



## PES Discussion Paper

# Reducing emissions from transport

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Transport is the sector with the fastest growth in green house gas emissions. From 1990 – 2006 emissions increased by 27,4%.<sup>1</sup> Furthermore transport contributes 21 % to overall emissions in the European Union.<sup>2</sup> Some first steps to reduce emissions from transport have been taken by the European Union, especially with Regulation 443/2009 which introduces, from 2012 onwards, limits on the emissions by newly bought cars. However, emissions by old vehicles, an increasing number of cars and especially trucks, increasing maritime traffic and aviation emissions and increasing urban sprawl with its associated negative environmental implications remain a huge barrier in the battle against climate change. To turn around the current trend of growing transport emissions, a number of political measures on the European, national and local level could/should be introduced:

- Including transport emissions into the emission trading system has been discussed in the past, but so far this option has been rejected. Either this debate should be taken up again or alternative proposals should be put forward setting emission reduction targets for all transport sectors, especially road transport, aviation and maritime transport (the latter two if possible in the framework of the Copenhagen Climate Change Agreement).
- The introduction of CO2 taxes or other forms to internalise external costs from transport (for example with the help of the Eurovignette) should be seriously considered.

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<sup>1</sup> European Environment Agency (2009): CSI 010 - Greenhouse gas emission trends - Assessment published Mar 2009. See: [http://themes.eea.europa.eu/IMS/IMS/ISpecs/ISpecification20040909113419/IAssessment1220277858018/view\\_content](http://themes.eea.europa.eu/IMS/IMS/ISpecs/ISpecification20040909113419/IAssessment1220277858018/view_content).

<sup>2</sup> European Environment Agency (2009): Annual European Community greenhouse gas inventory 1990–2007 and inventory report 2009. See: <http://www.eea.europa.eu/publications/european-community-greenhouse-gas-inventory-2009/european-community-ghg-inventory-2014-full-report.pdf>.



- In the mid-term we could discuss the introduction of emission standards not only for new cars but also for existing cars and trucks.
- The introduction of electric cars and other vehicles should be supported through investments and incentives for R+D and deployment, public procurement, tax incentives and support for the necessary infrastructure.
- Sustainable biofuel and biogas production through European Common Agricultural Policy reforms, increased R+D and deployment funding, public procurement and tax incentives.
- Public transport should be supported by providing more financial resources from European, national and regional budgets, tax reductions for the use of public transport. A review of European competition policy and other EU policies with a view to allowing maximum support of public transport.
- Urban planning should be reviewed in order to allow for the growth of “dense” cities without spacious suburbs, providing a good quality of living also in city centres and therefore decreasing transport needs. The use of bikes or walking by foot should be supported by providing the necessary infrastructure.
- Information campaigns on climate friendly transport should be supported.

We must carefully pay attention to the social impacts of all measures and policies suggested and if necessary foresee targeted measures for socially vulnerable groups.

