



International Transport Forum

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

«Transport and GHG Emissions»

Jack Short

Secretary General

International Transport Forum

www.internationaltransportforum.org

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



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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 (CO₂)

California:

- State objective for a 80% reduction from 1990 by 2050 (CO₂)

NE and Mid-Atlantic States (USA):

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



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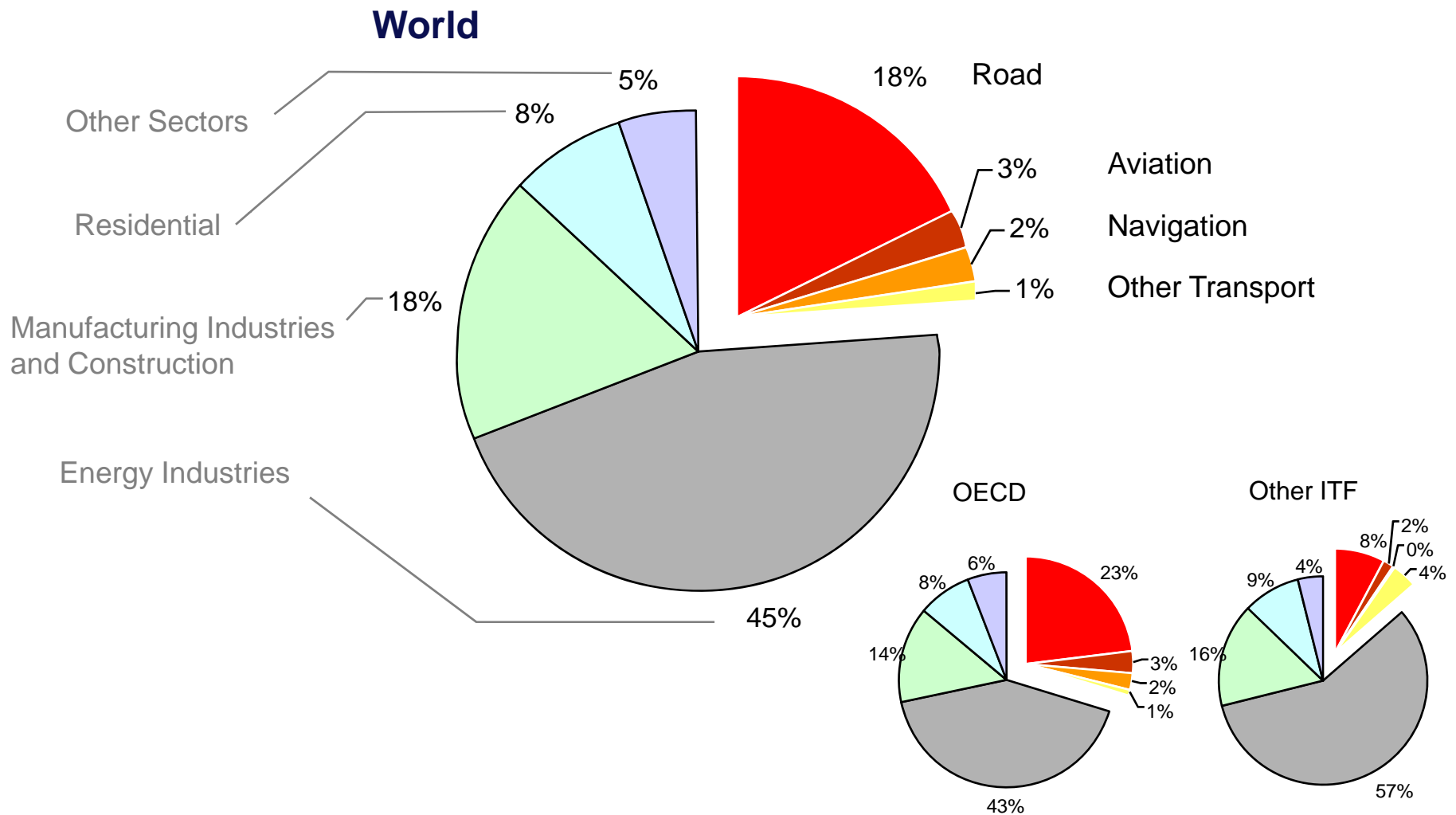
Transport and Global Warming

Transport's Role

Transport and GHG Emissions

- Transport sector responsible for significant share of CO₂ emissions

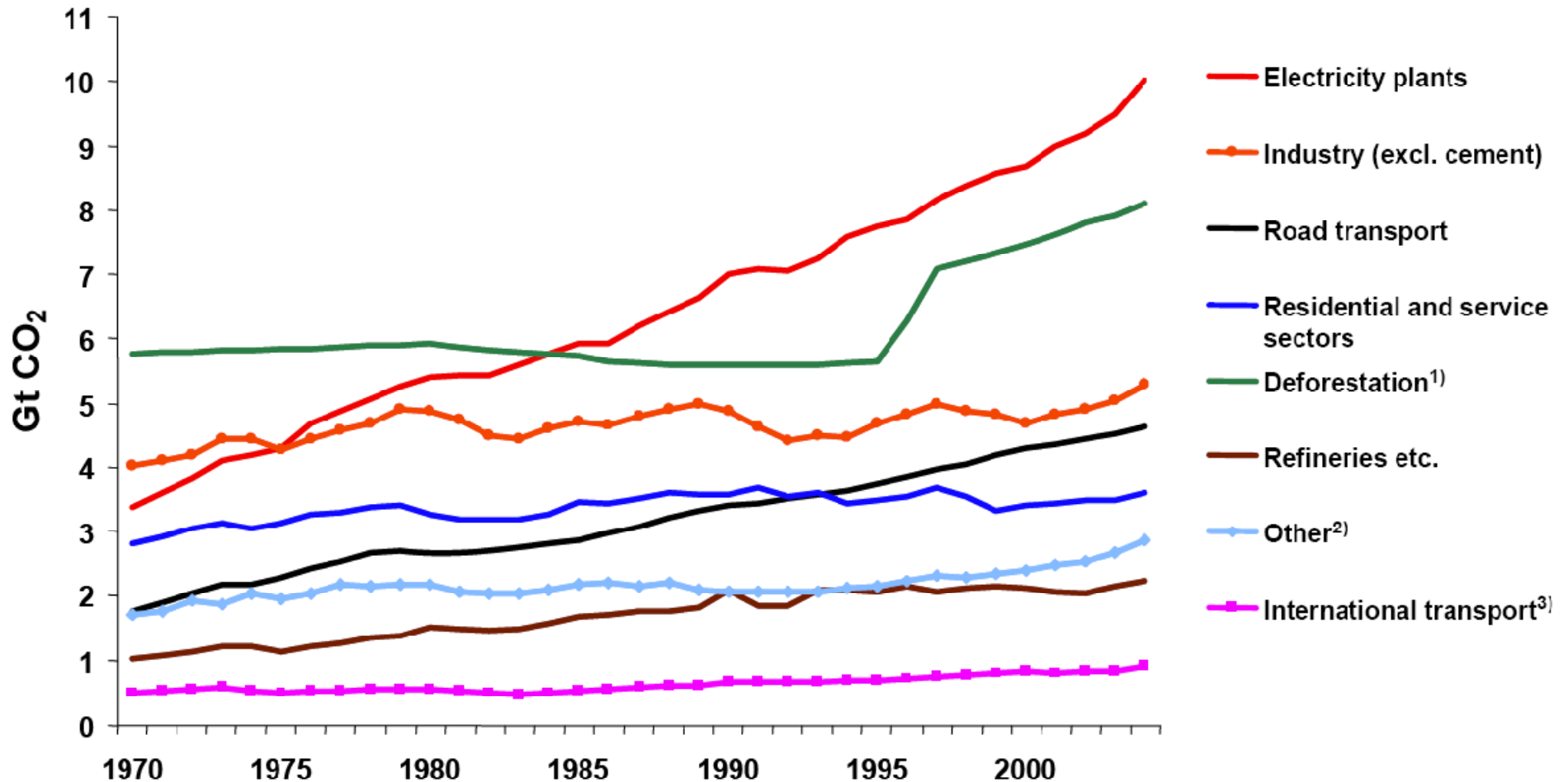
Transport's Percentage Share of CO₂ emissions from fuel combustion



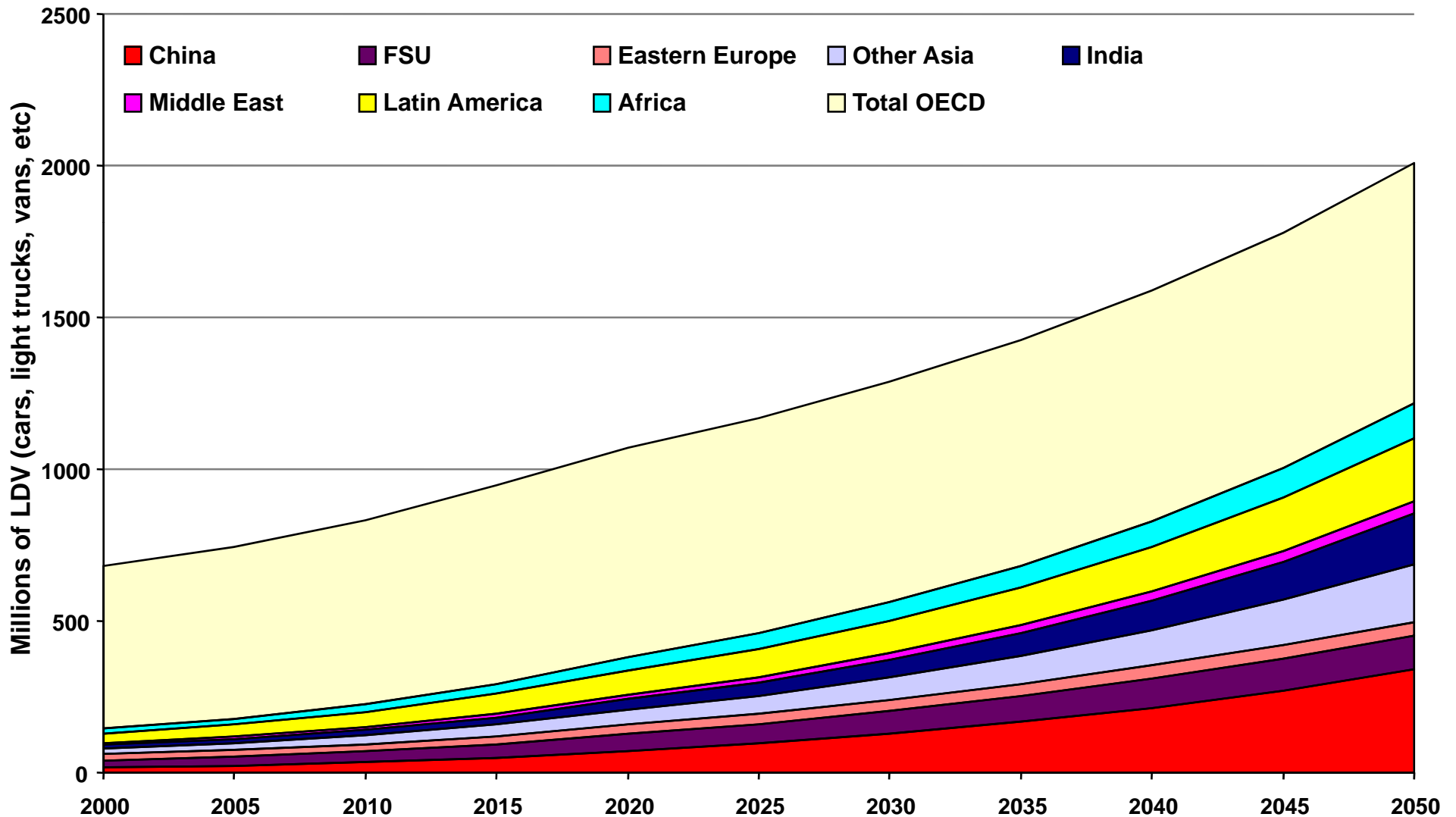
Transport and GHG Emissions

- Transport sector responsible for significant share of CO₂ emissions
- Road transport main contributor; aviation growing fastest
- Growth in transport sector CO₂ emissions shows little sign of slowing or reversing

Global CO₂ Emissions 1970-2004



World Motorization: WBCSD Projections



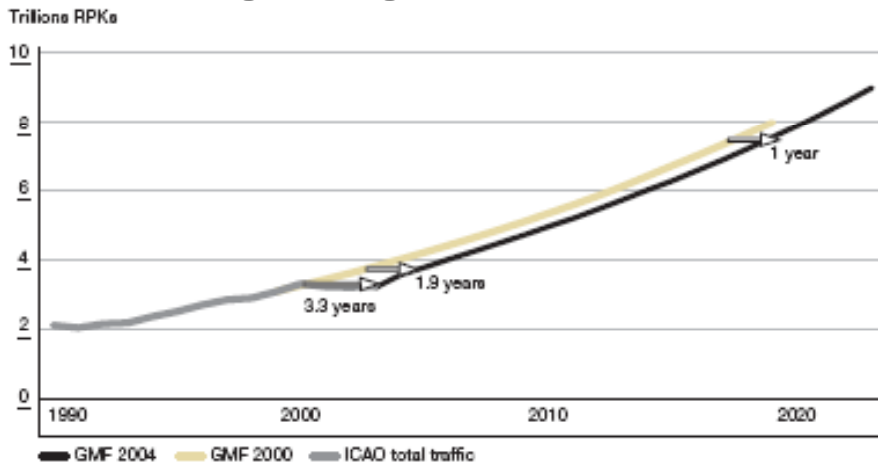
Source: IEA

Increased congestion in hub airports

Air Passenger Traffic expected to double over the next 20 years

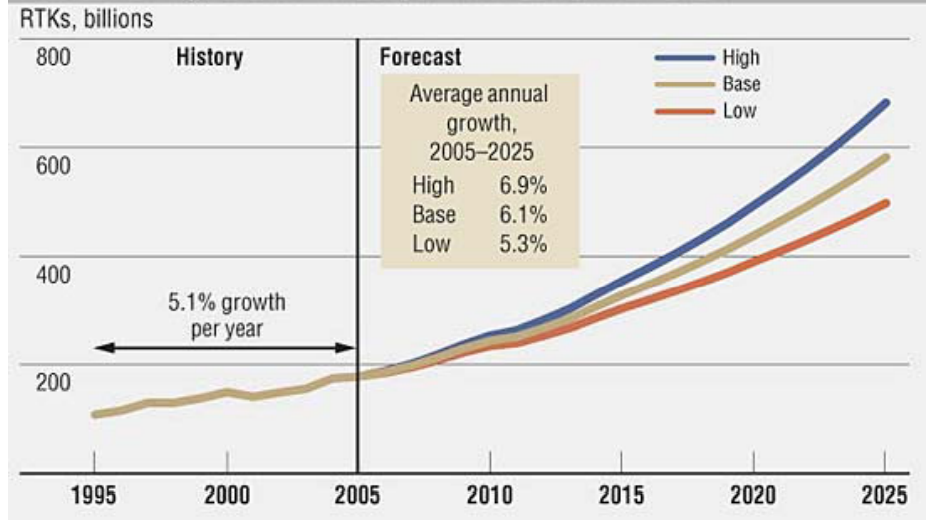
World Air Traffic Outlook

Revenue Earning Passenger Kilometres



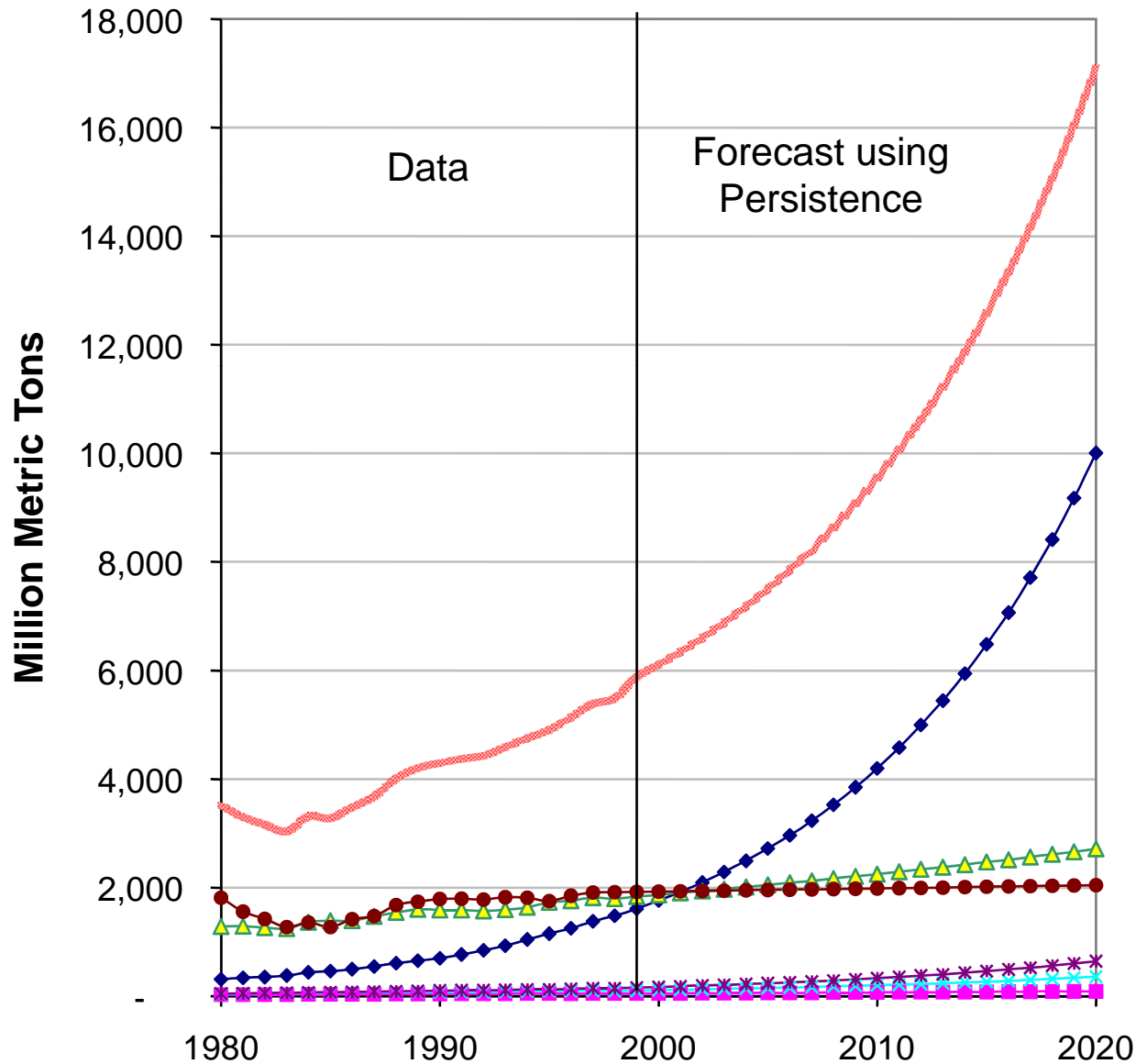
Sources: Airbus for passengers, Boeing for freight

World Air Cargo Traffic Will Triple Over the Next 20 Years

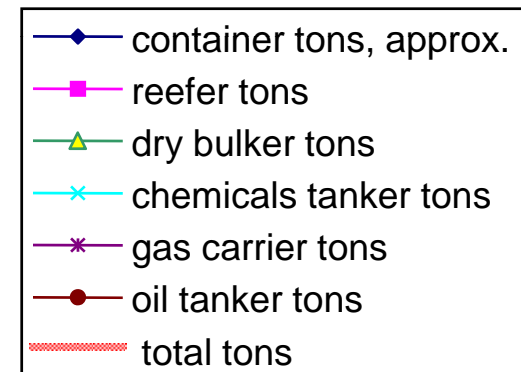


Sources: Airbus for passengers, Boeing for freight

Air Freight Traffic expected to triple over the next 20 years



Shipping Growth and Forecast



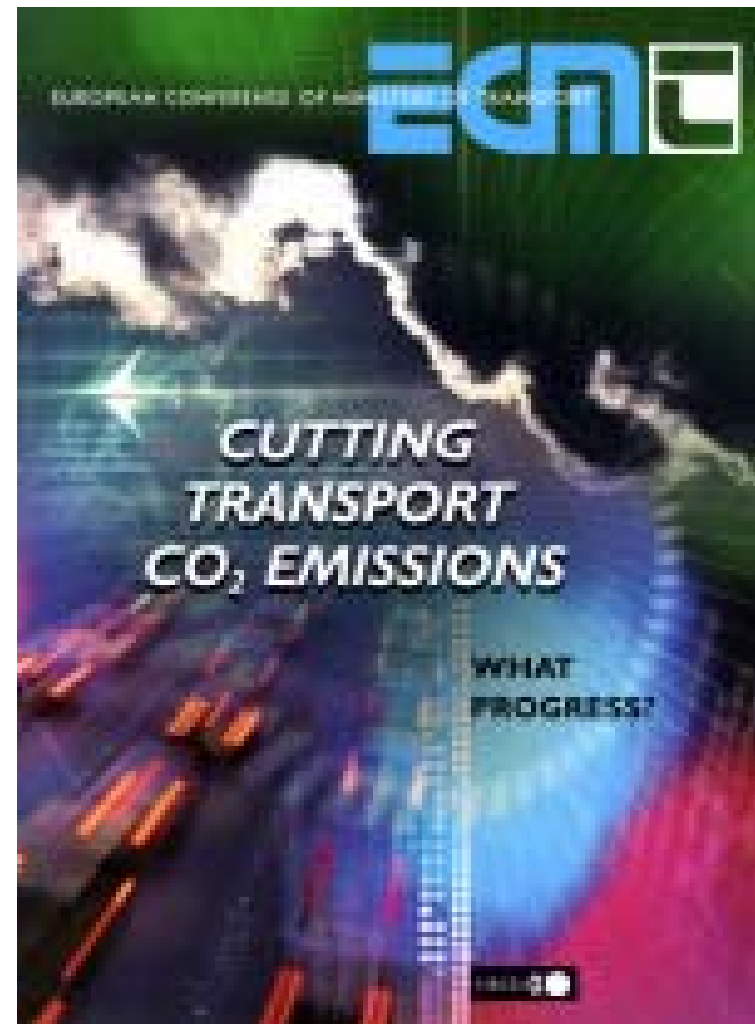


Transport and Global Warming

What is being done?

Transport and GHG Emissions

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

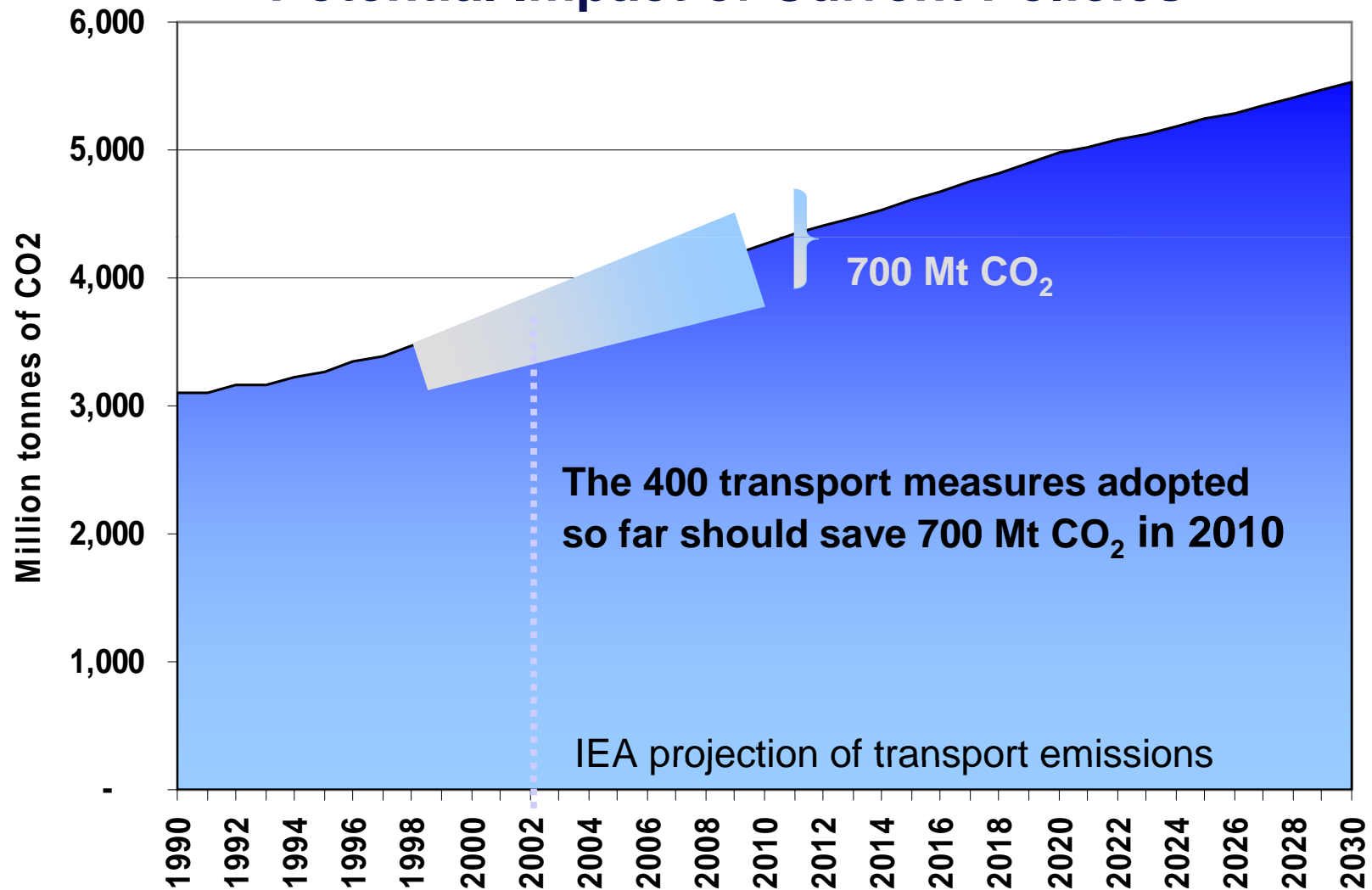


Analysis of policies identified

No. of
policies

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

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 CO₂ 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**



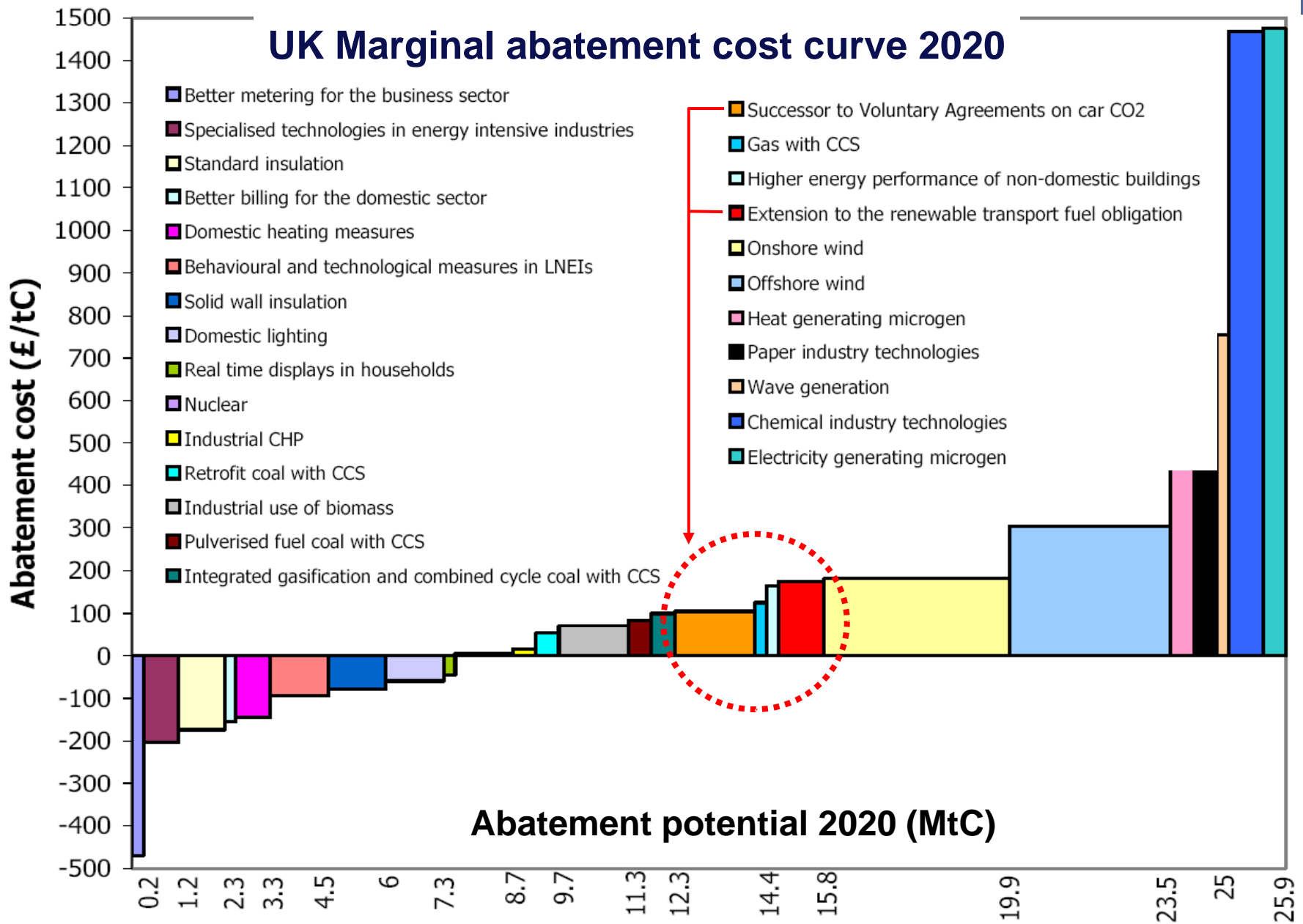
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Transport and Global Warming

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

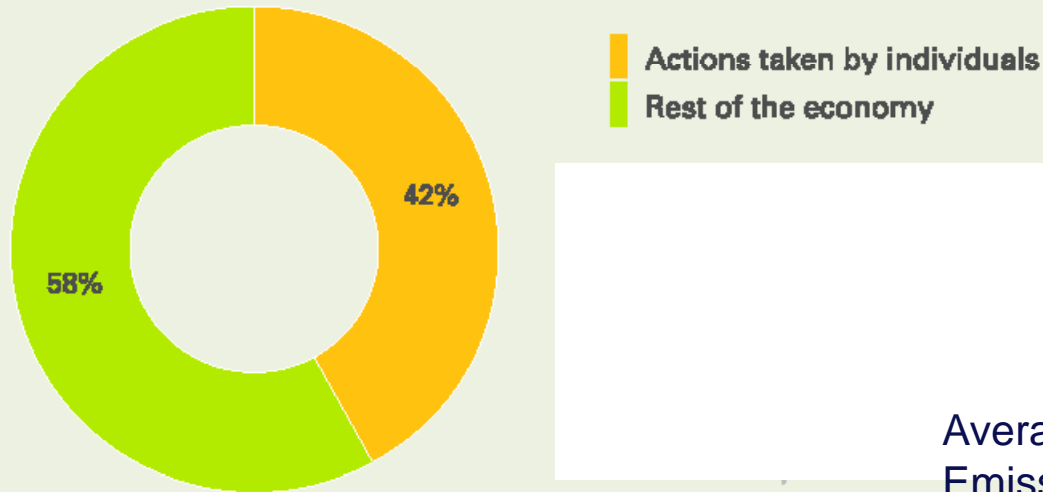
Policy Challenges for Transport (cont.)

- 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

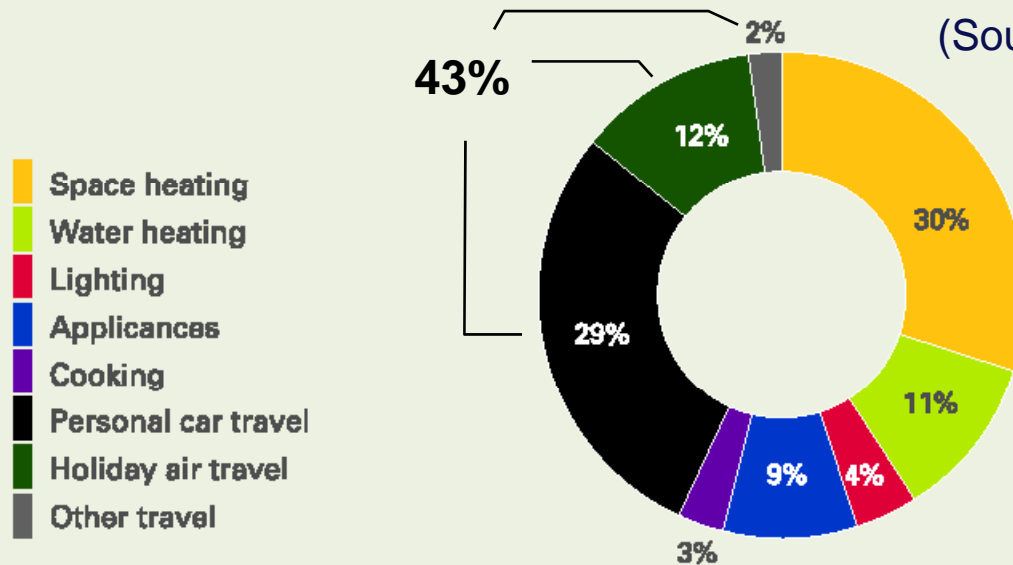
Policy Challenges for Transport (cont.)

- 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