 by 2050 (CO<sub>2</sub>)

## NE and Mid-Atlantic States (USA):

- GHG emission reduction to 2005 levels by 2009-2012 and a further 10% by 2015-2018

# Transport and Global Warming

## ***Transport's Role***

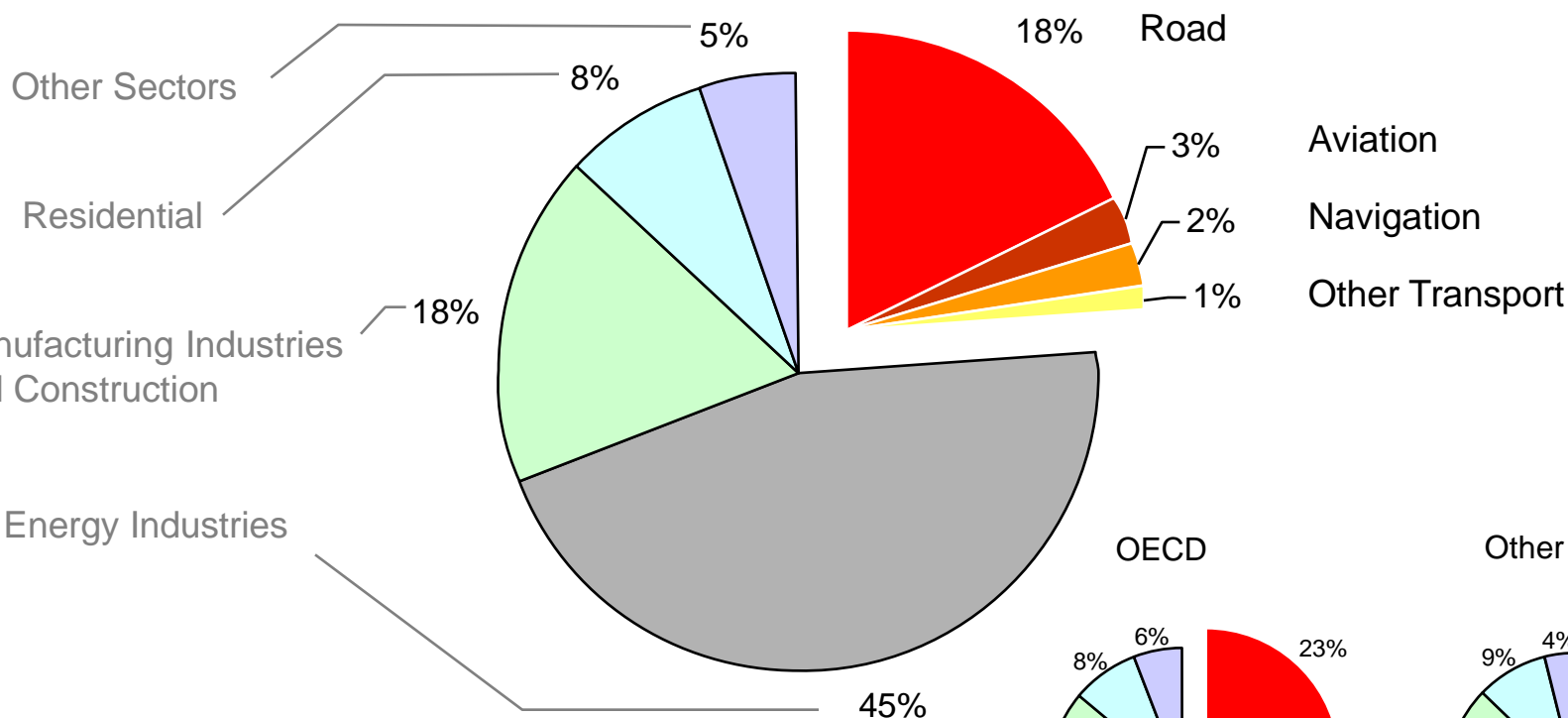
# Transport and GHG Emissions

- Transport sector responsible for significant share of CO<sub>2</sub> emissions

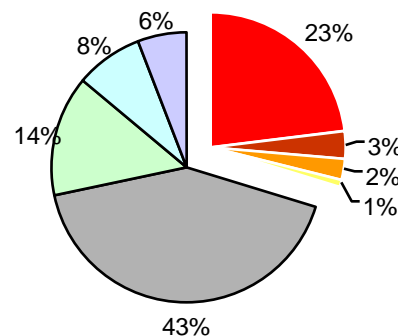


# Transport's Percentage Share of CO<sub>2</sub> emissions from fuel combustion

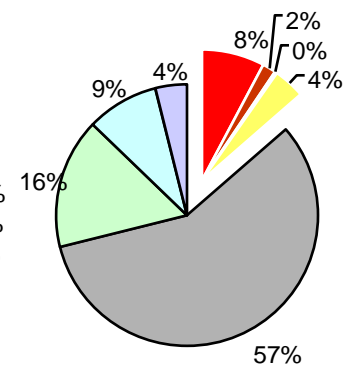
## World



## OECD



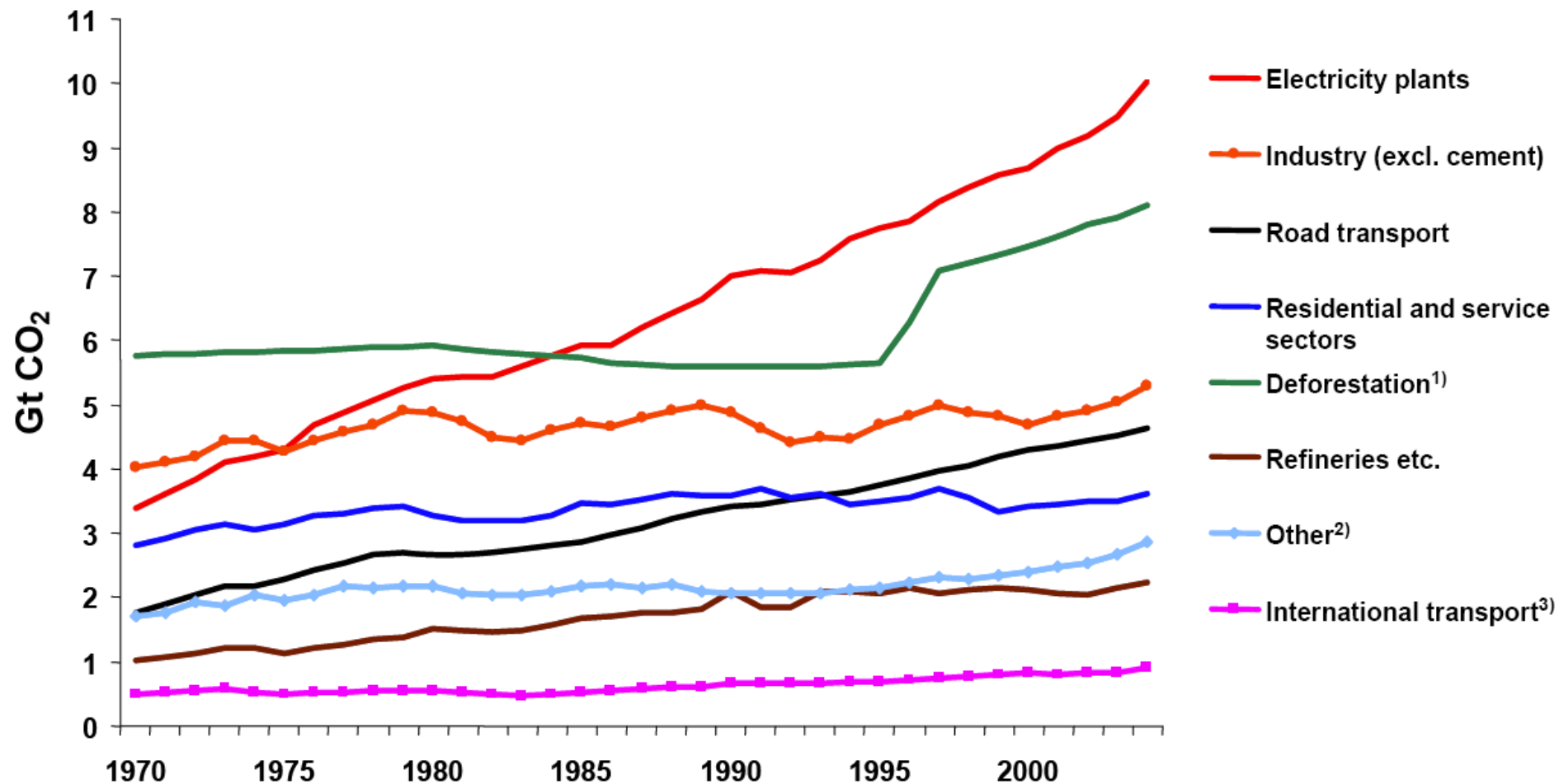
## Other ITF

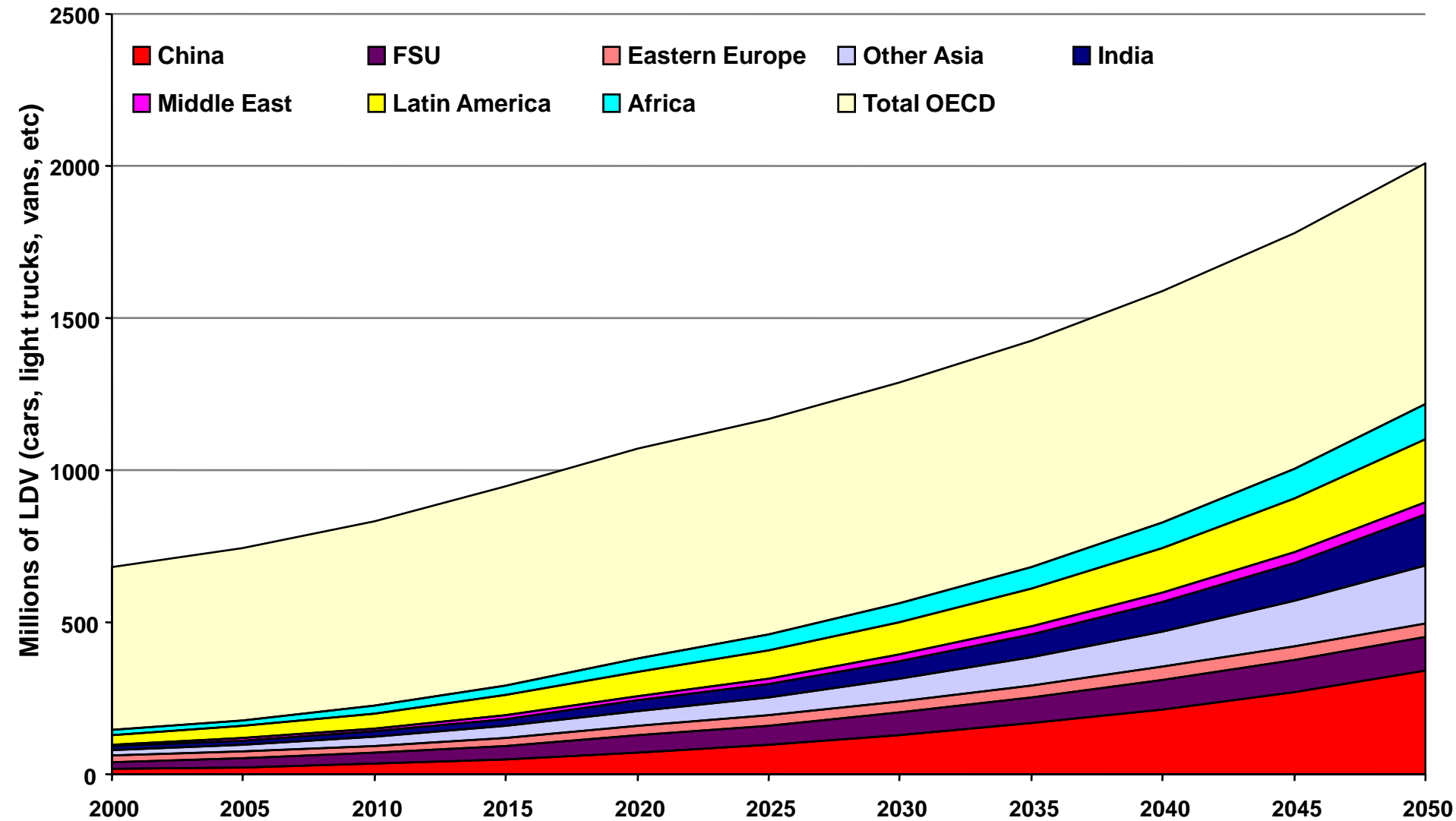


# Transport and GHG Emissions

- Transport sector responsible for significant share of CO<sub>2</sub> emissions
- Road transport main contributor; aviation growing fastest
- Growth in transport sector CO<sub>2</sub> emissions shows little sign of slowing or reversing

# Global CO<sub>2</sub> Emissions 1970-2004



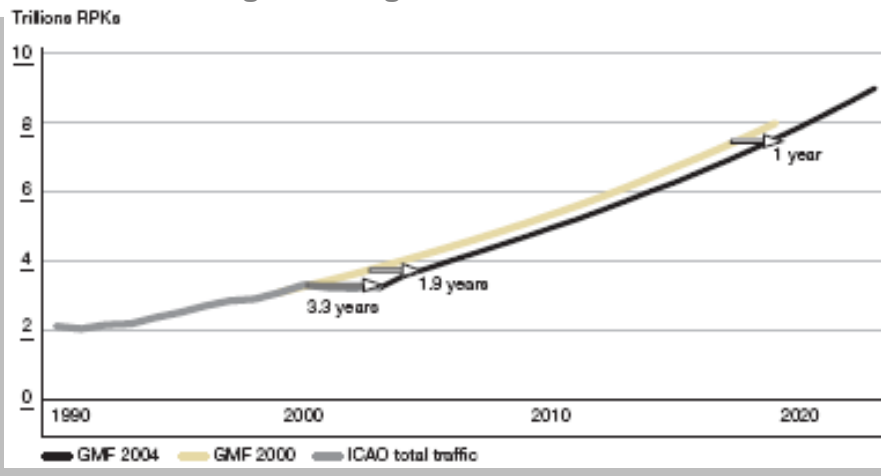


## Increased congestion in hub airports

Air Passenger Traffic  
expected to double  
over the next 20 years

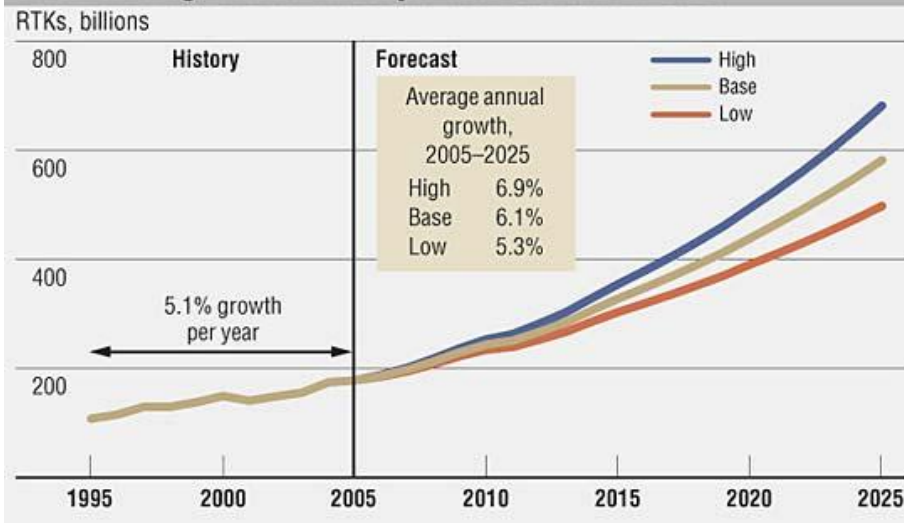
## World Air Traffic Outlook

### Revenue Earning Passenger Kilometres



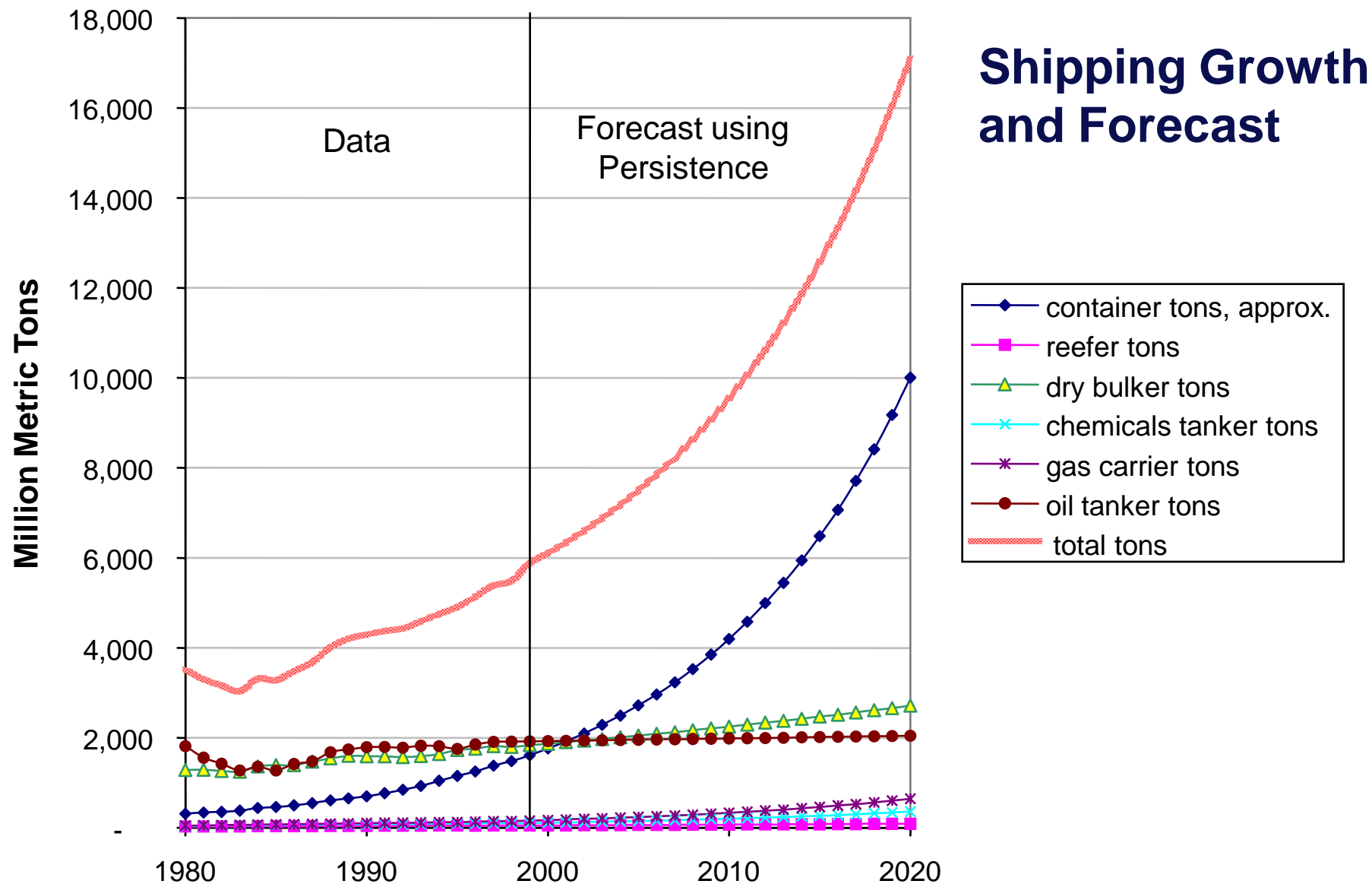
Sources: Airbus for passengers, Boeing for freight

### World Air Cargo Traffic Will Triple Over the Next 20 Years



Sources: Airbus for passengers, Boeing for freight

Air Freight Traffic  
expected to triple  
over the next 20 years

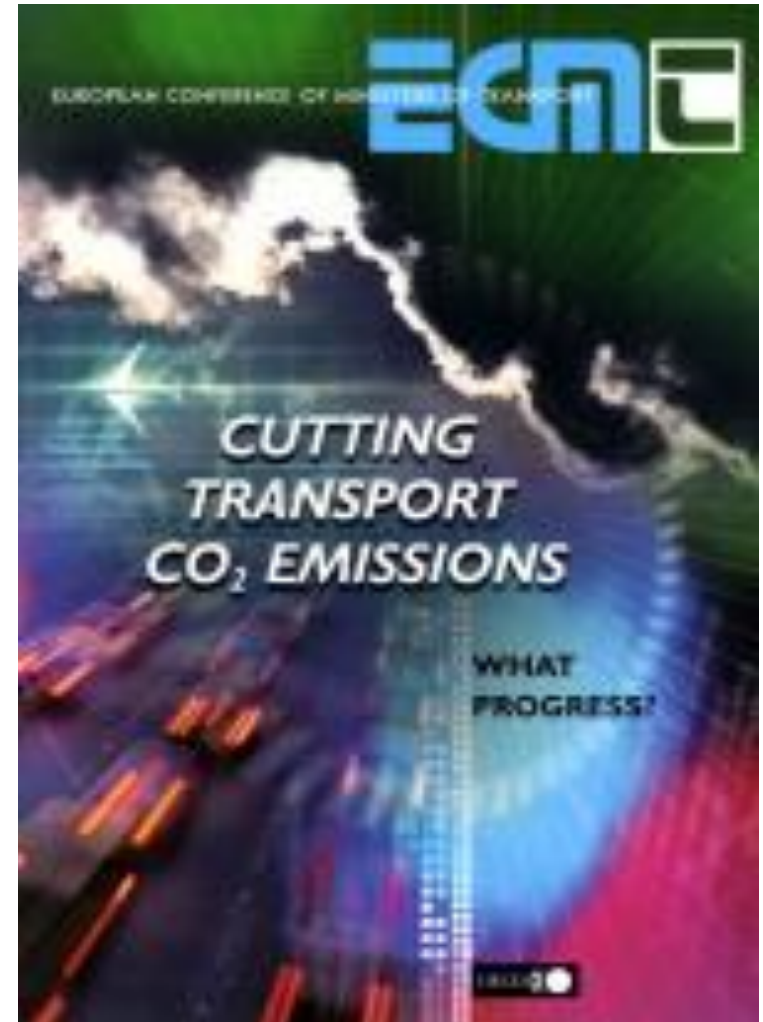


# Transport and Global Warming

***What is being done?***

# Transport and GHG Emissions

- ECMT survey of existing transport-sector GHG reduction policies in OECD/ECMT countries



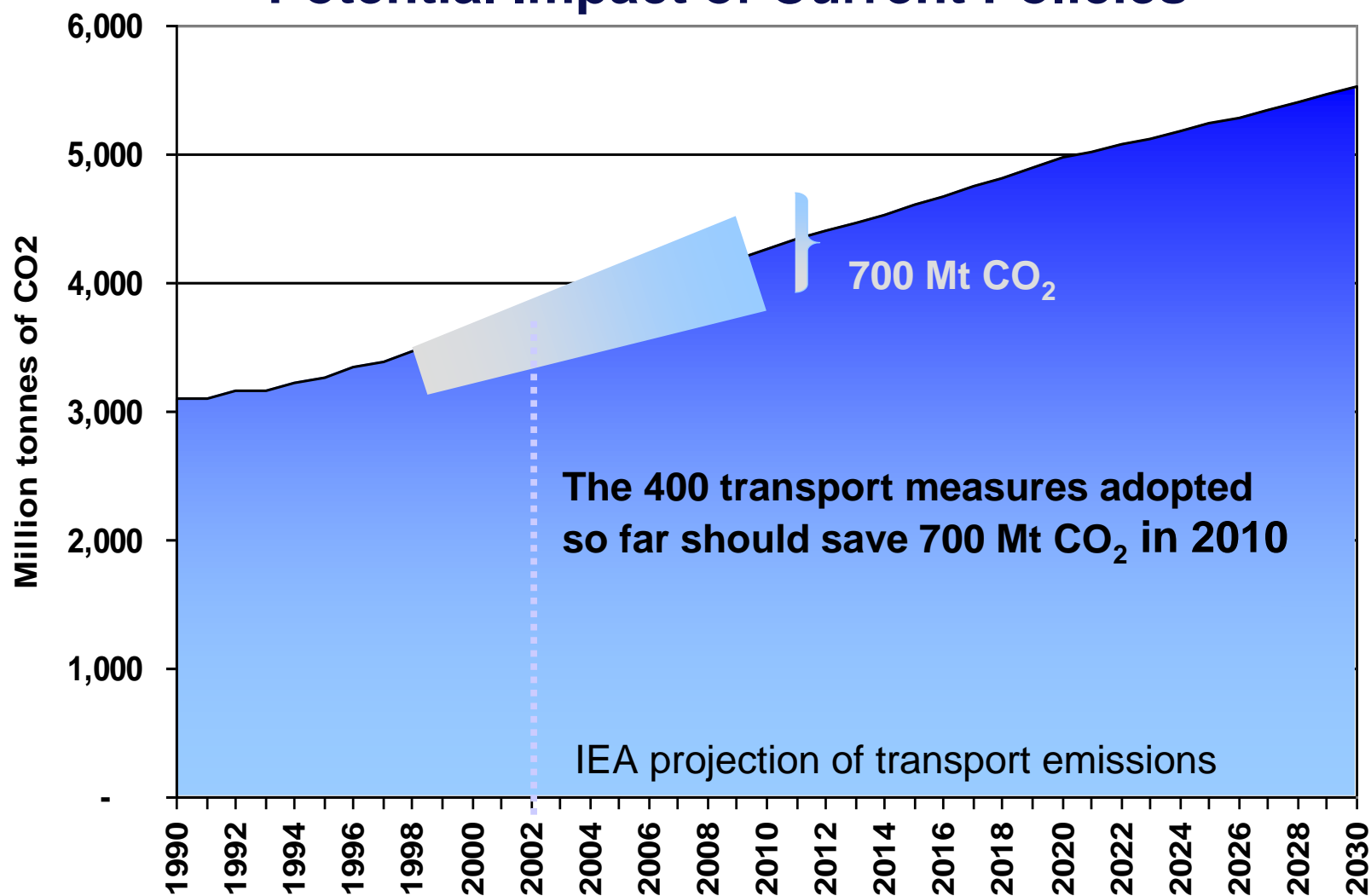


# Analysis of policies identified

No. of  
policies

<b>Demand</b>	Urban planning to discourage sprawl; Road pricing; Logistics optimisation.	<b>4%</b>
<b>Fuel efficiency</b>	Tax differentiation to promote EFVs;	<b>31%</b>
- Technical	Vehicle efficiency regulations/agreements;	
- On-road	Driver training; Car pooling;	<b>16%</b>
	Logistics management, route planning / guidance.	
<b>Carbon intensity</b>	Biofuel targets and tax incentives;	<b>24%</b>
	Hydrogen fuel cell R&D;	
	Incentives for CNG buses.	
<b>Modal split</b>	Targeted subsidies for public transport.	<b>28%</b>

## ITF Transport Sector Emissions: Potential Impact of Current Policies



# New Transport actions being proposed/discussed

## Internationally:

- **EU**
  - Vehicle emissions standards  
120-130 gm/km to replace voluntary agreement
  - Bring aviation into EU Trading Scheme
  - New biofuels target
- **ICAO**
  - Discussions on aviation in autumn
- **IMO**
  - Shipping CO<sub>2</sub> discussion (technical)
- **G8 Mandates**

# **New actions being proposed/discussed**

## **Nationally:**

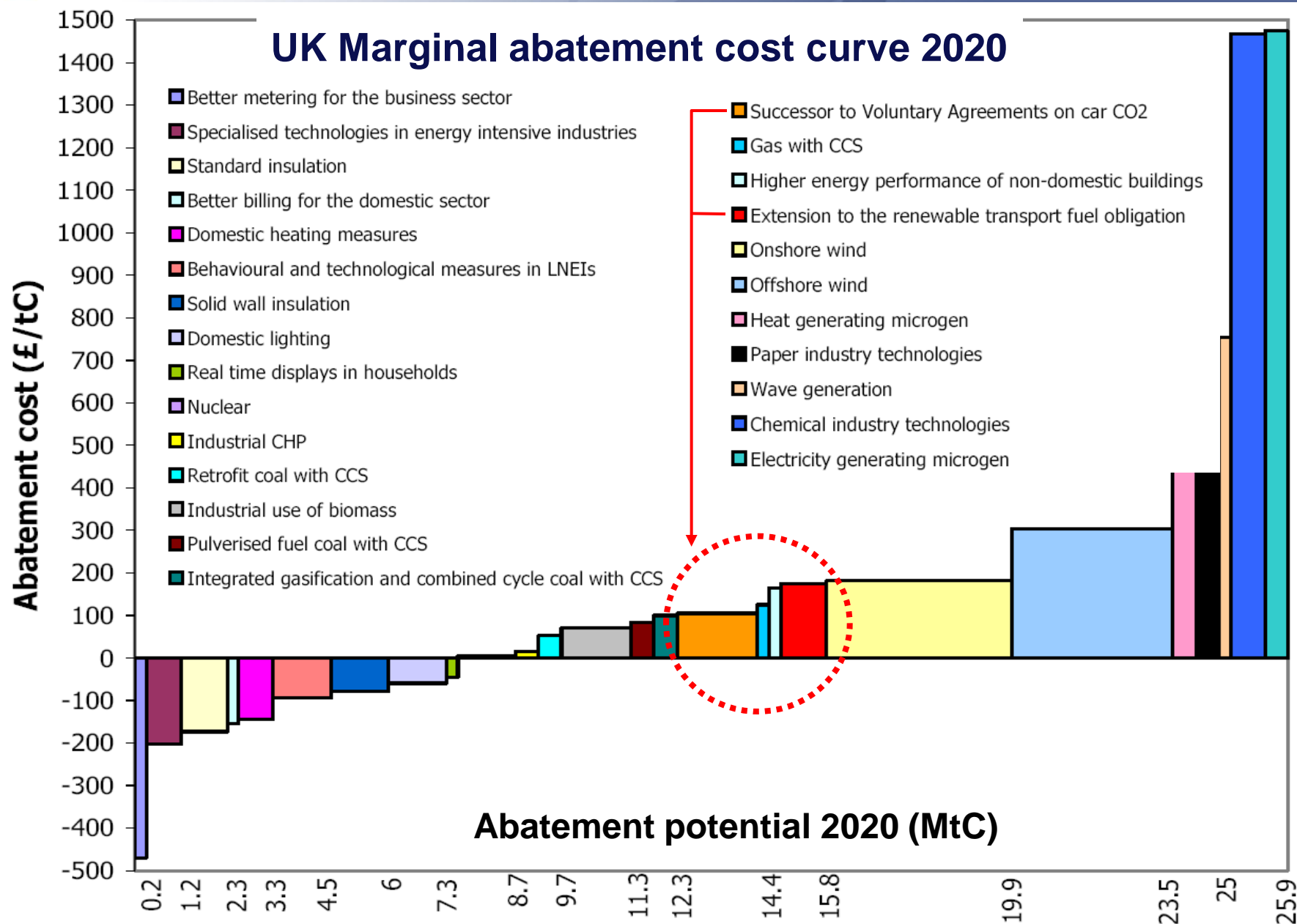
- **New strategies being drawn up  
UK, Germany, France**
- **Japan has interesting measures**
  - **Top runner**
  - **Regulations for HGVs**
  - **Specific target for transport**

# Transport and Global Warming

## ***Some Challenges***

# Policy Challenges for Transport

- Introduce Cost-Effective Measures
  - Studies show abatement costs higher in transport



## Policy Challenges for Transport (cont.)

- Do Cost-Effective Things Now

*(component regulations i.e. low rolling resistance tyres, low resistance lubricants, fuel efficient lighting, air conditioning, information feedback and driver training)*



## **Policy Challenges for Transport (cont.)**

- Biofuels (Round Table - June 2007)
  - Costly, uncertain GHG savings, environmental side effects
  - Niche market
  - Use certification
  - Avoid volumetric targets
  - Link support to performance

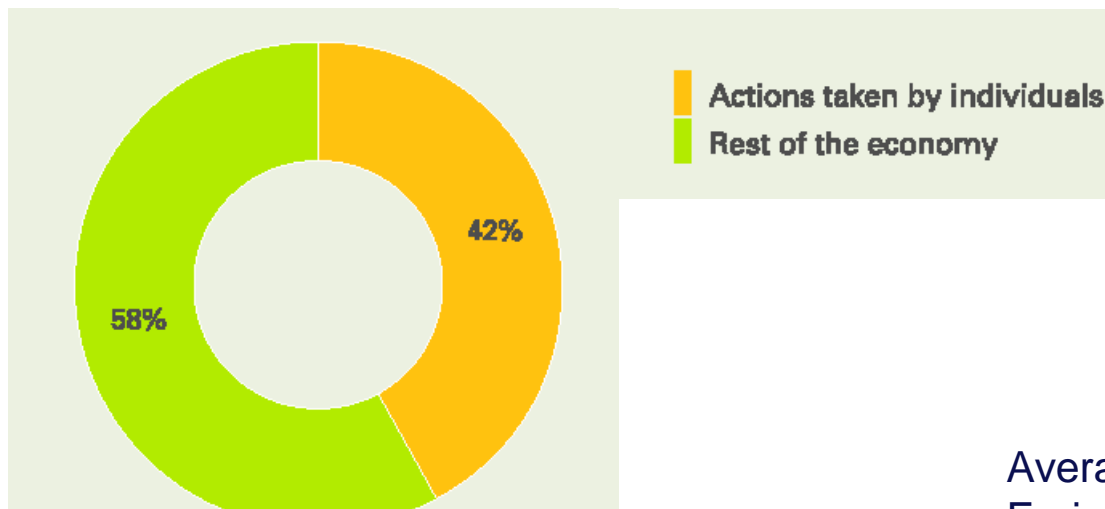
## Policy Challenges for Transport (cont.)

- Between Modes
  - Charges, taxes, regulations, trading all being discussed
  - Need more understanding on these different instruments and their effects
- Nationally and Internationally
  - Give countries freedom to act
  - But avoid distortions
  - And avoid race to bottom

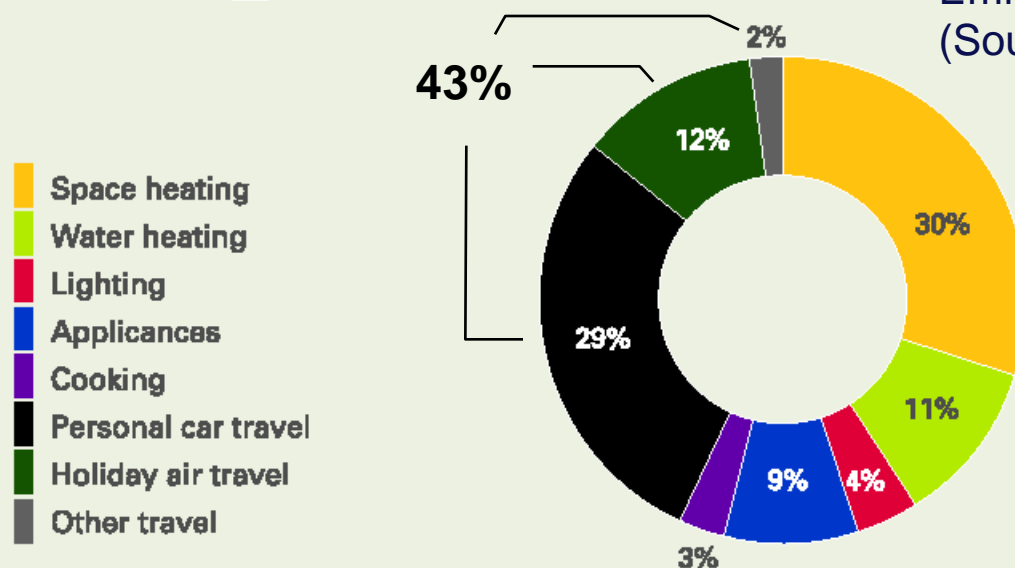
## Policy Challenges for Transport (cont.)

- Industry
  - Present clear incentives and framework to industry
  - For cars, is there to be a political consensus to downsize?
- Consumers
  - Information on actions

CO2 Emissions from the UK Economy: 168.3 mtc/yr  
includes International Aviation and Shipping (NETCEN 2004)



Average UK per Capita CO2 Emissions in 2005: 1.16 tonnes  
(Source: Defra)



# Leipzig, May 2008

- Ministers, Industry leaders and others to discuss Transport and Climate Change
- Inputs and preparation
  - Online debates
    - Biofuels
    - Tradeable permits
    - Instruments generally
  - Country measures to be updated
  - Specific events:
    - Ecodriving Seminar
    - Round Table on Fuels for Transport
    - Round Table on Instruments

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