


6 December 2011

DG CLIMA

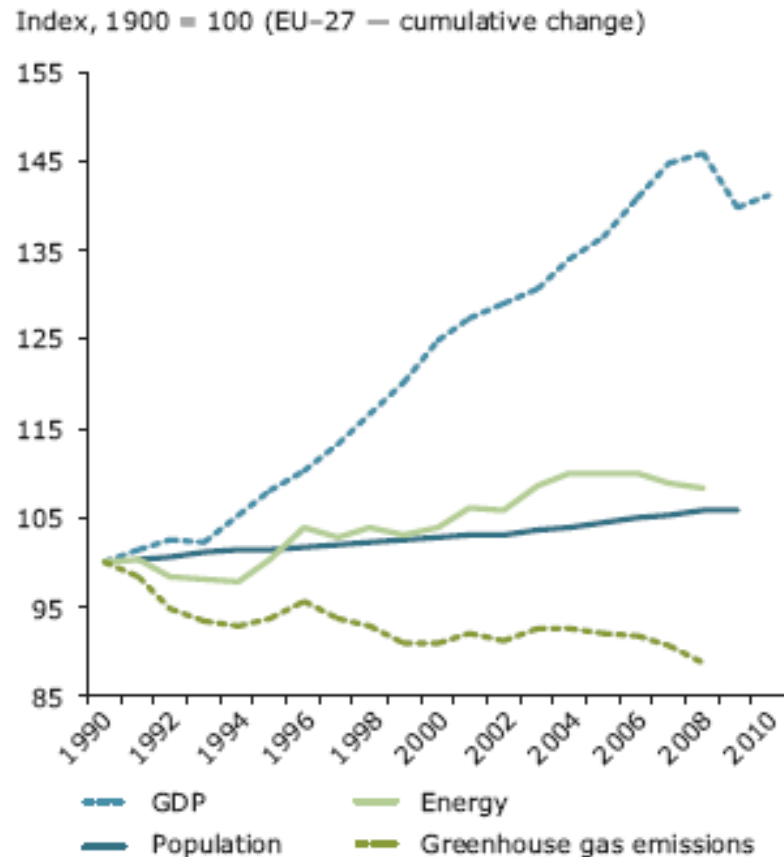
**Stakeholder meeting on LDV CO₂
emissions - *Scene setter***



Context of 80-95% reduction

- Keeping average global temperature increase below 2°C confirmed as global objective (UNFCCC- Copenhagen, Cancun)
- **EU objective of reducing greenhouse gas emissions by 80-95% by 2050 compared to 1990, in the context of necessary reductions by developed countries**
- Need to prepare long-term low-emission development strategies providing the framework for the longer term action

Context of 80-95% reduction



- EU emissions reduced by 16% between 1990 -2009
- EU on track towards the - 20% emission reduction target by 2020
- **Current policies would only lead to ca. - 40% GHG emissions by 2050**



Roadmap for moving to a low carbon economy in 2050

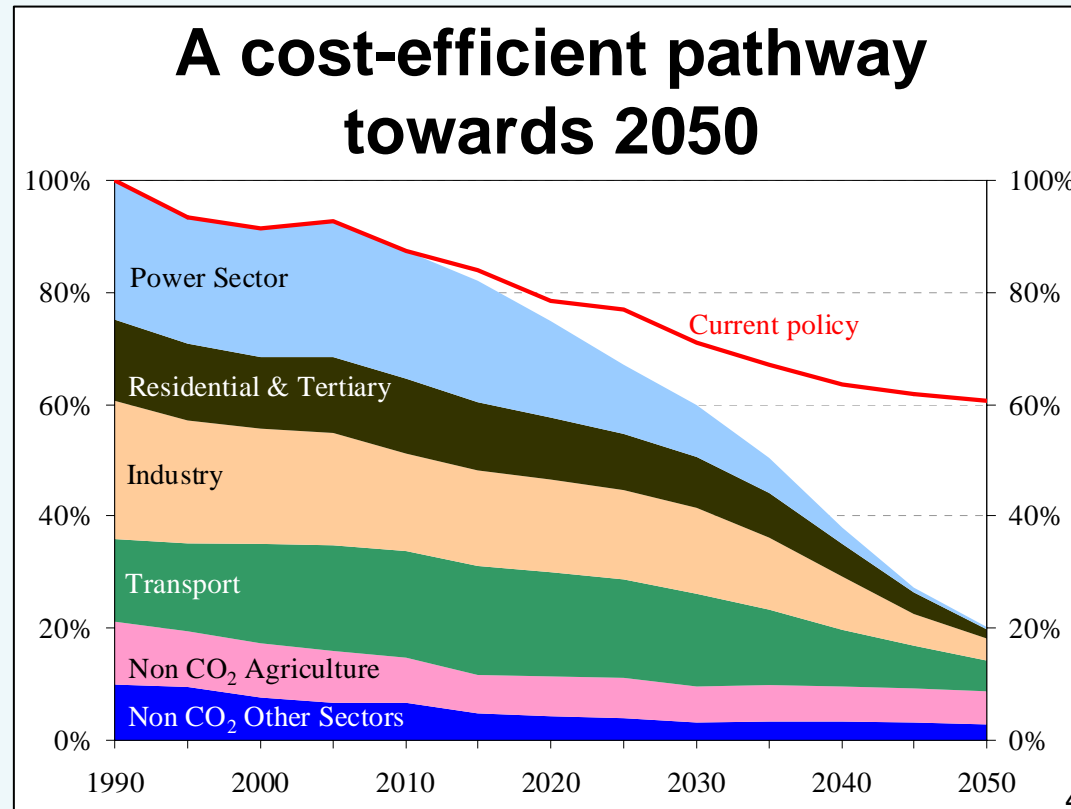
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Extensive global and EU analysis on how the long-term target can be reached:

- identifies cost-effective pathway, with intermediate milestones;
 - identifies key technologies guiding R&D;
 - identifies investments needs and benefits;
 - identifies opportunities and trade-offs;
 - guides EU, national and regional policies;
 - gives direction to private sector and private households for long term investments.
- **Conservative on technology development.**
- **Behavioural changes triggered only via price signals.**

Roadmap for moving to a low carbon economy in 2050

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Cost-efficient pathway:

-25% in 2020

-40% in 2030

-60% in 2040

All sectors to contribute

- Transport to reduce GHG emissions by **54-67%** by 2050 compared to 1990



Transport

- Transport CO₂ emissions are currently about a quarter of EU emissions.
- Road transport is responsible for approx 85% of total transport emissions.
- Transport is the only sector where total emissions have been increasing
- Road transport emissions have not been decreasing – long-term trend



Transport White Paper

- Sets out future transport strategy within a frame of achieving a **60% reduction in transport GHG emissions** by **2050**
- Decarbonisation objectives are fully consistent with the *Roadmap for moving to a low carbon economy in 2050*
- By 2030, transport should reduce GHG emissions to around **20%** below the 2008 level - given past substantial increases in transport emissions, this would still be 8% above the 1990 level
- The role of many different measures is recognised but **improving vehicle GHG emissions** is seen as a **key** instrument.



Energy security

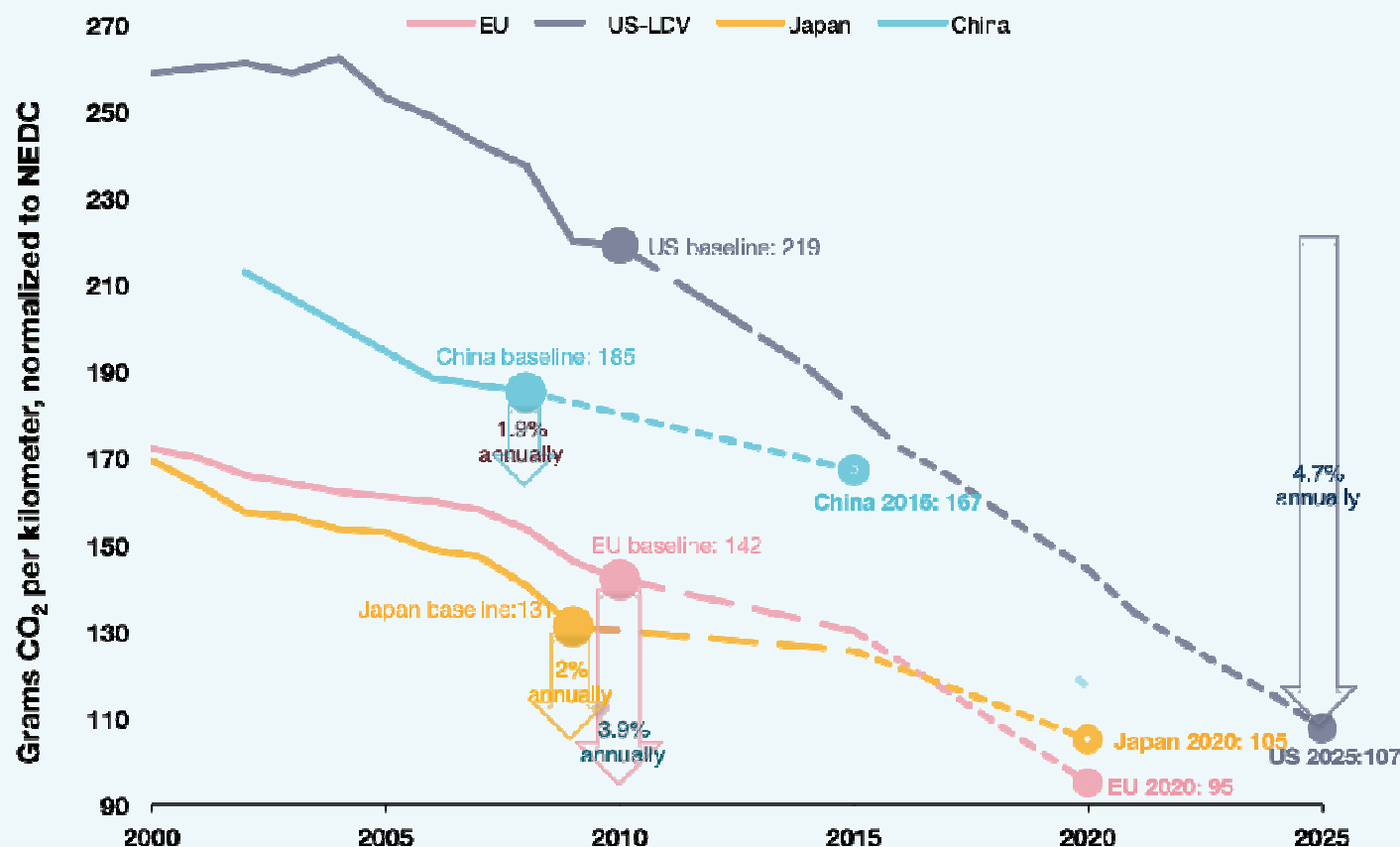
- Transport depends on oil for about 96% of its energy needs. Globally the transport sector accounts for almost 90% of the projected increase in oil use.
- The number of cars in the world is projected to increase from around 750 million today to more than 2.2 billion by 2050.
- The depletion of reserves and growing global demand could lead to higher energy prices.
- Reducing transport energy use helps respond to this challenge and improve energy security.
- **Improving energy efficiency is one of the major contributors to decarbonisation of transport.**



EU automotive industry

- EU automotive industry the biggest investor in R&D in 2009 (€28bn/year), followed by Japan and the US
- In 2007, 12.6 million jobs in the EU were directly or indirectly depending on the automotive industry
- Automotive industry is global
- EU trade balance positive- almost **€85 billion** in 2010
- Innovation is key for the EU industry's competitiveness
- GHG vehicle standards also outside EU: US, Canada, Japan, China, India, Australia, South Korea

International car emission standards



- [1] China's target reflects gasoline fleet scenario. If including other fuel types, the target will be lower.
 [2] US and Canada light-duty vehicles include light-commercial vehicles.
 [3] Annual rate is calculated using baseline actual performance and target values.



Contribution to wider goals

- Reduction of fuel consumption and CO₂ emissions from vehicles is necessary to:
 - Ensure a viable future vehicle market in a climate constrained world
 - Enable the EU to reduce CO₂ emissions in line with its commitments
 - Substitute EU expenditure on energy imports with investments in innovation
 - Improve and maintain international competitiveness of the EU automotive industry
 - Enhance EU energy security



Consultation

- **Public consultation on reducing road vehicle CO₂ emissions.**

http://ec.europa.eu/clima/consultations/0012/index_en.htm

- **Deadline for responses 9 December.**
- **So far more than 2600 responses.**

Thank you for your attention